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The Magazine



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CIAS, Cleveland & Long Island**
- ✈ **Scott AFB: 2010 Airpower Over the Midwest Air Show**
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Behind the Lens & to the point

By Laszlo

Welcome to our **Free** December-January on-line issue of *The Magazine* by www.AirShowsReview.com.

Wow, we are celebrating our First Anniversary issue! The past year zoomed by rather quickly. We have been very busy, as we expanded our coverage to several European air shows, instead of just concentrating on North American events alone. Our contributing staff has been increased, to cover a better selection of air shows for you, our readers.

Our readership has expanded too, over the past year. *The Magazine* has been downloaded by 105,000 readers worldwide, and it is growing with each bi-monthly edition. In fact, because of our growing international presence, we were invited to Malta to cover the air show there.

Progressive air show directors and organizers are realizing the potential of internet based coverage more and more. Of course this is not limited to air shows alone, as we travel to different locations and countries, local and national Tourism Boards can take advantage of our publication to publicize their locality to our readers. Prime example for this was the Malta Tourism Authority who helped us to discover some aviation related places of interest in Malta during our visit to cover the air show.

Many air shows in 2010 started to cut back on the number of the static displays as well as on top name performers due to the economic situation. While some of the newer air shows such as Windsor International Air Show, were expanding and improving! Some of the air shows performed on Air Force Bases are also being affected, and switched over to every other year, or are in the process of switching. We hope that this will not happen, not just because we like to attend AFB air shows, like at Scott AFB, but because this will interrupt the cycle of expertise, and experience in hosting such complicated events.

With December-January's issue, it is also the time to pick our yearly air show award winner. This year it was a very tough choice from many excellent air shows we had attended.

2011 will be an interesting year and we look very much forward to it, we hope you do the same by downloading our environmentally friendly publication too!



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Inside the cockpit

By Coop

I had a very interesting and entertaining opportunity last month; I flew a T-33 in New Mexico. It was a Canadian built T33 with a Rolls Royce engine. From what I am to understand, the Rolls Royce is the engine of choice when operating a T33 and people have found it far superior over the Alison engine.

It was a beautiful sunny day in New Mexico and after the usual briefing and pre-flight inspection I climb into the cockpit. The first thing I notice is how roomy it is in comparison to the Mig. Which I guess shouldn't be surprising since the all up weight of the T33 is in excess of 15,000 lbs compared to the Mig's 12,000 lbs. The cockpit layout is clean and well organized. It feels comfortable almost immediately and I enjoy not having to lower the heavy canopy by hand like I do in the Mig.

All aircraft seem to have their own unusual characteristic that makes them unique, for the T33 that would have to be the braking system. Taxiing the aircraft can be dangerous for someone if they don't know that braking does not work if the pedals are moved from a neutral position. It is an odd feeling when you try to turn left and you cannot allow the pedals to move from neutral, if you allow the left pedal to move forward while you are pushing the toe brake, you get no braking. If you allow the front wheel to turn on too much of an angle and you are close to edge of the taxiway you could be in for a situation where you are unable to get the aircraft back in time.

The take-off roll is quick, and it lifts off smoothly. As we climb out, as I had heard the nose does tend to oscillate a bit left and right. It is easy to see why some people don't care for the T-33 if they want to correct each oscillation. My years of flying helicopters have taught me not to chase the oscillation. I climb up to 16,000 ft and start with some steep turns and then into various stalls. A few rolls, loops and a split "S" later and I am feeling very comfortable with the aircraft. Fuel management is important, as there are two tip tanks, two leading edge and two wing tanks. The tip tanks are left on all the time to make sure they are always pressurized, but the other two must be turned on as the main tank starts to empty. It can be easy to run out of fuel with fuel in the tanks in the wing if you forget to turn on the appropriate pump.

I head back to the airport for a few touch and goes and then finally the full stop landing which is my least favourite as it means this flight is over. Taxiing back is much easier as I now have a much better feel for the technique.

**We wish all of
our readers**



IMPORTANT NOTE: *The Magazine* is interactive with invisible hot-links, by hovering over some of the images and advertisements, the cursor changes into a pointing hand and a small window will highlight the destination path to the web site that the reader can visit for further information.





2010 Labour Day Air Shows

Article by Laszlo with photography as noted.



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Labour Day weekend, for many it indicates the end of summer, the start of school the year, and the skies are buzzing with air shows in many cities in North America. In Toronto, the largest city in Canada, this is when the annual Canadian International Air Show is held. Since we have several contributing photographers, this year we were able to cover not only Toronto's, but the air show in Cleveland, Ohio and the one held at the American Airpower Museum at Long Island, New York. We are going to highlight them in the same order, for more complete reviews please visit our website www.AirShowsReview.com, starting with Toronto's CIAS.

Toronto, Ontario: The 61st CIAS annual air show in Toronto did not have the best of start this year, it suffered from bad weather. Apart from the no show performers, such as the Sea King helicopter, due to high winds creating 6ft+ swells on Lake Ontario on Saturday, the HMCS Fredericton cancelled her presence too. Thus the much hyped by CIAS (via newsletters on the internet) Navy demonstration, that would have been the high light of the show, got torpedoed with the rest of the air show for Saturday!



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The CF-18B two seater streaking across the sky over the CIAS on Sunday.



©2010 Andrea Zaratini

I was fortunate to be on HMCS Fredericton for Sunday's air show which started with the CF-18B two seater streaking across the sky filled with dark grey clouds piloted by Forrest Rock. Followed by Rob Holland who always dazzles the crowds. The CP-140 Aurora made several passes as the HMCS Fredericton cruised along the show line, firing several rounds off to greet the crowds. Then an inspection boarding team was lowered in their Zodiac boat from the frigate, and rapidly departed towards the shore to demonstrate their capabilities. Meanwhile the frigate kept on cruising, making several turns and upon recovery of the inspection team in their Zodiac, the frigate moved further away from the shore to a safe zone where she could fire two quick salvos with her main gun. This was a blast so to speak to hear and to see the impact of the shells on the water. As we were returning the F-16 Viper East was streaking across the still dark sky over Toronto, followed by the Heritage flight that flew over the frigate just as we were docking. The Snowbirds closed the show with some blue in the sky. Over all for me it was great experience, but for most of the people on the shore it was not the best to sum it up "Was a mixed day.... clouds, windy, sunshine, no wind" at least it didn't rain!

For Monday's show the weather once again was not cooperating much. It wasn't as cool as on Sunday, but it was more overcast and the day started off with rain. The rain was on and off at the beginning of the air show, but then it stopped. The sky changed from dark grey, to light grey with the occasional blue patch trying to break through. The F-16 Viper East making a tremendous amount of noise over downtown started the show. What many attendees were possibly not aware of that the CT-114 Tutor in the Heritage Flight was piloted by the Commander of the Snowbirds, Lt.-Col. Maryse Carmichael, in celebration of the Centennial of Licensed Women Pilots.

Over all, the CNE – CIAS due to the weather and partial cancellation was rather disappointing. I hope the CIAS will survive the political turbulence, and if it does it will continue to improve.



©2010 Joe Osciak

Cleveland, Ohio: Report and photography by Joe Osciak.

The annual Labour Day Weekend Cleveland Air Show held at Burke Lakefront Airport was a another can't miss show. The US Navy Blue Angels were the headline act this year and put on their usual outstanding flying to keep the eyes of the crowd glued to the skies. The other military performers were the USAF F-15 Strike Eagle Demo, USN Super Hornet Demo and the USN Legacy Flight. There was a search and rescue demonstration by the US Coast Guard too.

Some of the planes on static display were Canadian Air Force CF-18's, DC-3 from the FAA, Boeing 737 from Continental Airlines, US Army C27J, USAF A-10's Thunderbolt II's, USAF C-17, US Navy and Marine Helicopters, two planes from FedEx and many civilian planes. WWII warbirds were represented by the B-17 Flying Fortress "Yankee Lady", USN F-4U Corsair and Tora 101, a Japanese A6M Zero replica which demonstrated a WW II dogfight with the Corsair and B-17. Civilians who performed were the Metro Life Flight Helicopters, Gene Soucey, Teresa Stokes, The Red Eagle Air Sports, and Shockwave.

This show gets a 8 ratings as everything was planned for and well run for a show this size. Parking was close to the event, enough sanitation facilities for the crowd size, and lots of food vendors with a variety to please everyone with an appetite.



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Page 6 photos: Blue Angels, top, Gene Soucey and the Red Eagles on the lower left and right. Above: USN F-4U Corsair and the Zero replica.

Long Island, New York: Report and photography by Ricardo von Puttkammer.



©2010 R v Puttkammer

The American Airpower Museum, located at the Republic Airport in Long Island, New York, the birth place of the P-47, F-105 and the A-10, has its last main event of the season. This year it celebrated the 70th anniversary of the Battle of Britain.

The main stars of the event were the Canadian Lancaster and a Tom Duffy's Spitfire MK.IXc, both on static display only on Saturday and Sunday, due to high winds brought by hurricane Earl. There was another Spitfire scheduled to appear, but could not make it due to some mechanical problems. The organizers worked very hard with the performers to put as many planes in the air as possible under those conditions. On Monday the winds slowed down and the Lancaster, Spitfire and the P-47 were able to go up and fly in formation.

The American Airpower Museum is in the process of restoring a PBY-5 Catalina. Its progress can be viewed inside the main hangar where a F-84G can also be found. One of the things that make this museum so special is that many of the planes in its collection are in flying condition. This event is good for the entire family with its flying attractions and museum memorabilia and displays.

We rate this as 9 out of 10 due to its historical importance and extremely hard work by all involved to put this together under difficult weather conditions because of hurricane Earl.



Scott AFB: 2010 AIRPOWER OVER THE MIDWEST AIR SHOW

By Laszlo Nyary



The Scott AFB Air Show, located just east of St. Louis, in Illinois, for 2010 featured the Blue Angels as the main event for the air show. This was our second much anticipated visit to Scott AFB and we hoped that this year the weather would cooperate, giving all the spectators a chance to be dazzled by all the performers.

We arrived on Friday, usually the media and practice day for the performers. Unfortunately, the weather did not cooperate and it was a washout, and due to the rain and inclement weather, some of the aircraft flew in late or decided to wait until Saturday morning, when the weather was anticipated to improve.

Due to the 9/11 Anniversary there was heightened security on the AFB on Saturday. The gates opened on time at 9:00 a.m., although the forecast called for 80% chance of rain, it never materialized. The start of the air show was delayed due to low ceiling by about 30 minutes. It started with the 9/11 remembrance, led by Col. Michael Hornitschek, Commander of the 375th Airlift Wing at Scott AFB. The sun broke through the dark clouds in the early afternoon, which helped a great deal, to make the air show a memorable one for everyone, especially for the A-10 West Demo Team.



The B-2 above and on the right, The Viper East Demo F-16 piloted by Capt. Ryan "Rider" Corrigan.

©2010 Laszlo Nyary

After their Heritage Flight, as the A-10 landed, it blew the tires on the main landing gear. Luckily, only the main landing wheels and the tires required replacement. However, the A-10 required a tow from the runway, which interfered with the performance of the Blue Angels, as they had to use a different runway away from the spectators. There were no readily available replacement wheels or tires at the base and they had to be flown in for the A-10. Thus, Saturday ended with a bit of drama, but the main thing, no one got hurt. The highlight of the day for many was the B-2 fly-by. The B-2 made several relatively low passes which thrilled everyone!

Sunday, as far as the weather, it was perfect for the air show. However, bad luck continued for the A-10 West Demo Team. The replacement wheels and tires would only arrive at 2 p.m., and as the spare A-10 was prepared for the air show, due to an extreme family medical emergency the pilot who flew the plane to the show, had to fly it back to Davis-Monthan AFB, in Tucson, Arizona. Thus, not even the spare A-10 was available for the show. Therefore, only two aircraft performed the Heritage Flight: the F-16 of the Viper East Demo Team, and the F-4 Phantom. The Viper East Demo, piloted by Capt. Ryan "Rider" Corrigan performed splendidly as he demonstrated just how tight the F-16 can turn and how fast it can climb. The Tora Tora Tora, performed their routines and it was fun to watch them fly through the black smoke of simulated bombing runs. The show ended with the Blue Angels who were able to take off in front of the cheering crowds this time.

For us going to Scott AFB, it is like visiting our best friends or close family! We noticed and complemented, the friendliness of the Scott AFB personnel last year, and while some of the staff from last year changed, the friendliness and hospitality remained unchanged. In fact, we found the Public Affairs led by Karen Petitt, the Chief of the 375th Airlift Wing Public Affairs, and her team members such as Lt. Dan Riley, and TSgt. Jerome Baysmoreher, outstanding, and simply the BEST!

We also had the opportunity to meet Lt. Col. Michael Kayser, the Air Show Director, and Col. Michael Hornitschek, the 375th Airlift Wing Commander, with whom we had a chance to discuss the air show and air shows in general. We wish to thank all of them for making the weekend such a positive and memorable event!





Blue Angels at Scott AFB, on top. Inspecting the F-16 engine after the flight got to be one hot job, mid-left. The MiG-17 between the F-16 tails, above. Jason Newburg's spectacular take off routine, below. All photos © 2010 Laszlo Nyary.



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2010 MALTA INTERNATIONAL AIR SHOW

By Laszlo Nyary



The 18th consecutive Malta International Air Show (MIAS) was held at the International Airport at Luga, on September 25 and 26. *The Magazine* was invited to cover the event by Mr. Joe Ciliberty, Director of the Air Show and President of the Malta Aviation Society and by Lt. Commander J. Philip Webb, USN, who organized the American participation.

Malta is a small independent island nation, lies in the central Mediterranean Sea, between Europe and Africa. For more articles regarding my Malta visit, please see pages 28 to 44.

The MIAS, was different from many air shows we cover, not just due to the exotic location for many, but the way it unfolded. At most shows in North America the actual flying time is spread out over four to five hours with several 10 to 15 minute breaks, while at MIAS it lasted only for about two hours; but it was just about non-stop, continuous! The flying time was more intense and exciting!



Both the Belgian F-16AM (previous page and above) as well as the Royal Netherlands F-16AM (right) deployed anti-missile flares during the show that was a spectacular site, and sadly not seen in North America!

The MIAS while may not be a large event, nevertheless, it had top internationally known performers from France, Belgium, Netherlands, and the UK and Italy to a small extent and also a strong presence in a static display from the US Navy and Air Force. The Armed forces of Malta performed as well, debuting their new colour scheme for their helicopters. For an in-depth review please visit our site www.AirShowsReview.com or just click on this link here: [Malta Air Show Review](#).

In conclusion the MIAS is a gem of an air show, with lots of potential for the future. I wish to thank all the people who made my stay at MIAS an enjoyable one, especially: Lt. Commander J. Philip Webb, Joe Ciliberti and his friendly volunteer staff such as Paul Spiteri Lucas, Mario Zammit and Rosie Lehner.



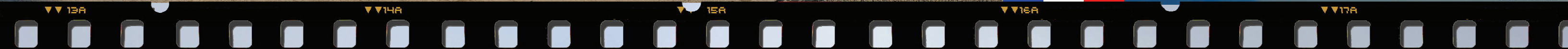
The Hawk from the UK, with such a great paint scheme in the air and on the ground above.





The Canadian built Bombardier (Canadair) CL-415 water bomber from Italy, had a spectacular and very wet display on both days of the MIAS.

All photos ©2010 Laszlo Nyary





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The AMF Air Wing demonstrated their nimble skills in maneuvering in the air their Alouette III helicopters, while showing the spectators their revised colour scheme; from glossy white, green and orange to a lower visibility grey. The national insignia now has a much narrower band of red too, left and top center. The Italian Air Force demonstrated SAR (Search & Rescue) capabilities of their AB-212 helicopter. The pilots of the USA aircrafts which arrived on Friday, posed for me on the wing of the KC-135R, on Saturday before the show started. Thanks guys, it was much appreciated!





The only dh Tiger Moth flying in Malta, during Sunday's performance, on the left. While the KC-135R is about to land on Friday, the arrival day, just after the rain storm., on top. The static (sadly) German Tornado ECR, aptly posing in front of the Lufthansa Technik Hangar, bottom left. The crew of the P-3C Orion which arrived on Sunday to the show (static display only) posing for a group shot. Thanks guys! All photos © 2010 Laszlo Nyary.





The WEFLY Team in formation, did an admirable performance at MIAS. The team members are physically challenged, yet they can perform just like any other team, on top. This nice formation of the Royal Netherlands KC-10 tanker with (4) F-16: (2) Belgian and (2) Dutch, over the airport was on departure day, it was a nice way to say “Good bye” to the 2010 MIAS, below.



THE MALTA INTERNATIONAL AIRSHOW

2011

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Fort St. Angelo, and Vittoriosa from the Upper Barracca Gardens. ©2010 Laszlo Nyary

On behalf of our online magazine, I was invited to Malta to cover the air show. This opportunity was extended for a few extra days by the Malta Tourist Board, for me to see and learn about this small island Republic. While we do not usually cover travel and vacation spots, Malta has an interesting WWII aviation history that I could learn about, so, I accepted the opportunity to pass along to our readers.

But first a bit about Malta. If one enjoys history, natural beauty, good climate with lots of sunny days, and great food, Malta has the potential that can fulfill just about anyone's need, and no wonder the streets are full of tourists. Indeed, tourism is a major financial resource for this small island nation with just over 300 km² in land area.

Malta lies in the central Mediterranean Sea, between Europe and Africa. Malta is located 93 km (58 mi) south of Sicily and 290 km (180 mi) from the nearest point of the North African mainland. There are three main islands—Malta, Gozo to the NW, and Comino between them—as well as two small uninhabited islands, Cominotto and Filfla. The main island Malta, is only 245.7 sq km (94.9 sq mi) in size, and this is where the air show was held.

Malta's location has given it great strategic importance and throughout history, was ruled by the power players; from the Phoenicians, Greeks, Romans, Sicilians, Knights of St. John, to the British, just to name some of them. Malta gained independence from the British in 1964 and became a Republic in 1974.

During WWII, Malta was one of the most bombed places on Earth, based upon the square area, as such it offers any historically inclined or aircraft enthusiast a good opportunity to learn about it. There are many museums in Malta that deal with history. Upon the advice of a pilot friend of mine, who also was involved with the organization for the air show, we narrowed viewing down to three logical choices: Malta Aviation Museum, Malta at War Museum, and The Malta Maritime Museum, which would cover the historical aspects of interest.

Malta Aviation Museum

The Malta Aviation Museum, was a good place to start in the City of Ta' Qali. The museum is located on a former RAF airfield of TA'QALI "Takali" as it was known by the RAF. Prior to being an RAF airfield, it was Malta's first civilian airfield.

At the time of the Italian declaration of war (10 June 1940), Malta had a garrison of less than four thousand soldiers. In addition, Malta's air defenses consisted of about forty-two anti-aircraft guns and four Gloster Gladiators, for which three pilots were available. The first air raids against Malta by the Italian bombers occurred on 11 June 1940. In the increasing bombing attacks the Italians started to lose some of their aircraft due to the AA guns and the Gladiators, and additional reinforcements of twelve Hawker Hurricanes that had arrived via HMS Argus. During the first five months of combat, the island's aircraft destroyed or damaged about thirty-seven Italian aircraft. As the war progressed, the Luftwaffe started to bomb heavily the strategically located island, but failed to pummel it into submission. Additional RAF aircraft, namely Spitfires, were brought in to shore up the air defenses. The Air Battle of Malta lasted nearly two and a half years vs. the famous Battle of Britain that lasted for six months. King George VI awarded the George Cross (the highest civilian award for gallantry) "to the island fortress of Malta — its people and defenders."



<http://medals.nzdf.mil.nz/legal.html>



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The museum was undergoing expansion at the time of my visit on September 28th, and at the present it has two main exhibit areas; one is the Air Battle of Malta Memorial Hangar and the other is the main building. The undergoing expansion will eventually cover Malta's connection with Aviation up to the present.

At the museum I was met by Ray Polidano, Director General and by Anthony Spiteri, who graciously explained the stories behind the aircraft displayed in Air Battle of Malta Memorial Hangar housing two very significant aircraft: the Hawker Hurricane MkIIA (close to being airworthy) and the Vickers Supermarine Spitfire Mk IX (static display). This hangar also displays a Bofors 40mm AA gun, and several period motorcycles and four wheeled vehicles.

The main building houses the rest of the collection, including: several piston driven engines and jet engines, aircraft waiting for restoration such as the Fairey Swordfish, DC-3 Dakota, Beechcraft Expeditor, Cessna Bird Dog, and a de Havilland Sea Venom. Also static displays such as the de Havilland Vampire T Mk 11, Armstrong Whitmore Meteor, Hawker Seahawk Mk 6, and Fiat G.91R that one can sit in its cockpit. There are uniforms, Squadron Crests and scale models of aircraft. There is also a restored de Havilland Tiger Moth that flew during the air show, although it was not present on the grounds while I was there.

I noticed the lack of Axis aircraft on display, there are only photos of Italian and German aircraft exhibited from the WWII era. While The Malta Aviation Museum is not a very large one, and it has a limited budget, it is certainly well worth the visit for any aviation enthusiast.

I would like to thank Ray Polidano, and Anthony Spiteri for their time and generous hospitality, and Lt. Commander P. Webb, USN, for bringing this gem of a museum to my attention.

Air Battle of Malta Memorial Hangar, above, and sitting in the Fiat G.91R in the main building of the museum, below.





A Fairey Swordfish HS491 is waiting for restoration and assembly, top left inset.

De Havilland Vampire on display, top right inset.

Hawker Sea Hawk FGA2 on display, main image.

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The entry gate to the National War Museum. Lower Fort St. Elmo, Valletta.

©2010 Laszlo Nyary

The National War Museum

The National War Museum is located in Fort St. Elmo, Valletta. Fort St. Elmo was built in the 16th century by military engineer Pietro Pardo.

Fort St. Elmo later received further modifications in the 17th, 18th and in the 19th centuries, particularly by the British. The collection at the museum focuses on the two World Wars, and the special role of Malta during the wars.

For me and other several aviation enthusiasts, the focal point is the Gloster Sea Gladiator, “Faith,” on display that participated in the defense of Malta. There are also some photos of Italian and German airplanes on display, as well as some recovered parts; namely a wing segment of a Bf Me109F-1, and the engine and propeller of a Junkers Ju 87 Stuka dive bomber. Again here too, just as at The Malta Aviation Museum, there are no full sized Axis aircraft on display, only scale models. The national treasure; the George Cross for bravery is also kept here. Other notable items are the Willys Jeep, used by General Eisenhower before the invasion of Sicily of 1943 and also by President Roosevelt during his visit to Malta.

The relatively small museum occupies the former Drill Hall of Lower Fort St. Elmo, with no public access to other areas of the fort. There is a very small selection of souvenirs by the entrance where one obtains the entrance ticket. One can easily breeze through the displays in about one hour.

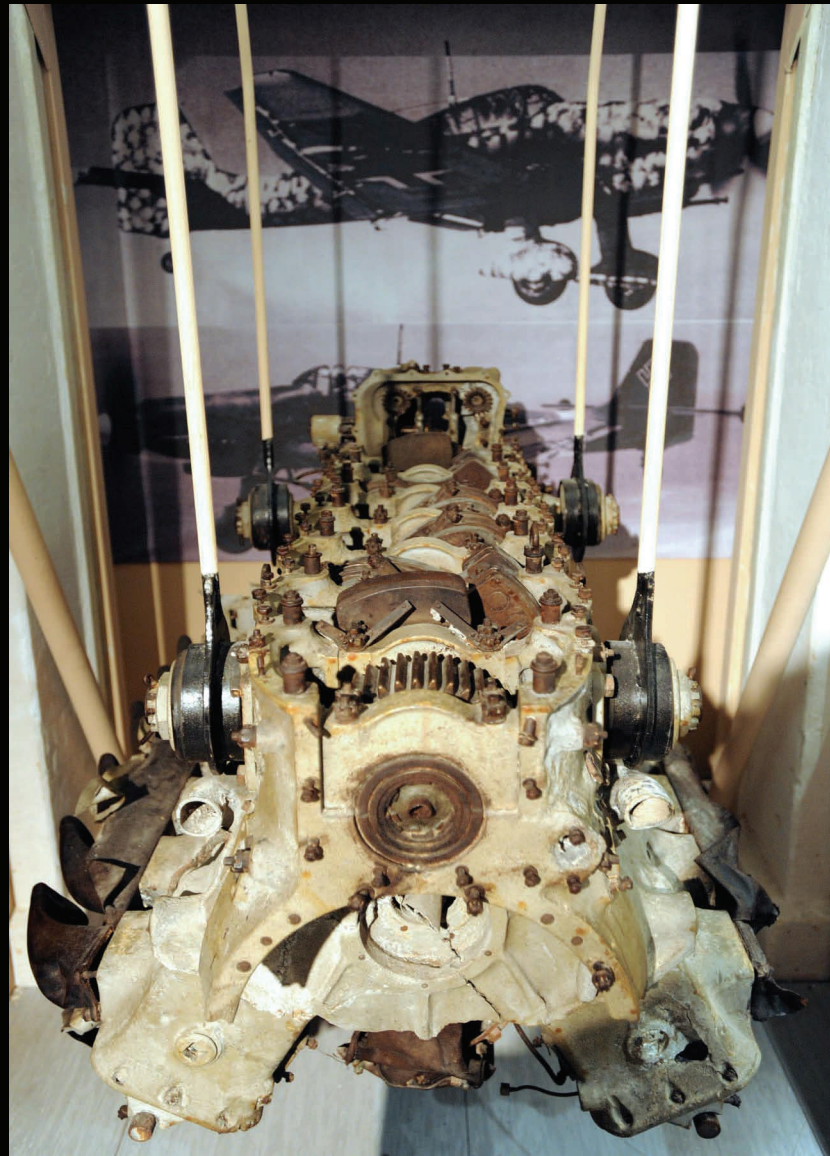
The National War Museum is operated by Heritage Malta which manages a number of Museums in Valletta, the Capital City of Malta, among them: The National Museum of Arts, The National Museum of Archaeology, The Palace Armoury, the Palace State Rooms and the National War Museum. A combination ticket for € 20 is available granting the visitor access to the museums listed above. A single ticket for an adult otherwise, is € 6.



The famous Gloster Sea Gladiator, “Faith,” on display, minus the wings, above and right below. The George Cross as displayed in the museum, center, unfortunately could not take out all the light reflections.

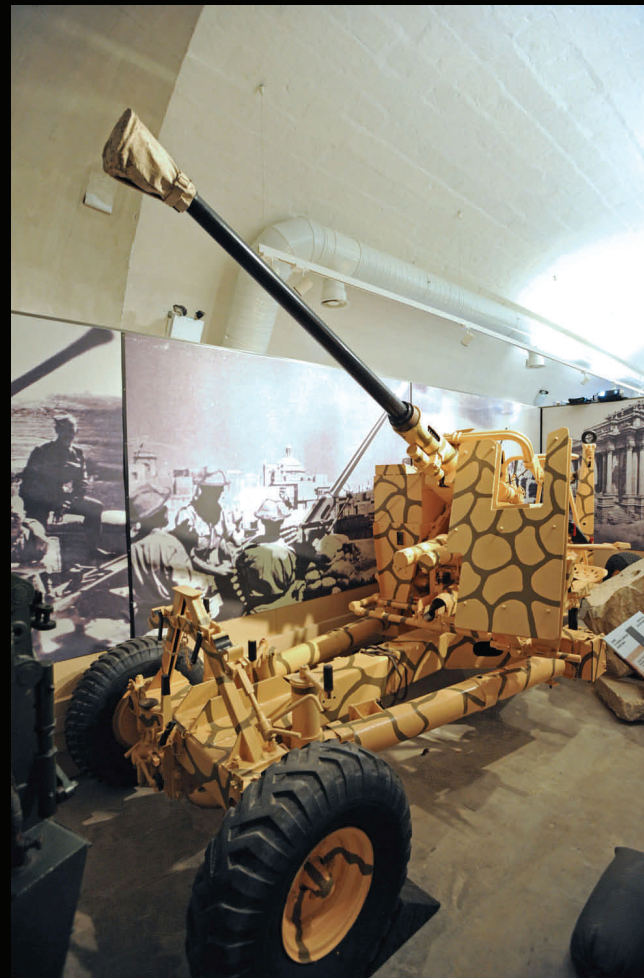


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The engine remains of a German Stuka dive bomber lost over Malta, top left.
 A partial wing of a German aircraft, possibly a Bf Me. 109, above.
 WWII RAF and Luftwaffe uniforms lower left.
 A Bofors 40 mm light anti-aircraft gun, lower center.
 The gates to Fort. St. Elmo are closed, except on Sundays. The fort is the home of the Police Academy, right top.
 One can take a scenic horse and buggy ride in this very scenic area of Valetta, lower right.

All images ©2010 Laszlo Nyary





The façade of the Malta Maritime Museum looks exquisite considering it used to be a bakery for the Royal Navy.

All images ©2010 Laszlo Nyary

The Malta Maritime Museum

The Malta Maritime Museum is located in the City of Vittoriosa, (Victory) and surprisingly enough, in the former Royal Naval Bakery. The naval bakery supplied the Royal Navy's Mediterranean fleet stationed in Malta with its daily requirement of bread and biscuits. However, the building does not look like your average bakery from the 1850's. The façade was inspired by the Windsor Castle of England. The entry fee is € 5 per adult.

We were greeted by Emmanuel Magro Conti - Senior Curator, and Mr. Liam Gauci - Assistant Curator, upon our arrival, who personally conducted an in depth tour of the 2000 sq.m. display area that the museum presently occupies. It is only 30% of the total floor area available.

The museum is divided into several periods of the maritime history of Malta, starting with the early Roman and Greek period with a number of recovered artifacts from Maltese territorial waters.

Models of various types of ships (from small to larger scales) give the visitors a very good idea what it must have been to see these ships in their total grandeur. There are a number of paintings depicting the rich naval history of Malta, battles and their leaders.

There are a number of muzzle loading naval guns on display as well as an Austro-Hungarian torpedo from WWI, which was considered to be among the best of torpedoes and design at that time. However, my favorite display was a reconstruction of a British man-o'-war gun deck with an original cannon dating from 1805. Over all, it was a fascinating visit and very informative one.

I wish to thank Mr. Emmanuel Magro Conti - Senior Curator, and Mr. Liam Gauci Assistant Curator, Malta Maritime Museum, for their warm hospitality.

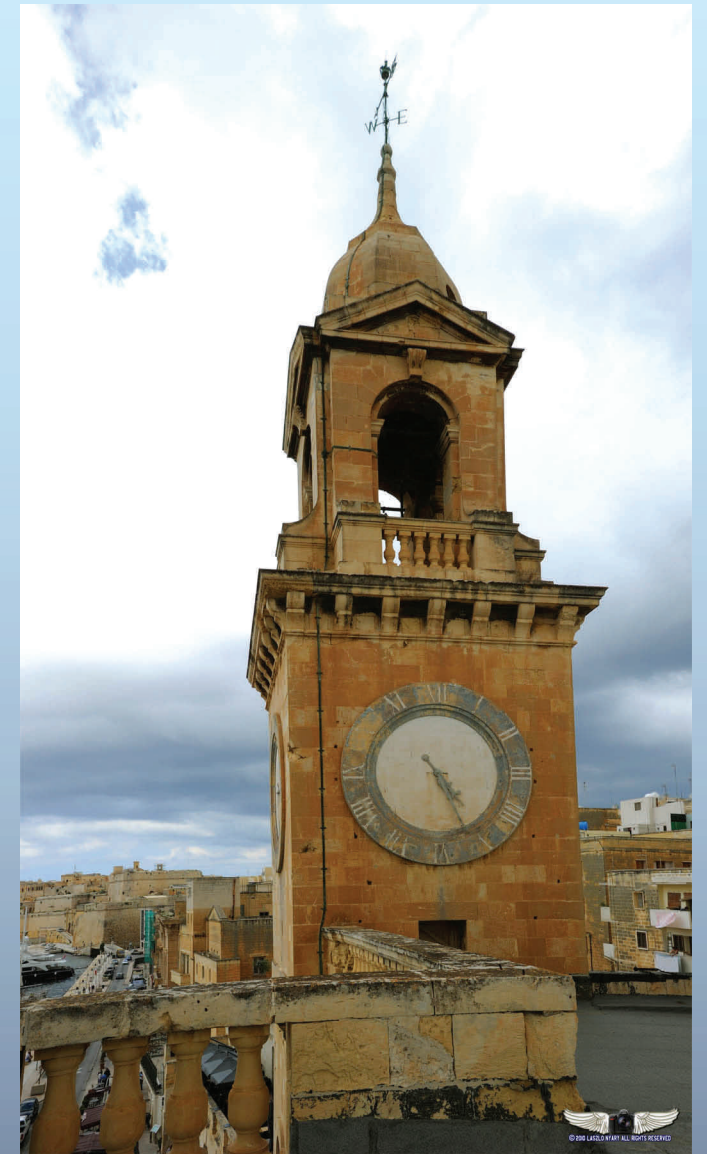


A Roman period lead anchor part, probably the largest lead anchor in existence recently recovered. For size comparison, my friend who is 6'2" tall, above. One of many paintings depicting the Order of St. John naval battle scenes, below.





The general view of the arms section in the Order of St. John's Naval Hall, top left.
 Figurehead of HMS Hibernia center top.
 Old Maltese boats waiting for restoration, below.
 The Clock Tower with a clock movement dating from 1810, on the right, taken from the roof of the museum.
 Reconstruction of a British man-o'-war gun deck with an original cannon from 1805, lower left.
 The view of the Dockyard Creek, with Fort St. Angelo partially and Valletta in the background, from the roof of the museum, below right.



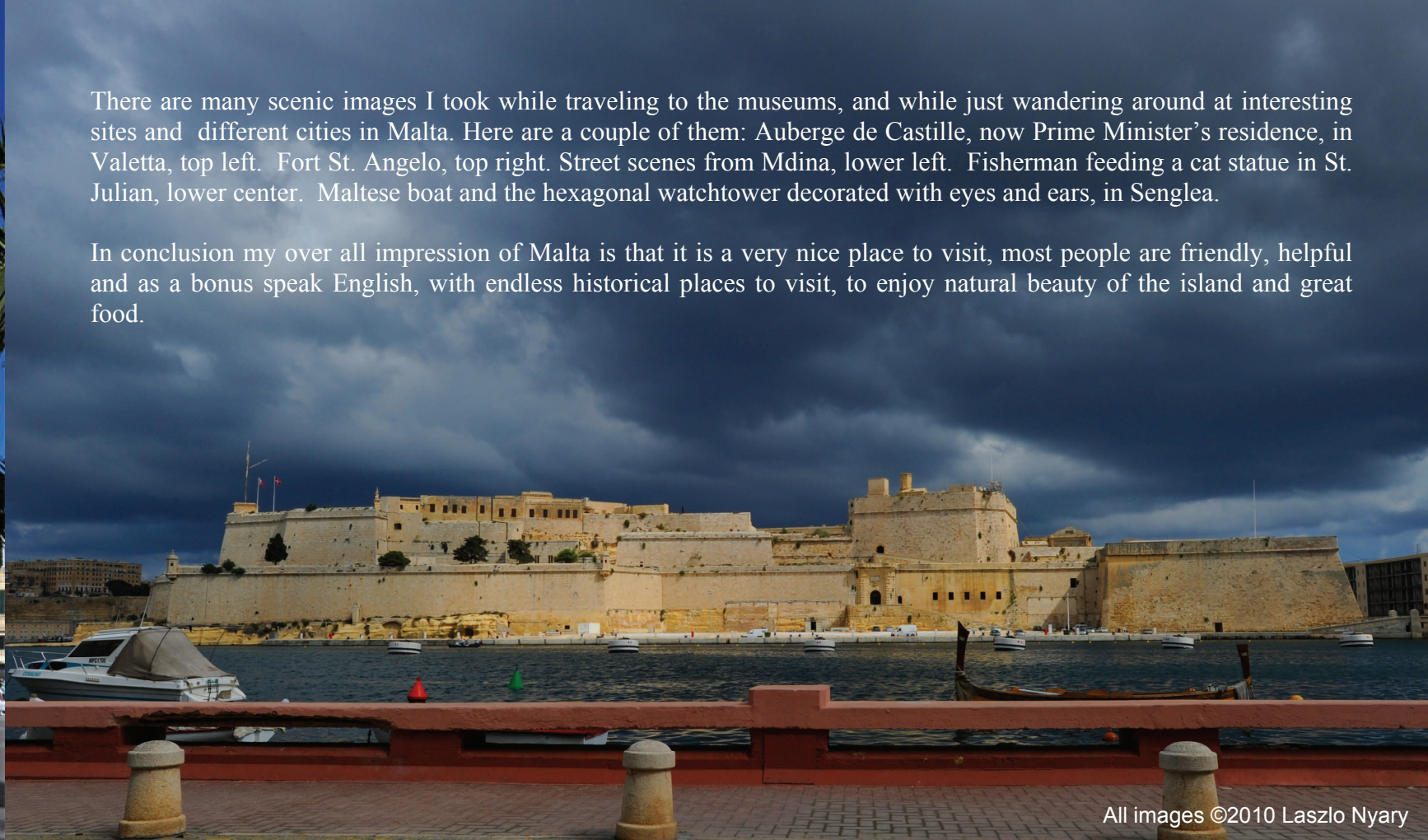
All images ©2010 Laszlo Nyary





There are many scenic images I took while traveling to the museums, and while just wandering around at interesting sites and different cities in Malta. Here are a couple of them: Auberge de Castille, now Prime Minister's residence, in Valetta, top left. Fort St. Angelo, top right. Street scenes from Mdina, lower left. Fisherman feeding a cat statue in St. Julian, lower center. Maltese boat and the hexagonal watchtower decorated with eyes and ears, in Senglea.

In conclusion my over all impression of Malta is that it is a very nice place to visit, most people are friendly, helpful and as a bonus speak English, with endless historical places to visit, to enjoy natural beauty of the island and great food.



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AIR WING - ARMED FORCES OF MALTA

By Laszlo Nyary All images ©2010 Laszlo Nyary



On Thursday afternoon, September 30th, I had an exclusive photographic session of the Maltese Air Wing's aircraft, thanks to some of the persons that I met at the aircraft arrival day's after dinner gathering for the air-crews and air show organizers for the Malta International Air Show.

Sometimes all one has to do is to ask the right people, and permission can be granted through the proper channels. My request was simple: "I would like to visit your air base and take photos of your aircraft, to feature them in my publication." In this case, they were the Public Relations Officer, Staff Sergeant Loreto L. Spiteri, and WOII Stephen Spiteri Staines, of the Air Wing. My request was forwarded to Headquarters, Armed Forces of Malta, for further approval. Within a day or two, it was decided that Thursday, Sept. 30 around 13:30 hrs, the day before my return to North America, would be the time for me to do this.

The Air Wing is a relatively small force. Currently it only has (9) aircraft in service: (2) Britten-Norman BN-2B-26 Islander, (4) Scottish Aviation Bulldog T1, (3) Aérospatiale SA 316B Alouette III, and there will be at least (1) Beechcraft B200 King Air in the near future. Additionally, there are (2) Agusta-Bell Helicopter AB 212 available with mixed crews for SAR duties by an Italian Technical Assistance Mission, stationed in Malta.

The Air Wing has responsibility for the security of Maltese airspace, maritime patrol, Search and Rescue, and provision of military assistance to other Government departments.

My main interest were in the Islanders and the Alouette III helicopters, as the Air Wing is in the transition of changing their aircraft paint schemes. Thus, having one of each rolled out to the tarmac, side by side, would give a good perspective on the changes from the old to new. While the new paint scheme was revealed during the air show, it was not the best time to take static images, due to the crowds.

One of the Islander's with the new paint scheme also was just recently upgraded to new turbo-prop engines, and to three bladed props vs. piston driven and the two bladed props of the old.

At first, I had all four of them; two of each were towed out to the tarmac from the hangers, lined up for a group photo. Once I was done, I had them lined up in front of one of the hangars in pairs with the old and new paint scheme. To make it a bit more interesting, I asked a helicopter pilot, Angelo, to pose in the helicopter, and WOII Stephen Spiteri Staines, with the Islander.

Over all it was a very interesting visit for me. I wish to thank all who made this happen: Major, Ivan. M. CONSIGLIO, AFM Staff Officer, Staff Sergeant Loreto L. Spiteri, WOII Stephen Spiteri Staines, of the Air Wing, and Lt. Commander J. Phillip Webb, USN, Assistant Naval Attaché, Malta.



The (2) Islanders and the (2) Alouette III lined up on the tarmac:old, new, old and new, on top of page. While the Bulldog is getting ready for the static display for the air show, on Saturday early morning, above.



Our Annual Best of the Year Award goes too...

By Laszlo Nyary

2010 was a very busy year for us at *The Magazine*. We attended over (30) air shows: from Canada, to the USA, Great Britain, Hungary, Italy, Malta, Czech Republic, and Sweden just to name some of the locations. It was hard work, not just fun, although we thoroughly enjoyed our work.

So who was the **Best** in 2010 in our opinion?

One of the major factors that can make or break an air show is the weather. In 2010, generally speaking, it was just awful. Rain, drizzle, high winds and low ceilings affected many of the events, which resulted in very few and limited performances or the out right cancellation of the event. In many ways just like in 2009.

There are many more factors that are evaluated when we are determining the quality of an air show and at www.AirShowsReview.com we look at more than 20 factors when scoring our ratings. Good air shows have to be an excellent value for the money, even if some are free to attend, there are other associated costs involved: traveling to the show (not every attendee is local), parking, programs, food and drink, and even near by hotel/ motel costs. The air show organizers need to pay attention how the shows are actually organized, and should listen to feedback from the public; some do, but most do not. The cost of travel is rising, gasoline as all know is expensive, thus, traveling to air shows isn't cheap, especially if the air show event is out of town, state or province. Of course, having top team air show performers always draw a good crowd, such as the Blue Angels, Thunderbirds and the Snowbirds. Yet, having these teams not always guarantees a great air show, especially if they do not fly due to bad weather, they have mechanical difficulties, or the show is disorganized.

While the size of the air show does matter to a point, smaller venues have the same opportunity to win our award if they are; well organized, offer terrific hospitality to all, offer reasonable costs for food/refreshments and have sufficient number of sanitation facilities. These requirements are of course not always met, by all venues large or small. When we post our reviews, we usually get some feedback from smart-aleck know-it-alls, (stickler for facts) who always like to differ. We also receive feedback from many organizers and their comments are always welcomed. However, they should not only look from their own point of view of being an insider, but from an outsider point of view to understand why they received the rating that we gave. We do understand what it takes to put on an air show all the complexities and costs, and of course that there are many volunteers involved and their hard work. Let's face it to be fair, and honest; so do all the other air shows too. However, it is the combination of all the factors and how the air show personnel (paid or volunteers) interact with the attendees and the value for the buck from the public's point of view that matters.

In 2010, we noticed many venues are smaller, cutting back on performers and static displays too. We wonder if this trend will continue for 2011 too?

Our choice this year was much harder than last year, due to the number of air shows we attended, also due to the fact that many were excellent, and we even had a tie in our 10 out of 10 rating. While Indianapolis, our last years winner, received a 10 too this year, it was not the BEST air show. Indy this year received the 10 for their Herculean effort in building a new road overnight, due to rain and floods on Saturday (that forced the cancellation of the show on Saturday) in order to have an air show on Sunday, and for honoring tickets sold for Saturday on Sunday due to aforementioned.

There were a number of runner ups, but we can only give one award out, unless a sponsor is willing to step in for 2011. The runner ups are: For the Best Military AFB air show — SCOTT AFB. The Best European Air Show — Hungarian Air Show in Kecskemét.

For detailed reviews of all the 2010 air shows please click on this link: <http://AirShowsReview.com/Airshowsreview.htm>

The BEST Air Show, the over all winner in our opinion is:
2010 Windsor International Air Show.

The now annual Windsor International Air Show is held towards the end of the summer season. It is one of the newer shows, and one of the few which actually did grow in size in 2010. With a top rated internationally known line up such as the Brazil Smoke Squadron, and the Canadian Snowbirds, Windsor had a banner year. We wish WIAS all the best and hope they will continue to grow!



Keith Baxter, the Director of WIAS accepting our award .

Can you spot the difference?

By Andrew J Warren.



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Is the above photo of a real Focke Wulf 190 “Butcher Bird” or of a Radio Controlled (RC) one? Sometimes it is hard to spot the difference. What about the Convair B-36B “Peacemaker” below?



©2010 A. J. Warren

Not that easy, is it? Of course if you said that they are RC models than you would be correct. They were taken at a the Indiana Warbird Campaign on September 3-5, 2010.



©2010 A. J. Warren



This event was co-sponsored by the Academy of Model Aeronautics (<http://www.modelaircraft.org>) and The Henry County Wright Flyers (<http://indianawarbirdcampaign.com/HenryCountyMainPage.html>).

The AMA:

AMA is the world's largest model aviation association, representing a membership of more than 150,000.

AMA is a self-supporting, non-profit organization whose purpose is to promote development of model aviation as a recognized sport and worthwhile recreation activity.

AMA is the official national body for model aviation in the United States. AMA sanctions more than a thousand model competitions throughout the country each year, and certifies official model flying records on a national and international level.

AMA is the organizer of the annual National Aeromodeling Championships, the world's largest model airplane competition.

AMA is the chartering organization for more than 2,500 model airplane clubs across the country.

AMA is an associate member of the National Aeronautic Association. Through NAA, AMA is recognized by the Fédération Aéronautique Internationale (FAI), the world governing body of all aviation activity, as the only organization which may direct U.S. participation in international aeromodeling activities.

The event was held at the AMA headquarters in Muncie, IN, which has a purpose built aerodrome for radio controlled scale model aircraft. These replicas must match the full-scale aircraft's scaled measurements and markings. In flight, these replicas are indistinguishable from their full-scale brethren. Aircraft from WWI through today's jets were featured.

The entry fee is \$3.00 a car, which makes this a great value for a family outing. Food and drink were plentiful and not expensive. Parking is ample and the site also has RV parking with electric hookups. Grandstand seating provides an excellent view of the activities. As with a full-scale air show there are both flight and static displays. Attendees also had the opportunity to fly on simulators or actual models.

The “sky boss” Linda Crooks, did a wonderful job of organizing the event and Chris Brooks, Jeff Nance and Jay Smith were extremely courteous and helpful in educating the author.



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©2010 Staff Sgt. Ryan Crane

WINNER of the Scott AFB, 375th Wing Public Affairs Photo Contest is: Staff Sgt. Ryan Crane with the above photograph taken during the air show.

Mail Bag: *feel free to drop us a line at mailbag.themagazine@yahoo.com*

Your feedback and comments are welcome! We will post your feedback or comments, but we retain the right to edit the length and content if deemed unsuitable or inappropriate.

Worth repeating:

"In your reviews you tend to be too critical and very negative!"
xx@gmail.com

Reply from the Editor:

All of our reviews are fair, as we write what we saw and experienced at these events. We praise what has worked and we mention what were the issues. Yes, we state our negative experiences. The paying public has the right to know upfront, (even for free events, it can cost a lot to attend), what they can expect by going. If the organizers are so concerned by our so called "negative reviews" perhaps they should analyze our reviews and act upon our criticisms, and invite us back to see any improvements, and we will gladly write a new one based upon what we saw.

Dear Editor,
Why don't you cover more International events?
Hans Kraftmeier, Hamburg, Germany.

Reply from the Editor:

We have been covering more European events lately. However, to cover such, it is very expensive and we do what we can. It costs us hundreds of dollars to cover even local events and several thousand for European events.

Of course we will be happy to cover any air show or aviation related event in anywhere in the world, if the organizers are willing to pay our expenses to cover their event.

Links & Classified:

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The official DVD of the Windsor International Air Show 2010 is now available! The DVD, which has just been released, features all of the aerial highlights of the air show including the incredible Brazilian Smoke Squadron display and amazing aerobatics of the Snowbirds



Order from <http://www.windsorinternationalairshow.blogspot.com/>



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