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June - July 2014  
Volume 5, Issue 4

*The Magazine*



- ✈ Blue Angels Winter Training
- ✈ Komaki AB Open Days, Japan
- ✈ CVW-5 NAS Fallon, NV
- ✈ Red Flag 14-2, Nellis AFB, NV
- ✈ Los Angeles County Air Show, CA
- ✈ Davis-Monthan AFB Open House, AZ
- ✈ And so much more...





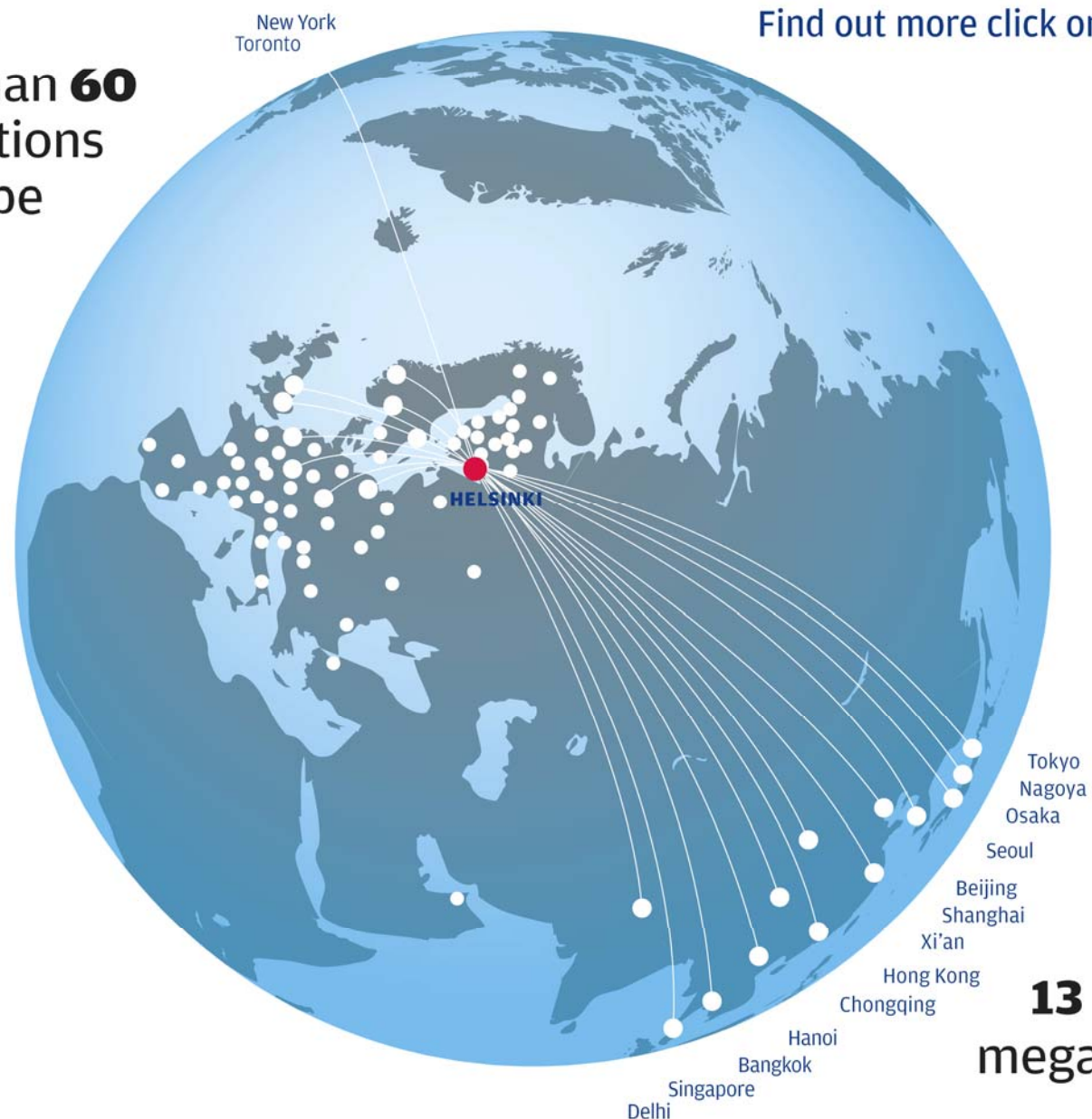
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Cover: Blue Angels #5 photo by Norman A. Graf

Index page: F-104 at TICO air show photo by Ricardo von Puttkammer



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From the Editor: Behind the lens and to the point...

Welcome to our environmentally friendly June – July 2014 issue of *The Magazine*.

The air show season is now flying high! We should have good coverage from North America and several air shows from Europe. We will have at least one special air base visit in June, for which we are extremely grateful to our friends Armée de l'air and our trip is courtesy of Finnair. Last year we had the privilege to visit the French Ramex Delta Tactical Demo Team, and this year we will be visiting and learn about the Rafale. In our next month's issue we will have an extensive coverage of our visit, as well as their 80th Anniversary air show held at Meeting Cazaux. Additionally, we will feature our visit to the Finnish Air Force Museum as well, located in Tikkakoski, Finland.

In this current issue, we also added a new section that features "spotting" of airliners at various airports worldwide.

There is good news for those who enjoy USAF Heritage Flights, ACC will now fly an F-16 along with a P-38, P-47, P-51 and F-86 at several open houses and air shows. Please download our 2014 North American Military Team Schedules in a .pdf format from below for locations and dates.

In the 2014 season we will continue to bring our readers an excellent variety of aviation events from air shows, military exercises, air base and museum visits that makes *The Magazine* very unique, especially when it comes to e-based publication!

2014 North American  
Military Team Schedules



Aerotainment News  
[www.IndyTransponder.com](http://www.IndyTransponder.com)  
Air Shows ★ Air Racing ★ Aviation Heritage



# Blue Angels Winter Training

REPORT AND PHOTOGRAPHY BY NORMAN A. GRAF

El Centro, located in the Imperial Valley of southern California more than 100 miles inland from the Pacific Ocean and 50 feet below sea level, seems an unlikely place for a Navy installation. However, the year-round good weather (over 350 days of sunshine and less than 3 inches of rain) and proximity to hundreds of square miles of bombing and gunnery ranges make it an ideal location for a Naval Air Facility. Of more interest to air show enthusiasts is the fact that since 1967 the facility has served as the “winter home” of the US Navy and Marine Corps Flight Demonstration Squadron, the Blue Angels. Starting every January the team conducts over two months of intensive training and practice, honing their flying and maintenance skills and building the cohesiveness required to safely and successfully complete the upcoming air show season.

“We fly two to three times a day and take advantage of the weather and outstanding air space here,” explained Cmdr. Tom Frosch, Commanding Officer of the Blue Angels. “That’s why we come here. It’s an opportunity for us to focus on our demo and our training. There’s no better place in the world to come and fly and learn and stay focused.”

Early in the training, the pilots practice their formation flying and timing, often repeating individual maneuvers over and over again. Normally, new members of the team would be gradually brought up to speed. But this year’s team is the same as last year, so the progression was much quicker, and even though the team had arrived later than usual, they were already rehearsing the whole show by the middle of February when we visited them. The team normally practices out in the desert over Shade Tree Range, but on Thursdays and Saturdays they rehearse over the field at NAF El Centro itself. A morning practice is followed by a debrief. After lunch another rehearsal takes place.

The facility is quite small and set in the middle of agricultural fields, so it is easy to get close to the action. On the eastern edge of the facility, right at the end of runway 12, one can usually find tall stacks of alfalfa bales, affectionately known as the “Hay Bales.” Here, on Thursdays and Saturdays, can usually be found a smattering of Blue Angels fans. Some are snow birds wintering in local towns, others have driven or flown long distances to be here, some even from overseas. All are here to catch two air shows a day, up close and personal. Some take photographs or video of the action, revelling in the unique angles available from this vantage point. Others are glued to their scanners, listening to “Boss” Frosch directing the action: “Smoke on... Ready... Now.” And many just kick back in their beach chairs and enjoy the flying. But a small few simply can’t resist the urge to get even closer to the action and climb atop the hay bales. It’s a rush to stand there as all four of the Hornets take off with full afterburner and pass right over your head, the slot pilot already slewing his aircraft into the diamond formation. And sometimes the team even comes out for an informal “meet and greet” with their fans. All in

keeping with their mission statement: “The mission of the United States Navy Flight Demonstration Squadron is to showcase the pride and professionalism of the United States Navy and Marine Corps by inspiring a culture of excellence and service to country through flight demonstrations and community outreach.”

The winter training culminates in early March when, after more than 120 practice flights, the Blue Angels kick off their air show season at the NAF El Centro Air Show. They then transition to their home base, NAS Pensacola, where they practice during the week between shows. The scheduled practice demonstrations take place Tuesdays and Wednesdays beginning at 11:30 AM. But more on that in another article...

For more information about the Blue Angels, visit [www.BlueAngels.navy.mil](http://www.BlueAngels.navy.mil).









# Komaki AB pen days

Report and photography by Takeshi Shinoda

Komaki Air Base's Open Day, normally held in the autumn, was instead held this time in the cold winter season. Last year, Super Typhoon Haiyan caused considerable damage in the Philippines and JASDF Komaki provided transportation services in support of the relief efforts. Their Open Day was therefore postponed to the end of the fiscal budget year 2013.

The Open Day itself was a rather compact, tiny one. The first day, February 22, was reserved for neighbouring people to attend. February 23rd was the public Open Day; attendance seemed to be roughly 30,000, probably due to it being a cold winter day. Flight performance was not so active. Photographing from the base itself is difficult due to the strong back-lighting. I decided to pass up the opportunity to photograph the aircraft on static display and took pictures from the opposite side of the Air Base runway. I stayed on the open deck of the domestic terminal which has better lighting conditions.

There was quite a lot of haze in the atmosphere, unfortunately...





Mitsubishi UH-60J



AgustaWestland AW139



MH-53E Super Stallion helicopter from the Japan Maritime Self-Defense Force (JMSDF)



Eurocopter AS365



Kawasaki OH-1 "Ninja"



OH-6D



INDEX



C-130H Hercules



Lockheed P-3C Orion



NAMC YS-11NT, Navigation Trainer, a rare sight, these days!



RJNA AgustaWestland AW 139 with an Embraer 170SU in the background





Boeing KC-767J Tanker with a C-130H



Komaki AB  pen days



Kawasaki T-4

Learjet U-36A1



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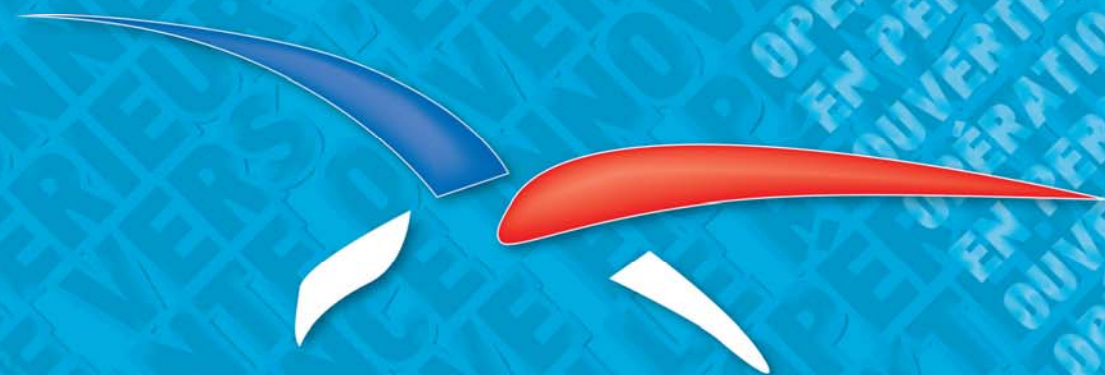
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# CVW-5 PHOTO SHOOT

ARTICLE AND PHOTOGRAPHY BY NORMAN A GRAF



NSAWC F-16A





Naval Air Station Fallon, home of the Naval Strike Air Warfare Center (NSAWC), is the only facility where an entire carrier air wing can conduct comprehensive training while integrating every element of the wing into realistic battle scenarios. During carrier air wing training, units are able to make use of the more than 6.5 million acres of the Fallon Range Training Complex (FRTC) and be challenged by Navy Aggressor units. The ultimate goal of NSAWC is to ensure that excellence in training will lead to victory in battle. Carrier Air Wing Five (CVW-5), normally stationed at NAF Atsugi, Japan, is currently undergoing training at NAF Fallon. CVW-5 consists of VFA-102 "Diamondbacks" flying the F/A-18F Super Hornet, VFA-27 "Royal Maces" flying the F/A-18E Super Hornet, VFA-115 "Eagles" flying the F/A-18E Super Hornet, VFA-195 "Dambusters" flying the F/A-18E Super Hornets, VAQ-141 flying the EA-18G Growler, VAW-115 flying the Hawkeye 2000, VRC-30 Detachment 5 flying the C-2 Greyhound, HSC-12 flying the MH-60S Seahawk and HSM-77 flying the MH-60R Seahawk. It is a rare treat to see these aircraft in the US and we were fortunate to be invited to attend an on-base photo opportunity arranged through the Public Affairs Office.

Air wing training involves strike planning and execution in a dynamic, scenario-driven environment. Opposition is provided by Navy Aggressor squadrons, some flying dissimilar aircraft, to provide a more realistic simulated wartime setting. VFC-12 "Fighting Omars" from NAS Oceana and VFA-204 "River Rattlers" from NAS JRB New Orleans flew Hornets, while the locally-based VFC-13 "Saints" flew F-5E Tiger IIs. Because CVW-5's E/A-18G squadron VAQ-141 was participating in Red Flag 14-2 at Nellis AFB, they were replaced by Growlers of VAQ-138 "Yellow Jackets" and an EA-6B Prowler of VAQ-131 "Lancers" both from NAS Whidbey Island. In addition to witnessing two launches and recoveries, which is a normal training regimen, we were also given a tour of the flightline where we were able to see and photograph a number of additional aircraft, including the NSAWC F-16s.

ASR Media would like to thank Zip Upham and MC1 Terry Matlock of the NAS Fallon Public Affairs Office for their support in arranging the visit and all of their assistance during our visit.

We were privileged to be able to photograph aircraft from:

CVW-5:

VFA-102 "Diamondbacks" F/A-18F

VFA-27 "Royal Maces" F/A-18E

VFA-115 "Eagles" F/A-18E

VFA-195 "Dambusters" FA-18E

Aggressors:

VFC-12 "Fighting Omars" F/A-18A+

VFC-13 "Saints" F-5E

VFA-204 "River Rattlers" F/A-18A+

NSAWC F-16

NSAWC F/A-18

Electronic Warfare:

NSAWC E-2C

VAQ-131 "Lancers" EA-6B

VAQ-138 "Yellow Jackets" E/A-18G



F-5N Tiger II of VFC-13 "Saints" to the left.



F/A-18A+ Hornet of VFC-12 "Fighting Omars"



F/A-18A+ Hornet of VFC-12 "Fighting Omars"



F/A-18F Super Hornets of VFA-102 "Diamondbacks"



F-5N Tiger II of VFC-13 "Saints"



EA-18G Growler of VAQ-138 "Yellow Jackets"





MH-60S Seahawk of NSAWC



EA-6B Prowler of VAQ-131 "Lancers"



EA-18G Growler of VAQ-138 "Yellow Jackets"



E-2C Hawkeye of NSAWC



F/A-18E Super Hornet CAG of VFA-115



F/A-18E Super Hornet CAG of VFA-27 "Royal Maces"





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# 2014 TICO Warbird Air Show

Report by Dan Adams with photography as noted

The Valiant Air Command (VAC) Warbird Museum held its 37th annual air show March 14-16, 2014 at Space Coast Regional Airport. This year's show was dedicated to honoring the Tuskegee Airmen.

Last year's show drew attention because unlike almost every other air show throughout the nation, it wasn't cancelled AND it featured a military jet team, the USAF Thunderbirds. The 2013 TICO show was the last performance by the Thunderbirds, or any other team for that matter, for the rest of the year. Although this year's show did not feature a military jet team, it did feature just about everything else you could want in an air show, including plenty of jet noise. The TICO organizers do an exceptional job of putting together a diverse and interesting blend of warbirds, stellar static displays, non-stop flying, World War II re-enactors and much more. It's a good thing this show is three days, because all three days are needed to truly appreciate all there is to see.

Although the flying starts around noon each day, one would be well-served to show up when the gates open as this show is unique for allowing access to the hot ramp before the show. You can walk the flight line and get close and personal with the aircraft and their crews. Around noon, the hot ramp closes and the non-stop flying begins. Here is a scenario typical of this action-packed show: You watch aircraft taxiing from the hot ramp to the runway, while others take off right in front of you. At the same time, performers fly their routines above you and then from your left, a different aircraft taxis back past the crowd after landing. This is a prime example of why multiple days are needed for this show. Your head is always on a swivel and you need all that time to take in all the sights. The close proximity of the runway and taxiway to the crowd line made for a very visceral experience.

While this year's theme was "Honoring the Tuskegee Airmen," there were no "red tail" P-51 Mustangs in attendance. However, there were two other Mustangs that flew for the crowd. More importantly, several former Red Tail airmen were in attendance at the show and were honored with a parade in front of the crowd. In an especially touching moment, paratroopers who had just executed a static line jump formed up in front of the Tuskegee pilots, stood at attention and saluted.

The show began with the traditional flag jump with a parachute team flying in the American flag, a POW flag and a Purple Heart flag. A rousing rendition of the national anthem was sung by performer Theresa Eaman after which the flying began in earnest. Jet noise was in ample supply throughout the weekend thanks to Rick "Comrade" Svetkoff's F-104 Starfighter ("the missile with a man in it"), Dale Dollarhide flying the A-4C Skyhawk, Doug Matthews in his T-33 Shooting Star and Jerry McCart's Wicked Willy Jet Car. Of course, as the name implies, the show had plenty of warbirds in the air, including Jim Tobul's stunning F4U-4 Corsair "*Korean War Hero*," Doug Matthews in his P-51D "*The Rebel*," an A1-E Skyraider, the world's only flying Curtiss Helldiver, 2 B-25 Mitchells "*Panchito*" and "*Killer Bee*," and several trainer and liaison aircraft including several T-6 Texans, T-28 Trojans, T-34 Mentors, a C-45 Expeditor, FW-149D, Pilatus PC-3 and more. The show even features a Sopwith Camel and a Fokker DR-1 "Red Baron" Triplane to complete the aviation warbird timeline.

Aerobatic thrills were provided by the Geico Skytypers flying their SNJs with incredible precision, Matt Younkin in his 70-year old Beech 18 doing amazing maneuvers that the aircraft was never designed to do, Greg Connell in his Pitts Special and Paul Schulten flying his custom built Christen Eagle. Mark Sorenson's one-of-a-kind "Twin Tiger" two ship formation flying routine wowed the crowd as he and fellow pilot Buck Roetman filled the sky with stunning formation aerobatics, skytyped messages and flew through smoke rings in their eye-catching Yak 55s.

Other highlights included a jet car vs. airplane race. Jerry McCart drove his jet car in a race against the A-4 Skyhawk on Friday, losing to Heinemann's Hot Rod, but came back on Saturday to handily beat Paul Schulten down the runway. The museum's own C-47 "*Tico Belle*" conducted a static line drop of a group of paratroopers re-enacting the D-Day landings, complete with re-enactors simulating opposing German forces. Static displays included the museum's collection featuring, among others, an F-14, F-16, F-105, F-4, and an F-8. In addition, Warbirds and Warriors flew in their C-46 Commando "*Tinker Belle*" and the Army Aviation Heritage Foundation's Sky Soldiers were providing rides in 2 of their UH-1 Hueys and their AH-1 Cobra for a fee.

The show fittingly ended with a missing man formation flown by 4 T-28 Trojans to honor those men and women who have paid the ultimate price in the name of freedom.

We said it last year and it still rings true in 2014: The TICO Warbird Air Show is an exceptional show that seems to get better and better every year. If you happen to be in the area (the air show is just 45 minutes East of Orlando) or are traveling just to see the show, you will not be disappointed.

Several people were instrumental in our ability to provide full coverage of this show. We would like to thank Ron Davis, Public Affairs Officer, for his invaluable assistance throughout the show. We are also sincerely appreciative for the time and efforts of air show pilots Robert Varney, Tom Smith and Robert Yanacsek for taking us up in their beautiful aircraft for air-to-air images. Last but certainly not least, we thank Ralph Royce, Air Boss, for his assistance and accommodation.



←Amanda Cargile, Leap Dogs Parachute Demonstration Team



Daniel Keel and Richard Hall, two former Tuskegee Airmen

A Supermarine Spitfire Mk26, an Australian 80% scale version of the venerable WW2 fighter



Rick "Comrade" Svetkoff, owner and CEO of Starfighters Aerospace, dismounting from his F-104



Ralph Royce AIRBOSS, on the right.

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Robert Varney atop his N2S-3 Stearman

Mark Sorenson and Buck Roetman of the Walkabout Tigers Aerobatic Team perform in their Yak-55s





F4U-4 Corsair

©2014 Ricardo von Puttkammer



F-104 Starfighter



T-33 Shooting Star



©2014 Ricardo von Puttkammer



Focke-Wulf P.149D



P-51D Mustang



A-4 Skyhawk

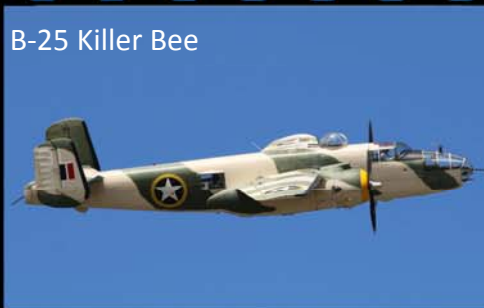
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Vultee BT-15 Valiant (V-54)



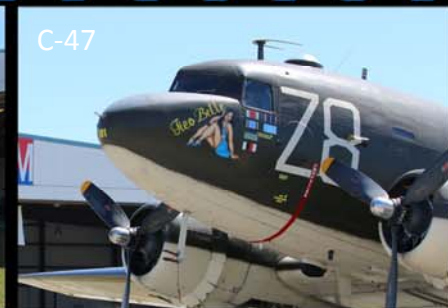
B-25 Killer Bee



Paul Schulten of Eagle Airshows



C-47



F4U-4 Corsair





# RED FLAG 14-2

ARTICLE AND PHOTOGRAPHY BY NORMAN A GRAF



"We could go to war at any minute." It's a sobering thought, but one that is always in the back of the minds of members of the US Air Force's 414th combat training squadron, which is responsible for planning and controlling the Red Flag exercises held at Nellis AFB. Their mission is to maximize the combat readiness, capability and survivability of US and coalition forces by providing realistic training in a combined air, ground, space and electronic threat environment.

"Regardless of anything going on in the rest of the world, going to war is always in the back of our minds. One of the more recent examples is Operation Unified Protector. Those folks went to war with very little notice, on the order of hours. They had to put everyone together and go execute a mission together. If that had been the first time they had ever flown or fought together with NATO partners, like Belgium, or Saudi Arabia, like we have here, it would have been a lot messier. But since we do these Flag exercises together we already speak the same language, we have the processes down, and we know how to do it. It's then just a matter of executing it when it's time to do it for real. That's why we do these exercises ahead of time because you never know when it's going to happen," explained Lt Col Jordan Grant, Deputy Commander, 414 CTS.

What began as a purely tactical training course designed to improve the dogfighting skills of fighter pilots has evolved into a complete warfighting exercise. The boldly marked F-15 and F-16 aircraft of the 64th and 65th

Aggressor Squadrons are the most visible elements of the "Red" Forces, but as Lt Col Jon Berardinelli, Commander of the 57th Adversary Tactics Support Squadron described, it's much more than that. "Here at Nellis we have the Air Force's only professional adversary force. We take the four main domains as aggressors, that is, the air, defence, cyber and space and put all that together to provide a realistic and relevant replication of potential threats that might be encountered in actual combat." There is, however, a misconception that these exercises are designed to fight specific wars. In fact, the planners pick mission sets and core capabilities that span the entire breadth of what the Air Force does and trains to all those objectives. According to 1st Lt Chris Clements, 547th Intelligence Squadron: "We don't train against specific adversary countries. We make an entirely fictitious country, built from the ground up in order to present a realistic and credible threat and which addresses multiple concerns across multiple spectra. The main overarching story line is going to be the same, but the individual scenarios are customized to accommodate the different ability levels and the different capabilities that each platform brings to the fight."







Royal Danish Air Force F-16AM

a maintainer from the Fighter Wing Skrydstrup, Royal Danish Air Force, explained. The ten jets deploying from Denmark suffered through tanker breakdowns, diversions due to weather, mechanical difficulties, and delays in the arrival of their support C-130, everything coming together only at the last minute on Sunday. "It's a big challenge for us, but we're all here and good to go. Now it's business as usual. The hard part is getting the jets over here and getting them back home."

Despite the cancelation of last year's summer exercise, the future of Red Flag seems secure, concluded Lt Col Grant: "If you're going to have a smaller force, it's even more important that you invest in the right kind of training. You have all this money invested in equipment but it doesn't do you any good if you're not trained to use it. What happens here is you get your value out of those other investments by a little more investment in Red Flag. There are things that go on here that you literally cannot do anywhere else in the world and it's why people come here."

ASR Media would like to thank the staff of the 99th Air Base Wing Public Affairs Office for all of their support during our visit, in particular Maj. Teresa Sullivan, 1st Lt Sarah Ruckriegle and A1C Monet Villacorte.

This, the second of three Red Flags planned for 2014, attracted squadrons from across the US, as well as participants from Belgium, Denmark, NATO and Saudi Arabia. In all, over 100 aircraft and approximately 2000 individuals from 18 units took part in the two-week exercise. All of the participants we interviewed agreed that Red Flag provides a unique training opportunity. "The biggest thing is integration, the opportunity to sit down with other airframe operators and discuss tactics and what they are capable of. It's really an opportunity for a lot of the younger guys in our squadron to get the bigger picture and learn how best to employ the B-52 with other assets," stressed Capt Garrett Houk, 96th BS Barksdale AFB. Capt Gabriel Lewis from the 336th FS, Seymour Johnson AFB, agreed: "This is a large force exercise, which we don't get to do at home. Most often we just integrate with ourselves or fly with notional assets. There's no better training than just getting out there and having that many jets in the air and having to ask the question as to how we are going to mission-plan this through the fog of war."

Indeed, sometimes just getting there can be a tremendous challenge, as Major Lars Stokholm,



F-15D, 65th AGRS, Nellis AFB, above.



NATO E-3A Sentry AWACS, Geilenkirchen



HC-130J Combat King II, 79th RQS, D-M AFB



Belgian Air Component C-130H



KC-135R, 91st ARS, MacDill AFB



A-10A Thunderbolt II, 66th WS, Nellis AFB





B-52H, 96th BS, Barksdale AFB, above and right



F-16CM, 55th FS, Shaw AFB, above and right



Belgian Air Component F-16AM



Belgian Air Component C-130H







# CELEBRATING THE 80TH ANNIVERSARY OF THE FRENCH AIR FORCE IN 2014





Dassault Rafale C being refuelled from Base aérienne 113 Saint-Dizier en-route to Africa.



# A bit of history in Arizona

Article by Michael Friedrich photography by ASR MEDIA LLC







## NAA-64 P2

The NA-64 built by North American Aviation in Inglewood, Ca., is a pretty rare bird ! They were ordered by France before WWII broke out and 111 of them were delivered, when France was occupied by the Germans. The remaining NA-64's were sent to Canada. The Luftwaffe made use of the NA-64's and the previous model NA-57, which is virtually the same model, but with a fabric covered fuselage and a rounder rudder, in the flight schools.

Purchased in 2001 from Ed Zaleski in Canada, who also owned the wreckage of a Luftwaffe Arado Ar199 seaplane, that my father was a crew member on a rescue mission, which turned into the planes last flight and they had to hike to their own lines for several days.

My thought of the NA-64: What a cheap Luftwaffe trainer it would make.....right!

The entire NA-64 fit well into a large 24 ft. moving truck and since it was 'Goods returned', the stop at the US/CAN border was swift. The plane was moved to Slaton, Tx, to the Texas Air museum, where Malcolm Laing, who was my partner in this project, oversaw the restoration.

Then came the realization, that a lot of T-6 parts will not fit the NA-64. Locating parts from all over North America was time consuming. Since we lacked an engine mount and cowling, the decision was made, to go with a P&W 985 a more popular engine than the Wright 975 and found the BT-13 cowling more suitable (anyone need a Avro Anson cowling?).

The guys and gals at the Texas Air Museum did a great job, especially old Skip Kelly, who can take a part out of a bucket and tell you where it is positioned and if there is an AD out on it.

The airplane finally flew for the first time since 1946 in 2009 and one could say, that it is a formation flight of about 12 different airplanes (maybe more). One part in particular, the right aileron trim tab came from a Yale, that actor James Cagney sat in, while filming 'Captains of the clouds'.

About the paint scheme: done by Jason Salas in Casa Grande. A great friend of mine, Heinz Orlowski, who was in the same Luftwaffe fighter group as my father, JG 5 Eismeerer, flew Fw 190s (my father radioman/gunner in Bf110s), and bailed out of the Fw 190 'White 1', that is being restored by the Collings Foundation, told me, that he flew NA's during Luftwaffe flight training in France.

I showed him several photos of JG 105(Jagdgeschwader) NA57s(main difference to NA64s, fabric fuselage and rounded rudder) Going through his logbook, it shows, that he flew the NA #58 the most, despite the picture of him on #51. Heinz was a great aviation mentor and I told him, I was going to put 'his' markings #58 KK+DS on my plane.

I had a little fun with some minor details, e.g. No. 112 on the rudder (the Germans now got 112 of the Na-64s) and "Bierkutsche", which I saw written on the back of a photo of a NA and stands for "beer hauler".

For further information contact via e-mail: [naa\\_64@hotmail.com](mailto:naa_64@hotmail.com)



The proud owner Michael, top. Heinz Orlowski sitting on the wing (left) and the #58 KK+DS which he flew the most (right).

WWII photos courtesy of Michael Friedrich.







# MCAS YUMA AIRSHOW

REPORT AND PHOTOGRAPHY BY NORMAN A. GRAF

When it rains, it pours! After a very spartan 2013 US air show season, during which many air shows were cancelled and military participation was essentially non-existent, this year's season in the Southwest started off with a bonanza: three military air shows on the same weekend! The Blue Angels were kicking off their season at NAF El Centro, the Thunderbirds' inaugural show was at Luke AFB and MCAS Yuma was holding its 52nd Annual Air Show: all on Saturday, March 15. "Luke Days 2014" was a two-day affair, so we would be attending it on Sunday (see our review on page 58).

How to decide between El Centro and Yuma, both one-day shows? In the end, it was the preponderance of military performances, especially the first-ever appearance of the F-35B Lightning II at an air show, that clinched it. We had been fortunate enough to watch the Blue Angels during winter training (see our review on page 4) and would be seeing them perform at the inaugural LA County Airshow (see our review on page 64) so off we went to MCAS Yuma. The theme for the military portion of the air show could well have been "Marines Going Vertical!" as it featured vertical or short take-off and landing (V/STOL) tactical demonstrations by the HH-1N Huey, the AV-8B Harrier II, the MV-22 Osprey and, most exciting of all, the aforementioned F-35B Lightning II.

The gates opened at 0800. Free parking was available off-site with shuttle buses bringing the crowds over to the entrance and security checkpoints. The layout was different this year, the short walk over to the flightline which used to feature the military static displays was filled with vendors, booths from local organizations and vintage classic cars. Missing from years past were the warbirds. Only a handful of civil aviation aircraft shared the static ramp located at air show right. Chalet seating, grandstand and assigned seating options were available for purchase, but there was plenty of room along the fence to set up folding chairs before going off to survey the grounds. Aircraft representing almost the entire current inventory of USMC aircraft were on display (see list below), as well as a USAF A-10 from Davis-Monthan AFB and an Army UH-72 Lakota.

The show began with a finger-four formation flyover of F-5N Tiger II aircraft from the Marine Aggressor Squadron VMFT-401 "Snipers." They passed over the crowd exactly as the last strains of the national anthem were being played by the Marine Drum and Bugle Corps. Unfortunately, at almost the same time, the wind, which had been calm all morning, suddenly picked up. Strong winds of over 20 mph with gusts to 30mph would plague the show all day, causing a number of acts to be cancelled: Dan Buchanan and John Collver were sidelined by the winds. Jacquie Warda, in her Extra 300 flew for 8 minutes in that awful wind! Surprisingly enough, Roger Buis, flying "Otto the Helicopter," began by flying the first of three helicopter demonstrations. The winds were almost strong enough in the morning to knock over the traffic barrels which are a part of his act. (Later in the day, strong gusts would knock over the speakers set up in front of the crowds.) Bob Carlton alternated between gliding and powered flight in his Super Salto jet sailplane. Rich Perkins, flying the bright yellow and orange L-39 "Firecat," put on the second of the three civilian jet performances (the last was Bill Braack, driving the Smoke-N-Thunder jet car), but without his signature wall of fire. The search and rescue demonstration once again featured the HH-1N Huey, shortly to be replaced in the Marine inventory by the four-bladed Yankee model. Soon that familiar "whomp, whomp, whomp" will be a thing of the past.



Greg Shelton then took to the skies and put on a barnstorming display in his brightly-painted Stearman. He would return later with Samantha Albrecht for an amazing wingwalking demonstration, leaving many in the audience gasping in disbelief. Kent Pietsch put on all three of his acts. Seeing him perform his comedy routine, including scraping his wingtip on the tarmac, is impressive enough under ideal conditions, but seeing him do it in the gusting winds was incredible. Despite his best efforts, however, he was unable to completely seat his Interstate Cadet on the pickup-truck aircraft carrier.

Then it was time for one of the marquee performers, the MV-22 Osprey. The "Lucky Red Lions" of VMM-363 from MCAS Miramar put on a full tactical demonstration which began with a vertical takeoff followed by a high-speed pass with the engine nacelles fully forward in airplane mode. The nacelles were then rotated 90° and the Osprey returned in helicopter mode to perform the hovering portion of its demo before landing once again vertically. Joe Shetterley, former A-10 West demonstration pilot, continues to perform in airshows, but now flies his incredibly shiny RV-8. The low aspect ratio of the wings is similar to the Thunderbolt II's and "Rifle" puts on a spirited demonstration of its capabilities. He ended his act by handily beating Bill Braack in the jet car vs piston aircraft race.



©2014 Rifle Airshows

Norman A. Graf



The next vertical act was the AV-8B Harrier II tactical demo, put on by MCAS Yuma's own VMA-211 "Wake Island Avengers." It opened with a very high-speed pass, followed by a number of hovering maneuvers very similar to that of the Osprey, but much louder, ending with a vertical landing. The final takeoff was a high-power vertical climbing departure. Water injected into the engines to provide cooling left dark trails of sooty exhaust as the Harrier climbed into the sky. The final helicopter act of the day was Chuck Aaron in the Red Bull Helicopter, although the way "Malibu" throws that MBB Bo 105 around you would think it was a high performance aerobatic plane.

Then it was time for the premier attraction. Aviation and many from overseas to see the first air show per-worried that the high, gusting winds would ground the fifth-generation Joint Strike Fighter appeared from air runway. The "Green Knights" of VMFA-121 are the first manding Officer LtCol. Steve Gillette was at the controls afterburner shortly after takeoff.

enthusiasts had traveled from across the US formance of the F-35B Lightning II. Many had display, but right on schedule the stealthy show right and speedily taxied out onto the operational Lightning II squadron and Com-as the F-35 took to the skies, lighting the

After a few high-speed passes he returned. As the jet slowed, panels started to open, what appeared to be a barn door rose from the spine of the aircraft and the exhaust nozzle rotated downwards. He had just transition to hovering flight! Despite the strong, gusting winds, the aircraft slowed to a stop and just hung there, rock-steady, before blasting away. He returned for another display of hovering flight before landing conventionally. What a blast! Literally.

An estimated 25,000 people attended the show. Steve Stavrakakis, who had appeared last year as a performer, was back this year as announcer and did a great job of keeping the narration flowing smoothly as acts were shuffled on account of the winds.

ASR Media would like to thank the staff of the port during our visit, in particular 1st Lt. Ryan Zachary Scanlon.

MCAS Yuma Public Affairs Office for all of their support, Gunnery Sergeant Dustin Dunk and Corporal







- F-35B Lightning II, above, below and to the right bottom
- AV-8B Harrier II top right







- HH-1N Huey doing the SAR demo, top
- Chuck "Malibu" Aaron, Red Bull Helicopter, mid left
- Rich Perkins, flying the bright yellow and orange L-39, mid right
- CH-46 Sea Knight with Marines and the flag, bottom left
- UH-1Y Huey Marine four-bladed Yankee model, bottom right.



# THE MALTA INTERNATIONAL AIRSHOW

SEPTEMBER 27 & 28 2014



MALTA INTERNATIONAL AIRSHOW OR  
LINK: [WWW.FACEBOOK.COM/MALTAIRSHOW](http://WWW.FACEBOOK.COM/MALTAIRSHOW)

[WWW.maltairshow.com](http://WWW.maltairshow.com)

Malta Aviation Society organisers of the Malta International Airshow  
[WWW.MAS.ORG.MT](http://WWW.MAS.ORG.MT)





# Just spotting...

PHOTOGRAPHY AS NOTED



- Boeing 767-33A(ER) on top,
- Boeing 737-54K bottom, both at Tokyo-Haneda Airport, Japan, ©2014 Takeshi Shinoda





- Boeing 747SP-68, Saudi Arabian Government Fleet, left top
- Airbus A340-213, Saudi Arabian Government Fleet, left middle
- Boeing 737-81D, Solaseed Air left bottom, all on left at Tokyo-Haneda Airport, Japan, ©2014 Takeshi Shinoda
- Airbus A319-112, Frontier Airlines Airbus, right top at Phoenix Sky Harbor International Airport ©2014 ASR Media LLC
- Boeing 737-7H4, Southwest Airlines, right middle at Phoenix Sky Harbor International Airport ©2014 ASR Media LLC
- Boeing 777-246, Japan Airlines, right bottom at Tokyo-Haneda Airport, Japan, ©2014 Takeshi Shinoda







Boeing 757-200, used by Joe Biden VP, at Phoenix Sky Harbor International Airport ©2014 ASR Media LLC



McDonnell Douglas MD-11 FedEx, at Phoenix Sky Harbor International Airport ©2014 R v Puttkammer



Boeing 737-890 Alaskan Airlines, at San Diego International Airport ©2014 Dan Adams



Airbus A319-132, US Airways, at Phoenix Sky Harbor International Airport ©2014 R v Puttkammer



Airbus A320-232, US Airways, at Phoenix Sky Harbor International Airport ©2014 ASR Media LLC



Airbus A320-214 Air Malta at Malta International Airport ©2014 Ray Biagio Pace



# "Lightning in the Desert!"

REPORT AND PHOTOGRAPHY BY NORMAN A. GRAF

"Lightning in the Desert!" was the theme for this year's two-day Open House and Air Show at Luke AFB. Normally a biennial event, Luke Days 2014 was the first in three years, since last year's event was canceled due to sequestration and budget constraints. So even under normal circumstances, attendance would have been expected to be high. But this was no normal year. Just days before the air show, Luke AFB had welcomed its first F-35A Lightning II and military aviation enthusiasts were looking forward to getting their first up-close look at this latest addition to the Air Force's inventory. Air show fans were eagerly anticipating the inaugural demonstration by the Thunderbirds. And many in town for Major League Baseball spring training just wanted to come out and see what all the excitement was about. Whatever their reasons for attending, there was something for everyone. And one thing's for sure: it was a great show!

The gates at this highly anticipated show opened at 0900 to throngs of eager visitors. They were greeted by an expansive tarmac filled with an extensive collection of aircraft on static display. First were the warbirds from World War II: a P-51D Mustang "Bum Steer," B-25J Mitchell "Maid in the Shade," B-17G Flying Fortress "Sentimental Journey," a C-47 Skytrain, C-45 Expeditor and TBM Avenger. The Korean War was represented by a brightly painted MiG-15 and a bare-metal T-33, and a beautiful Vietnam War-era A-4K Skyhawk was also there. Other civil aircraft were in attendance as well, whether private or from police and other official organizations.

But the planes which attracted the most attention by far were the current military aircraft. Over a dozen different types from multiple services were on display and most were open to the public. Obviously AF 11-5030, the 100th Joint Strike Fighter built and the first to appear with an LF tail code, attracted the most interest. The first of an eventual 144 Lightning IIs scheduled to be based at Luke AFB, it had arrived only days before and its status had been listed as "tentative" on the air show web page. Excitement was therefore high to see it in person. Personnel from the 61st Fighter Squadron "Top Dogs" were on hand to answer the non-stop questions from the crowds of people. Parked right next to it was the other fifth-generation stealth fighter, the F-22 Raptor, and it attracted only a fraction of the interest! Nearby, each of the F-16 squadrons based at Luke had a Viper on display and personnel selling unit swag and answering questions. Kudos to the show organizers for arranging the large number and variety of visiting military aircraft: trainers, fighters, ground attack, helicopters, drones, cargo and tankers were there. The only type missing was the heavy bombers. The ground-pounders included an F-15E Strike Eagle of the 366 FW "Gunfighters" from Mountain Home AFB, an A-10C Thunderbolt II of the 358 FS "Lobos" from Davis-Monthan AFB and an extremely rare AC-130W Stinger II of the 27 SOW from Cannon AFB. Also from New Mexico was a German Air Force Tornado from Holloman AFB. The "heavies" were all open for tours and attracted long lines of visitors, even during the flying. These included a KC-10 Extender of the 60th AMW from Travis AFB, a C-17 Globemaster III of the 97th AMW from Altus AFB, a C-130J Super Hercules of the 314 AW from Little Rock AFB, and a colorful KC-135R Stratotanker from the Phoenix-based AZ ANG, with the bright Arizona emblem on its tail. Vertical take-off fans could tour both the MV-22 Osprey of VMM-161 "Greyhawks" from MCAS Miramar or the beautiful Coast Guard MH-65C Dolphin from Los Angeles. There was barely enough time to see all the aircraft, let alone engage the crewmembers and maintainers, before the flying started at 1100.

The USAF Parachute team, Wings of Blue, opened the air show portion of the open house. For the next five hours the flying was non-stop, with expert narration by Matt Jolley. Aerobatic acts included Matt Chapman in the Eagle 580, Mike Goulian in the Extra 330, Julie Clark in the T-34 Mentor, and the Firebirds XTreme.



Warbird aerobatics were provided by Greg "Wired" Colyer flying his beautiful T-33 Shooting Star "Ace Maker." The Bremont Horsemen (Steve Hinton, Dan Friedkin and Ed Shipley) amazed the crowds with precision formation flying in both a three-ship of P-51 Mustangs and again in a pair of F-86 Sabre jets. Another Mustang demonstration was put on by Doug Rozendaal, flying the P-51C "Tuskegee Airmen." The MV-22 Osprey tactical demonstration was put on by members of VMM-161 "Greyhawks" from MCAS Miramar. A superb exhibition of close air support, including pyrotechnics, was put on by several F-16s of Luke's own 310th Fighter Squadron "Tophats" along with Marines on the ground.

The highlight of the show for most people in the audience was the Thunderbirds. But for the legions of spectators who had traveled from around the US and overseas for a chance to catch a glimpse of the Joint Strike Fighter, even if only on static display, by far the most exciting part of the day was when an F-35 taxied out to the runway and took off, soon to be joined by a P-38J. In an amazing and totally unexpected Heritage Flight, Col. Todd "Tales" Canterbury, Commander of the 33rd Fighter Wing, Eglin AFB, flew the F-35A Lightning II while Steve Hinton flew the P-38J Lightning "23 Skidoo" in close formation. Lightning strikes twice! The F-35 returned soon thereafter with an F-16 on its wing, representing the present and future of fighters at Luke, and made a number of passes. The Viper, flown by F-16 Heritage Pilot Major Mark "Juice" Whisler, was later joined by Steve Hinton in the P-38 and Dan Friedkin in an F-86E for the first of 28 ACC Air Force Heritage Flights scheduled for 2014 (details available here).

On Saturday, a haboob (desert dust storm) had blown in right before the Thunderbirds were to take off, delaying them by half an hour. But Sunday's performance went off without a hitch, amazing and delighting their fans with their aerial demonstration. Their 2014 season was off to a great start!

Hosting an open house and putting on an air show is expensive, both in terms of dollars and manpower, and despite the return of military involvement in air shows, Luke AFB was one of just three bases in Air Education and Training Command scheduled to have an open house in 2014. But as Brig. Gen. Mike Rothstein, 56th Fighter Wing Commander, explained: "We got 360,000 people to be able to understand airpower. More important, they had the opportunity to understand the great Airmen we've got, and to see their pride and professionalism. I think the return on investment was priceless."

ASR Media would like to thank the staff of the 56th Fighter Wing Public Affairs Office for all of their support during our visit, in particular Capt. Ryan DeCamp and Tech. Sgt. Scottie McCord.





F-35A Lightning II and F-16C Fighting Falcon Flight

Jack Knutson Extra 300, top  
Matt Chapman Eagle 580, middle  
Rob Holland MXS, bottom



ACC Air Force Heritage Flight: P-38J, F-86E, F-16C

# "Lightning in the Desert!"



C-17

KC-135

KC-10



# "Lightning in the Desert!"



**U.S. AIR FORCE**  
*Thunderbirds*



MV-22 Osprey Tactical Demo, VMM-161 "Greyhawks", MCAS Miramar



# LOS ANGELES COUNTY AIR SHOW

REPORT AND PHOTOGRAPHY BY NORMAN A. GRAF

Northrop N9MB Flying Wing



Muroc Lake, Edwards AFB, Mojave, Plant 42, NASA Dryden Flight Research Center, Scaled Composites; L-1011 Tristar, F-117 Nighthawk, B-1 Lancer, B-2 Spirit, Spaceship One. And the list goes on. Antelope Valley in Southern California has a long and storied history of aerospace innovation and development. So it is surprising that the last air show in the area was the 2009 show at Edwards AFB. Local organizers finally took it upon themselves to remedy this situation and, as a result, the inaugural Los Angeles County Air Show took place at William J. Fox Airfield in sunny Lancaster, CA, on March 21 and 22. Originally envisioned for the fall, organizers were quick to reschedule when the cancelation of the air show at March ARB freed up a slot in the Blue Angels' calendar. (The unusual Friday and Saturday dates were also a result of this rescheduling.) In addition to the U.S. Navy's Flight Demonstration Squadron, the solid four hours of flying featured warbirds from World War II, Korea and Vietnam as well as thrilling aerobatic displays. In addition, a number of aircraft on static display and a multitude of interactive and educational exhibits provided plenty to see and do on the ground.

The gates opened at 0900 (although an early-bird photo tour gave photographers an opportunity for sunrise shooting). Close-in parking was handled well by a large cadre of volunteers. Pre-purchased tickets kept the lines at the ticket booths short and security was well-managed. Taking pride of place just inside the entrance was the futuristic Proteus from Scaled Composites. Other aircraft on static display were at show right, while corporate and VIP chalets were arrayed at show left; the Blue Angels were parked directly at show center. In addition to a large variety of food, beverage and air show vendors, there were quite a few educational and outreach displays. Chief among these were the NASA tent and Lockheed Martin's STEM (Science, Technology, Engineering and Math) pavilion, featuring not only corporate displays but a number of school programs as well.

The flying began with the Red Bull Parachute team bringing in the flag while being circled by Kirby Chambliss in the Edge 540. Strong, gusting winds affected Friday's performances, but Saturday was a perfect day for an air show: CAVU, calm winds and temperatures in the low 70s. Kicking off a long line of warbirds was the B-25J Mitchell "Executive Sweet," which made several low-level passes. Steve Oliver started off the aerobatic performances with a really nice demonstration of the capabilities of the de Havilland Chipmunk. His wife, Suzanne Asbury-Oliver, the nation's only female professional skywriter, had been entertaining the crowds earlier in the morning with her smiley faces and writing in the sky. Then, in keeping with the intimate nature of this show, a demonstration of formation flying was put on by four of the locals: a Yak-52 led two Thorp T-18 Tigers and an RV-8 in a series of changing formations. "NASA operates two Lockheed ER-2 Earth resources aircraft as flying laboratories in the Airborne Science Program under the Agency's Science Mission Directorate. The aircraft, based at NASA's Science and Aircraft Integration Facility in Palmdale, CA, collect information about Earth resources, celestial observations, atmospheric chemistry and dynamics, and oceanic processes. The aircraft also are used for electronic sensor research and development, satellite calibration, and satellite data validation." That down-to-earth description from NASA's fact sheet doesn't come close to capturing the beauty of the aircraft or the raw power and climbing ability of this amazing plane. NASA 806 performed several passes as it spiralled down from altitude. Making one final low-level pass, it zoom-climbed with an incredible roar and quickly disappeared from view in a performance as unforgettable as it is rare.

It's hard to believe that the Northrop N9MB Flying Wing is seventy years old. Built as a scaled down prototype for the XB-35 bomber, it was first flown at Muroc Army Airfield (now Edwards AFB). So it was fitting that it flew during the show, pilot Ron Hackworth banking sharply as he passed by to show off the unusual planform. The T-33 Shooting Star was also developed and tested locally, being a product of Lockheed's jet center in nearby Palmdale. Greg "Wired" Colyer put on a lovely aerobatic demonstration in "Ace Maker," then raced Bill Braack in his Smoke-N-Thunder jet car before landing. Then it was back to aerobatics as Chuck Coleman, a local resident, put his Extra 300L through its paces. Shortly thereafter the West Coast Ravens put on an impressive demonstration of formation flying in their six Vans RV aircraft, showing that precision formation flying is not just the purview of military jet teams. The Commemorative Air Force's Red Tail Squadron P-51C, which had been on static display in the morning, also took part in the flying. Brad Lang put on a graceful demonstration in the "Tuskegee Airmen" Mustang.

The Planes of Fame Museum put on a sterling re-enactment of a Korean War battle, complete with ground troops and vehicles. Beginning with an AT-6 forward air controller guiding a convoy of jeeps, the engagement soon escalated when a Yak-3 piloted by Steven Hinton dove in to attack. A Corsair and Mustang were soon scrambled to provide cover. The appearance of a MiG-15, flown by Chris Fahey, was countered shortly thereafter by the F-86 Sabre and the two vintage jets were soon dogfighting in the beautiful blue skies over Lancaster. All of the aircraft made numerous passes, banking nicely for top-side shots by the photographers in the audience. The display ended with a Heritage Flight: Kevin Eldridge in the Sabre and John Hinton in the Mustang "Wee Willy II."



MiG-15



Another pair of jets soon graced the skies, this time two boldly striped A-4K Skyhawks from Draken International. Flown by Dale “Snort” Snodgrass and Mike “Shooter” Smith, the two aircraft at times seemed glued together. They were definitely giving the Blue Angels a run for their money in terms of sticking together!

The Red Bull Air Force was there in force and now took off en masse. Chuck Aaron took the parachute team up and the jumpers leapt off the helicopter and put on an amazing display of aerial manoeuvres in their wingsuits, all the while being circled by Kirby Chambliss. Kirby then put on a hard-charging, explosive show, demonstrating clearly why he is a five time U.S. National Aerobatic Champion. “Malibu” finished up with his one-of-a-kind helicopter aerobatic performance.

And then it was time for the show headliners. “Fat Albert,” the team’s Marine-crewed transport and support aircraft warmed up the crowd with its amazingly nimble flight demonstration. (The C-130 was also designed and built locally by Lockheed and flight tested at Edwards AFB.) The Blue Angels, fresh from their winter training at NAF El Centro, put on what was only their second and third performances of the 2014 season yet had all the polish of a season-ending show. It’s great to have them back.

On Friday, despite strong winds with gusts over 35mph and it being a weekday, attendance was estimated at around 40 thousand. The weekend brought better weather and roughly twice as many visitors. Airs how announcer Ric Peterson and Air Boss Ralph Royce did a great job of narrating and scheduling the action. It was a terrific start to what is hopefully a long series of air shows in the “Aerospace Valley.”

Congratulations and thanks to the organizers, sponsors and volunteers (many from Edwards AFB) for pulling together such a stellar lineup and putting on such a great show in so little time. We at ASR Media LLC., can’t wait to come back and see what’s in store for next year.



Steve Oliver,  
de Havilland Chipmunk

NASA’s Lockheed ER-2 Earth (a modified Lockheed U-2)



Air Boss Ralph Royce

B-25J Mitchell



Heritage Flight:  
F-86 Sabre & P-51D  
Mustang



Bill Braack in the Smoke-N-Thunder jet car





A-4K Skyhawks



INDEX



# 2014 WINGS OVER SOUTH TEXAS

Report and photography by Dan Adams



What a difference a year makes! This time last year, the air show season, if you could call it that, was all but over. While many civilian-based shows persevered and put on excellent air shows, the military demo teams and all military support for air shows was canceled for the duration of the year. Fast forward to today and already we have seen the Blue Angels, Thunderbirds and others triumphantly return to the skies. In only their fourth appearance of the 2014 air show season, the Blue Angels were already in mid-season form. The year away from performing did nothing to diminish their precision. While the Blue Angels were the main attraction of the 2014 Wings over South Texas Air Show, the show was packed with some of the best pilots in the world and truly had something for everyone.

Wings over South Texas was held this year aboard NAS Kingsville from March 29-30th with a pep rally at Texas A&M Kingsville and Media/Family Day held on March 28th. The pep rally was a great way to introduce many of the performers to the audience and drum up excitement (as if there wasn't enough already) for the show. On show day, the gates opened at 8am which allowed visitors ample time to take in the static aircraft and visit the many displays including Customs and Border Enforcement, local and state police departments, Disabled American Veterans and all branches of the military. Static displays included a Customs P-3 Orion AWACs, Mi-24 Hind, PT-17 Stearman, DC-3, T-2 Buckeye, T-6 Texan II, T-34 Turbo Mentor and more.



Flying began around 11am with announcer Matt Jolley keeping the crowd informed and entertained throughout the program. First, Capt. Christopher Misner, NAS Kingsville's Commanding Officer welcomed the crowd. As with most air shows, the aerial portion of Wings over South Texas began with the singing of the National Anthem while two members of Skydive South Texas jumped in with the US and Texas flags while the two Yak-55s of the Twin Tigers Aerobatic Team circled the parachutists. Rob Holland and the Twin Tigers then flew teaser performances for the crowd, building anticipation and excitement for their full routines to come later. The brightly painted Tigers aircraft combined to spell "I ♥ U" and "USA" in a special salute to veterans.

This show covered several types of aircraft and aerobatic performers were well represented by some of the best in the business. Andrew Wright of Carbon Fiber Air Shows flew his G-202 and Jan Collmer piloted his Extra 300L in thrilling aerobatic performances. Rob Holland also took to the skies in his MXS to amaze the crowd several times over. Rob is a world-champion aerobatic pilot who has also won the 2012 Art Scholl Award for Showmanship. His award-winning skills were clearly on display as he put the MXS through its paces and raced the Shockwave jet truck past a wall of fire. Capping off the aerobatic performances were Mark Sorenson and Buck Roetman, also known as the Walkabout Tigers Aerobatic Team. In their identical and spectacularly painted Yak-55s, the pair flew precision formation aerobatics and skywriting. Their ground crew, the Ringmasters, created smoke rings in the air that the pilots expertly flew through. Jet noise was in good supply as Greg Colyer flew his T-33 Shooting Star and Randy Ball flew his MiG-17 in single-ship demos before joining up to fly a mock dogfight for the amazed audience. Justin Lewis brought his FLS MicroJet to perform as well, flying the impossibly small jet in an incredibly nimble and fast demonstration.

Finally, as the crowd pressed even closer to the fence line, the Blue Angels began their routine. The team's C-130 Hercules "Fat Albert" took to the skies to warm up the crowd, performing manoeuvres at the very edge of the hulking transport's performance envelope. As 'Bert landed, the Blue Angels' ground crew snapped to attention and began their precise and choreographed preparation of the jets. Finally, the team was in the air and it finally felt as though the disappointment of the 2013 air show season was behind us. The Blue Angels were as crisp as ever as they flew their demonstration. In addition, they did a great job updating their performance soundtrack for 2014. No detail is overlooked by these consummate professionals, not even the music that accompanies their routine! Finally, back on the ground, the team dismounted their aircraft in unison, saluted, and then spent time meeting and greeting the crowd. Wings over South Texas is an exceptional show and should be on anyone's list of air shows to attend. It is a big show with a small community feel to it. The line up was exceptional, the venue was great and the value unbeatable. All of the base employees and volunteers worked hard to ensure that the show went smoothly, and their efforts certainly paid off! All that hard work, a world-class line up and the perfect weather over the weekend proved to be the perfect air show recipe as this year's show broke previous attendance records with total attendance of close to 150,000 spectators.

ASR Media LLC., would like to extend a heartfelt thanks to Jon Gagné, Public Affairs Officer, and Fifi Kieschnick, also of the Public Affairs Office, for their invaluable assistance throughout the show. We'd also like to thank and express our endless admiration for the pilots and crew of Fat Albert for an amazing flight with them.



Walkabout Tigers Aerobatic Team: Yak 55



MiG-17 above and Jan Collmer's Extra 300L below.



McDonnell Douglas T-45 Goshawks







B-25J Mitchell "Betty's Dream"

And the winner is: Rob Holland in his MXS



"Good Job!" l to r: CDR Tomas Frosch, LCDR John Hiltz, LCDR Nate Barton, Maj Brandon Cordill, LCDR David Tickle, LT Mark Tedrow



Fat Albert crew at the show, l to r: Petty Officer Eric Van Damme, SSgt Chris Villalobos (Navigator), SSgt Kevin Sanchez (Flight Engineer), Capt. Dusty Cook, Capt. A.J. Harrell, Sgt Zach Williford, AE2 Mark Lombardi







RCAF CP 140 Aurora

All images © 2014 Peter Thivessen



Royal New Zealand Air Force P-3K Orion

The Magazine June-July 2014

# Exercise Joint Warrior 14-1

REPORT AND PHOTOGRAPHY BY PETER THIVESSEN AND WOLFGANG JARISCH

Royal Norwegian Air Force P-3 Orion



French Navy Atlantique II

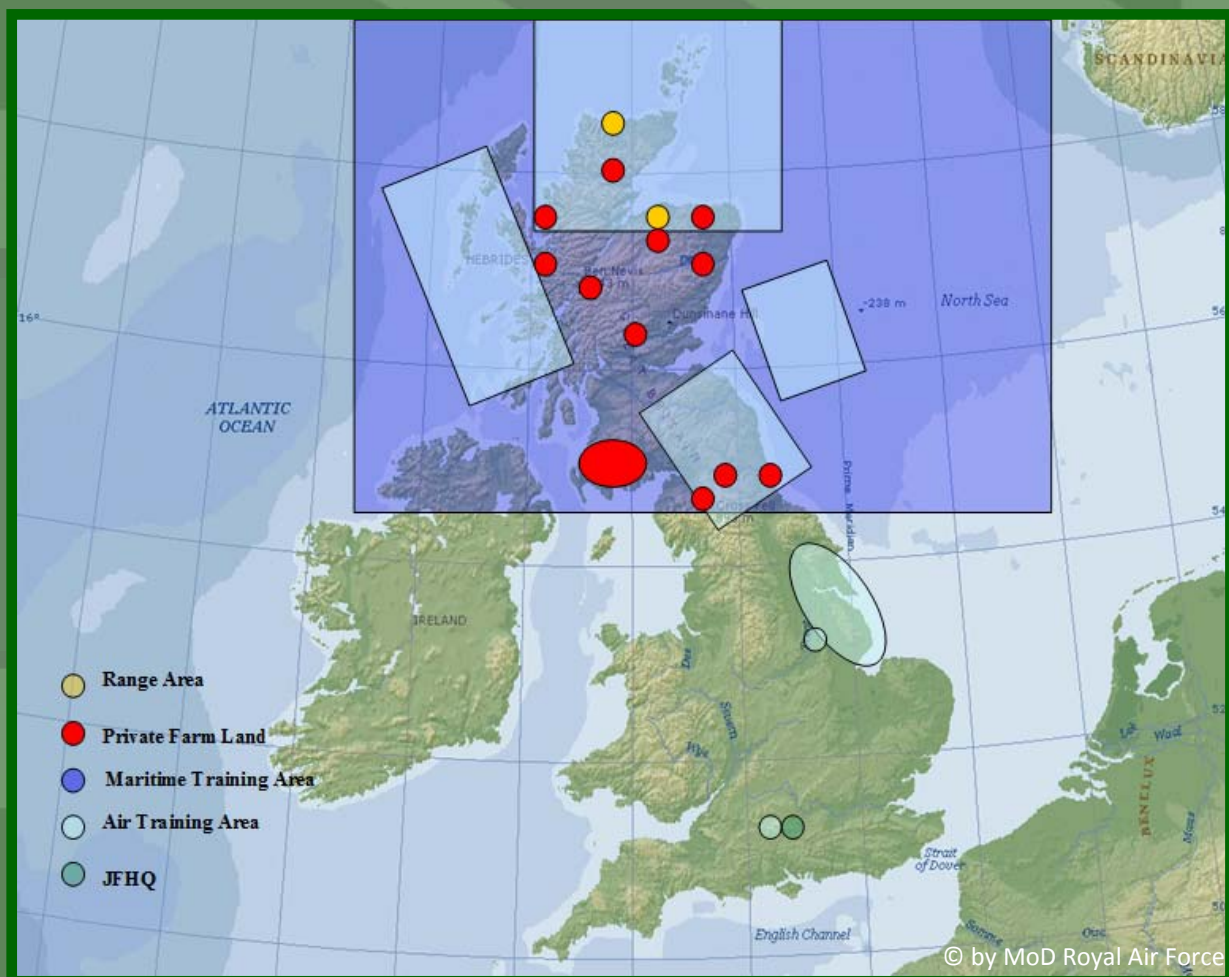




We're back for another issue of the tri-service and multinational exercise Joint Warrior Exercise which is conducted in the United Kingdom. This exercise provides high quality coordinated training at the tactical level for all three of the UK's Armed Services and numerous visiting units from invited allied nations. We'll start off with a short overview what's happen by JW 14-1 before we shift our focus to the fixed wing maritime part of JW 14-1 from Royal Air Force Base Lossiemouth. (Moray, Scotland).

This exercise is coordinated, planned and delivered by a joint team of Royal Navy and RAF personnel that form the Joint Tactical Exercise Planning Staff (JTEPS) based at Northwood HQ, London. Joint Warrior 14-1 is the largest live, tactically focused exercise held in Europe this year.

The exercise took place across the UK utilizing a wide variety of battle spaces, live ranges and Managed Danger Areas (see the graphic below).



#### The scenario

Joint Warrior simulated an extensive range of evolving crises and conflicts that could be realistically encountered in operations involving multiple sovereign nations, disputed territory, terrorist activity and piracy. If we look around the globe, this is absolutely realistic in the present time and could happen anytime, anywhere.

The UK and the invited nations will need to always be prepared for these threats so this requires training in the following disciplines:

- Maritime Task Force Training
- Anti Submarine Warfare (ASW)
- Mine Countermeasure (MCM) Training
- Counter Piracy, Narcotics and Insurgency
- Submarine Training
- Joint Fires
- Composite Air Operations
- Close Air Support
- Tactical Intelligence Surveillance Target Acquisition and Reconnaissance (ISTAR)
- Electronic Warfare (EW) Training
- GPS Denial Operations
- Logistic Support and Training

Squadron Leader Lloyd Barrett (Officer Commanding UK Maritime and Air Operations Centre), who is responsible for operational support, informed us that this really huge exercise is a logistical challenge because up to 13,000 personnel are involved during this period of training. The exercise will take place across the UK utilizing a wide variety of battle spaces, live ranges and Managed Danger Areas). Squadron Leader Barrett began his press briefing by giving a report on the current status of RAF station Lossiemouth.

After the disbandment of 12 Sqn and 617 Sqn (both with Tornados) on Friday 28 March, it was not possible to provide Tornados for JW 14-1. (At the moment there is only one Squadron, the 15 (R) with a small Tornado fleet remaining there. But RAF Lossiemouth is expecting two Squadrons, 1 Sqn and 6 Sqn from RAF Leuchars with Typhoon FGR3 and T3. The transfer of both Squadrons will start in the summer and extend to the end of this year. The next Typhoon Squadron is expected in 2015. RAF Lossiemouth will be a very busy base in the future.)

After the opening and explanation from Squadron Leader Lloyd Barrett, he introduced the officers from the participating Air Arms. In a discussion about the question of whether the RAF missed the Nimrod, Barret said very diplomatically "we retired the Nimrod but we did not retire the system." Lieutenant Colonel Bjorn Gohn-Hellum from the Norwegian Air Force also told us that the Norwegian Air Force missed the capacity and the support of the British Nimrods in the North Sea. The Norwegian Air Force participated in JW 14-1 with one P-3C with two flight and two maintenance crews. The US Navy participated with two P-3Cs, one NP-3C and one P-8 Poseidon. Commander James Johnston, from the US Navy Squadron VP-10, told us that they had brought six Orion crews to the exercise. The crews of the Poseidon and the NP-3C from Squadron VX-20 NP-3C are not included in the six. The Canadian Air Force brought two CP-140 Auroras to participate in the exercise, one Block II and one Block III aircraft.

The Royal New Zealand Air Force, brought a single P-3K to JW 14-1. An interesting question was asked about their journey: "how long did you need for the trip to Scotland"? Wing Commander Daniel Hunt answered: "six days!"

We had a chance to interview one of the French Navy officers, as the French brought the Breguet Atlantic ATL-2 and around 50 personnel to the exercise. Ensign Lieutenant Malini from the French Navy informed us that "they are very happy with this aircraft. It is a real multi-mission aircraft with pleasant flight characteristics."





All images © 2014 Peter Thivessen

The following aircraft participated:

- US Navy P-8 Poseidon (1 a/c, 2 crews), Jacksonville, Florida, USA
- US Navy P-3 Orion (3 a/c, 4 crews), Jacksonville, Florida, USA
- US Navy NP-3C Orion
- RCAF CP 140 Aurora (2 a/c, 2 crews), Greenwood, Nova Scotia, Canada
- Royal New Zealand Air Force P-3K Orion (1 a/c, 1 crew), Whenuapai, New Zealand
- Royal Norwegian Air Force P-3 Orion (1 a/c, 2 crews), Andenes, Norway
- French Navy Atlantique II (1 a/c, 2 crews), Lorient / Lann-Bihoué, France
- 736 NAS Hawks (5 a/c), Culdrose, UK
- Cobham Aviation DA20 Falcon (6 a/c), Darlington, UK

After the briefing the press was allowed to watch the start preparations of the Hawk and one of the Cobham Falcons. That was followed by an invitation by Commander Jamey Johnston from the US Navy to visit their P-3C Orion. He explained in detail the scope and the technical equipment of the aircraft. It was very interesting to visit the galley on board and of course a toilet which they need for the long missions.

Next Major Ray Townsend from the Royal Canadian Air Force guided us through the CP-140 Aurora Block III and explained the details of the technical equipment which is different from that of the US Orions.

During the two weeks of the exercise the flying activities are ongoing 24 hours a day under typical (wet and dreary) Scottish weather conditions.

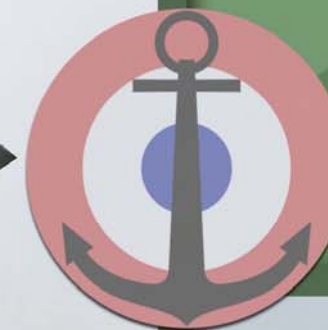
ASR Media would like to thank the Media and Communications Officer RAF Lossiemouth Flight Lieutenant H. Baxter for her generous cooperation, hospitality and friendliness.



DEA's DA42MPPs fitted with a Wescam MX15 electro-optical system and UHF communications.



Flight Lieutenant H. Baxter, Media and Communications Officer RAF Lossiemouth



French Navy Breguet Atlantique II



US Navy P-8 Poseidon



L to R: RNZAF Wing Commander Daniel Hunt; RAF Squadron Leader Lloyd Barrett; RCAF Major Ray Townsend  
USN CDR James Jonhston; RCAF Lieutenant Colonel Bjorn Gohn-Hellum

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RAF Westland Sea King HAR.3



Royal Navy BAe Hawk T.1A



Cobham Aviation DA20 Falcon



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## in The Magazine!



# FLYING WITH CHUCK AARON IN THE

ARTICLE AND PHOTOGRAPHY BY AARON RUMFALLO

# Red Bull® HELICOPTER



*“The helicopter approaches closer than any other {vehicle} to fulfillment of mankind’s ancient dreams of the flying horse and the magic carpet.”*

*-Igor Sikorsky*

April 10, 2014, Ryan Airfield, AZ. As a child I can remember watching the movie, “Blue Thunder” which follows the development and use of a fictional, state-of-the-art police helicopter. Designed to give the pilot hi-tech tools and super maneuverability, it was a “Robocop” of the skies. This was Hollywood’s portrayal of a helicopter, one that was so incredible it did loops! “A looping helicopter,” I thought, “how cool!” But that was just in the movies, not in real life.

Fast-forward 21 years. . . In 2004, a helicopter pilot named Chuck Aaron teamed up with Red Bull, appropriately known as the energy drink company that “gives you wings,” and set out to do something so rare that most would think it impossible: performing aerobatics in a helicopter. Well, it turns out it wasn’t impossible and the rest made history. Chuck Aaron became the first (and only) civilian pilot ever to be licensed to perform helicopter aerobatics in the United States. In fact, he is one of only three pilots internationally who are permitted to execute the dangerous maneuvers. It took Chuck about two years to modify his Messerschmitt-Bölkow Blohm BO-105 helicopter, figure out how to perform the aerobatic maneuvers, and put together a routine. In 2006 he made his air show debut and has been “wowing” crowds ever since.

When I received word that I would have the opportunity to fly with Chuck Aaron in his aerobatic helicopter I was blown away! I knew I was about to have an experience that would not be available to the majority of people on the Earth, something unique and special. I embraced the opportunity with great enthusiasm. The rotors were already turning as I approached the brightly painted Red Bull helicopter. I was immediately greeted by a smiling, mustached Chuck Aaron and knew right away that I was in great company. After getting a quick safety briefing about keeping my feet free of the tail rotor pedals during the flight, I was strapped in and off we went.







Our targeted maneuvering area was about 5 miles south of Ryan Airfield. The flight was smooth and the conversation was great. Chuck's laid-back personality instantly put me at ease. As we arrived to our planned airspace over the southern Arizona desert, Chuck explained that he planned to do some loops, barrel rolls, and a split "S." "Sounds great," I replied, "I'm ready!"

"Here we go." Chuck calmly said over the comm. "I'm going to slightly pull nose up and do a barrel roll."

Before I knew it, we were back to level flight. I recall looking for something to hold on to, but nothing was required. I literally just stayed in my seat! A loop came next. I can still remember how amazing it was to see the sky and the upside-down horizon with the desert ground racing past the windscreen. Suddenly we were right-side up again, horizon level, all in about five seconds. I was impressed by how smooth and skillful. Soon after, we completed the remaining maneuvers and were heading back to the airfield. I had officially done aerobatics in a helicopter with one of the most prestigious helicopter pilots in the world.

Even now when I reflect on that day, I am still in awe. I hope my words and photographs can capture at least some of the exhilaration of the flight. What an honor to be part of such a small group of people who have experienced this kind of flying, but most of all, what a ride!

For additional information about Chuck Aaron and video see page 90 in this issue.

On behalf of ASR Media LLC as well as myself, I would like to thank the Davis-Monthan AFB Public Affairs Office, Lt. Ranaweera, SSgt Ruiz, Red Bull, and Chuck Aaron for this wonderful experience!







Photo and article © 2010 Red Bull Media House

“Malibu” Chuck Aaron is the first - and only - civilian pilot ever to be licensed to perform helicopter aerobatics in the United States. In fact, he’s one of only three pilots permitted to execute the dangerous maneuvers internationally.

Chuck is also the first helicopter pilot to be presented with the Art Scholl Showmanship Award, an honor bestowed by the International Council of Air Shows to recognize the world’s most outstanding air show performers, and was inducted in 2011 to the prestigious Society of Experimental Test Pilots.

But the blond, mustachioed pilot isn’t one to brag - or to rest on his laurels. Chuck takes to the road much of the year, piloting the one-of-a-kind Red Bull Helicopter through breathtaking air show choreography including backflips, 360-degree rolls, and a heartstopping tumble called the Chuckcilvak. “People can’t believe what they’re seeing, Chuck laughs. “How can a helicopter do all those crazy things?”

Born in San Antonio, Chuck first flew a helicopter at age 20 and built a career through hard work, moving up from crop duster and traffic reporter to film and television stunt pilot. He helped the U.S. Department of Defense develop and test night-vision systems, and he even rebuilt three Cobras from left-over military parts.

In 2004, he joined forces with Red Bull to take on a daunting challenge: figuring out how to perform aerobatics in a helicopter. After devoting nearly two years with the Flying Bulls team to modify and test a Messerschmitt-Bölkow Blohm BO-105, devise maneuvers, and determine how to make the aircraft perform them, in 2006 Chuck guided the Red Bull Helicopter through its U.S. debut.

Today, Chuck has logged more than 20,000 hours in the air and performed aerobatics with the Red Bull Helicopter at more than 150 air shows and events from coast to coast. “I love doing things nobody has ever done,” he declares, “as well as the opportunities the Red Bull Helicopter offers me.”

**Aerobatic helicopter flying at its finest with Chuck Aaron**



**CLICK HERE TO PLAY VIDEO**





REPORT BY NORMAN A GRAF WITH PHOTOGRAPHY AS NOTED

*The Magazine* June-July 2014







Images by © 2014 Norman A Graf

The theme for the 2014 "Thunder & Lightning over Arizona" Open House at Davis-Monthan AFB was "Honoring the Past, Inspiring the Future." The two-day event paid tribute to our veterans and heritage while at the same time looking forward. Aerial performances included warbirds, aerobatic aircraft, helicopters, a combat search and rescue demonstration and culminated with the Thunderbirds. The ramp was filled with an equally broad and disparate selection of aircraft on static display, highlighted by a long row of USAF bombers, tankers, transport, attack and electronic warfare aircraft. In short, everything needed for a top-notch air show!

Spring weather in the great Southwest can be tricky, and this weekend was no exception. Saturday was overcast with afternoon winds gusting so hard that the Thunderbirds were unable to fly their demonstration, whereas Sunday dawned clear and cloudless for a perfect air show day. (That's why air show enthusiasts do their best to schedule multiple days for an air show!) Yet despite the weather and the number of other activities scheduled for that weekend in Tucson, roughly 300,000 people turned out for the Open House.

Access to the base was handled very well, with parking close-in to the tarmac. Both parking and security checks were speedy and efficient, meaning that visitors had plenty of time to view the extensive assembly of aircraft on static display or visit exhibits arranged all along the flightline.

Just inside the gate, visitors were greeted by a long line of "heavies": C-17 Globemaster III, KC-135R Stratotanker, RC-135S Cobra Ball, B-52H Stratofortress, AC-130H Spectre, B-1B Lancer, C-5A Galaxy, almost all of which were open for tours. Long lines throughout the day attested to the attraction that both the aircraft and the opportunity to interact with the aircrews had on the crowds. A parallel row of aircraft included the EC-130H Compass Call, HC-130J Combat King II, A-10C Thunderbolt II and HH-60G Pavehawk, all based at Davis-Monthan.

Will Allen, the "Flying Tenor" above and A-10C Thunderbolt II, 354th FS "Bulldogs" right.

Most of the remaining aircraft on static display were housed under shade ramadas at show left. These included current military such as F-16C Fighting Falcon, F-15E Strike Eagle, MC-12W Liberty, T-1A Jayhawk, T-38 Talon and two Army helicopters, the AH-64 Apache and UH-72 Lakota. Famous retired military aircraft, such as the F-14 Tomcat and F-4 Phantom II and a former Blue Angel F-18, were towed over from the 309th Aerospace Maintenance and Regeneration Group (AMARG) "boneyard." A number of warbirds were also in attendance, some having flown in, others having been towed over from the Pima Air & Space Museum. Special thanks to the organizers for having assembled such a large number of aircraft representing such a broad variety of types and vintages. There were so many aircraft on static display that it was a challenge to see them all before the flying began.

The flightline is very long and, except for some reserved areas such as the Flightline Club, Beer Garden and VIP pavilions, open for spectators. Unlike most air shows, folding chairs were not allowed through the gates, but rental chairs were available for a \$5 fee. Some small bleachers were available free of charge, and shade was available either under the wings of the larger aircraft on display or under the protective ramadas for the smaller aircraft. A large "Kid's Zone" featured multiple bounce houses, plenty of portable toilets were distributed throughout the area, and free water was also available from military "Water Buffaloes." Lots of souvenir and food vendors were distributed throughout the grounds. But of course the main attraction of the Open House was the air show, and it started promptly at 1100 with a jumper from the USAF Academy's Wings of Blue parachute team flying in the American flag. Will Allen, "the Flying Tenor," sang the national anthem while circling in his Pitts S2, then went on to fly his aerobatic performance to start off the day's flying. Several more members of the Wings of Blue then parachuted in, each bringing in a different service flag. They would perform once more later in the day, demonstrating their aerial skills with high speed maneuvers in freefall as well as precision canopy flight.





The flying resumed with Jacquie Warda putting on a fabulous aerobatic performance in her beautifully painted Extra 300. The colors of the iridescent stars on the bright red aircraft morphed as the angle of view changed. And she flew the plane through pretty much every angle in the sky. Loops, rolls, spins, tail slides, inverted flight: you name it, Jacquie B nailed it. She would return later in the day to race Bill Braack in the Smoke-N-Thunder jet car. Kent Pietsch put on three separate performances, starting off with his comedy routine impersonating a complete novice invading the air space with his zany flying, followed later by landing on the world's smallest aircraft carrier (a pickup truck) and his always-impressive energy management routine where he kills the engine at 6,000 feet then brings the aircraft to a stop on the runway with the spinner touching the outstretched hand of the air show announcer. Chuck Aaron, flying the Red Bull helicopter, rounded out the civilian aerobatic performances. ASR media was privileged to fly along with Chuck during media day, see our review of that fantastic experience on page 86.

Next up was a vehicle interdiction simulation by the Customs and Border Patrol. They demonstrated how a suspected smuggler would be apprehended. An agile Eurocopter AS 350 intercepted a speeding automobile at almost ground level, after which a UH-60 Blackhawk arrived on the scene. Officers fast-roped down to apprehend the suspect and turn him over to police officers who had been in fast pursuit in their squad cars.

The warbird portion of the show commenced with flybys of a B-25J bomber, "Maid in the Shade," and its P-51D Mustang fighter escort "Lady Alice." The Mitchell had been sponsored by the Disabled American Veterans. The DAV had both aircraft on static display as well as a booth set up to offer their services to veterans or their families in attendance. The Desert Rats Formation Team then took to the skies, performing a series of tight flybys in their four Nanchang CJ-6s.

Finally it was time for the home team to show what they could do. The Desert Lightning Team put on an



Images © 2014 Norman A Graf



impressive display of combat and airpower capabilities with a simulated Combat Search and Rescue mission. The CSAR operation demonstrated how a Marine on the ground would be protected and recovered, even in the face of enemy combatants. Four A-10s from the 354th Fighter Squadron were scrambled, with the Thunderbolt IIs taking off in section flights. An EC-130H Compass Call from the 43d Electronic Combat Squadron took off to disrupt enemy command and control communications. Two HH-60G Pave Hawk helicopters from the 55th Rescue Squadron carrying para-rescue-men from the 48th RQS passed over, simulating an in-flight refuelling from an HC-130J Combat King II from the 79th RQS. The four A-10s performed a number of strafing and bombing runs accompanied by pyrotechnics on the ground. With the area now secured, the two helicopters flew in low and fast, flared to a stop and hovered as the rescue team fast-roped to the ground. The A-10s remained to provide top cover, flying an impressively choreographed series of clover-leaf patterns over the rescue area. The serviceman was quickly hoisted to the hovering Pave Hawk, the rescue team was recovered and the helicopters quickly departed the scene. A pass-in-review by the A-10s ended with a very precise two-second series of breaks-to-land. With the apparent demise of Air Combat Command's A-10 demonstration teams and the very future of the Thunderbolt II in doubt, this may well have been the last time to see them perform at an air show. If so, it was a perfect way to depart.

Then it was time for the headline act, the USAF Thunderbirds, to begin their aerial demonstration. On Saturday the team taxied out, ready to perform, but unfortunately the gusting crosswinds remained above safe limits, so they were forced to return after a while. Sunday's weather was perfect for a high show, and the sky was soon filled with the precision flying of the diamond formation and thrilling opposing passes by the solos. The transition to the delta formation of all six aircraft signalled the close of their performance. It's early in the season, but the team's manoeuvres and timing are already honed by months of winter training. After the show and following a short debrief the team members came to the flightline to sign autographs and answer questions from the audience.

EC-130H Compass Call, 43d ECS, left, and HC-130J Combat King II, 79th RQS, above





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There was still plenty of time to view the aircraft on static display, interact with aircrews, or grab a bite to eat or something to drink before heading to the parking lot. We'll see you back in Tucson in 2016!

We would like to express our thanks and sincere appreciation to the 355th Fighter Wing Public Affairs Office for their hospitality and assistance during the Open House, in particular Capt. Harrington, 2d Lt. Ranaweera, SSgt Ruiz and let's not forget Air Show Director Maj. Smiley. The 2014 Open House and Air Show was one of the best that Davis-Monthan AFB has ever had.

- Eurocopter AS 350 helicopter, Customs and Border Patrol demonstration, top left.
- Jacquie Warda's Extra 300 racing against Bill Braack in the Smoke-N-Thunder jet car, on the right.



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4 A 5 5 A 6 6 A



A-10C



MC-12W Liberty



B-1B



RC-135S Cobra Ball



KC-135R



C-17







From the 309th AMARG "Boneyard"



F-4 Phantom II above and the F-18 Blue Angel below © 2014 Norman A Graf



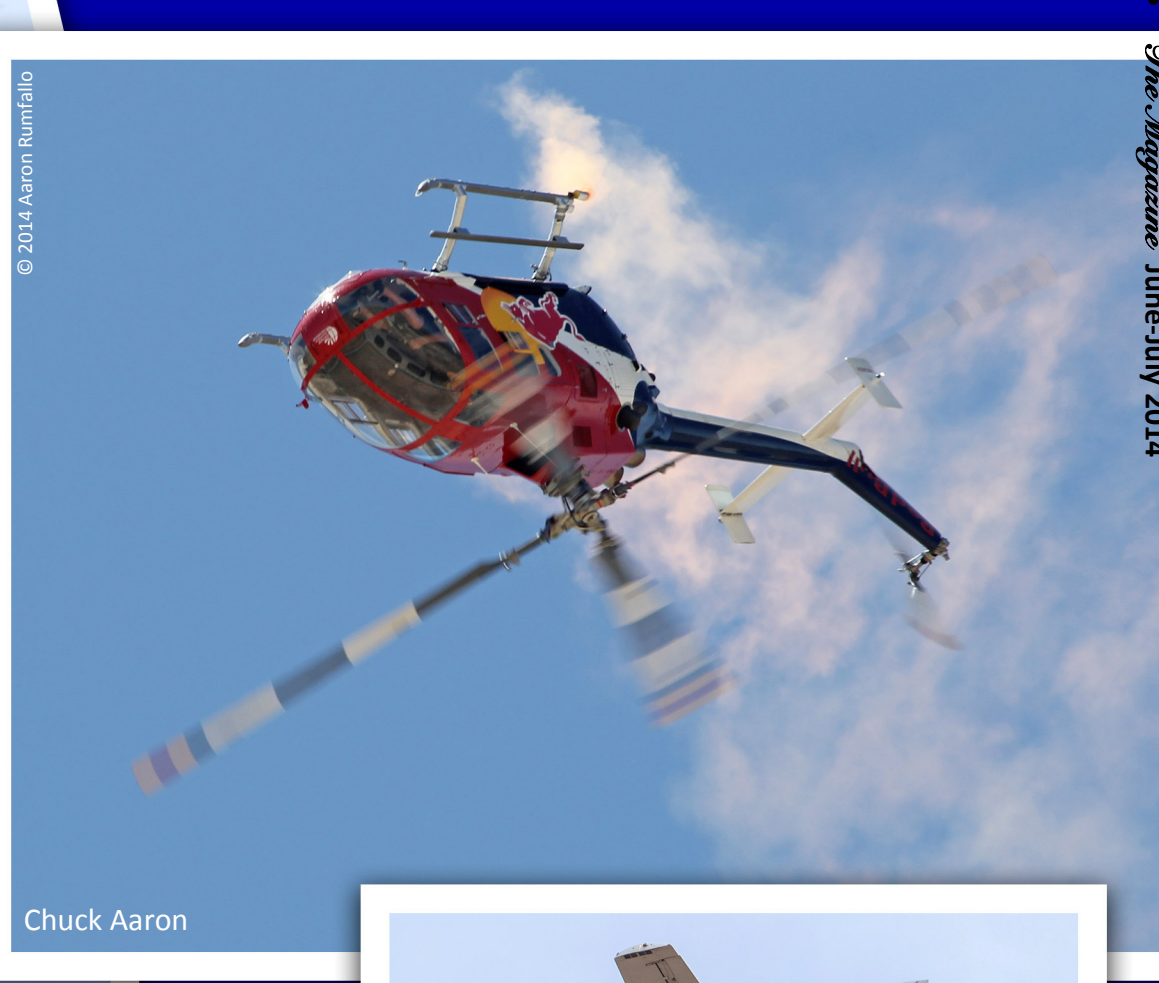
F-14 Tomcat below © 2014 Aaron Rumfallo



Two HH-60G Pave Hawk and HC-130J Combat King II



B-25 "Maid in the Shade"



Chuck Aaron



A-10s from the 354th Fighter Squadron





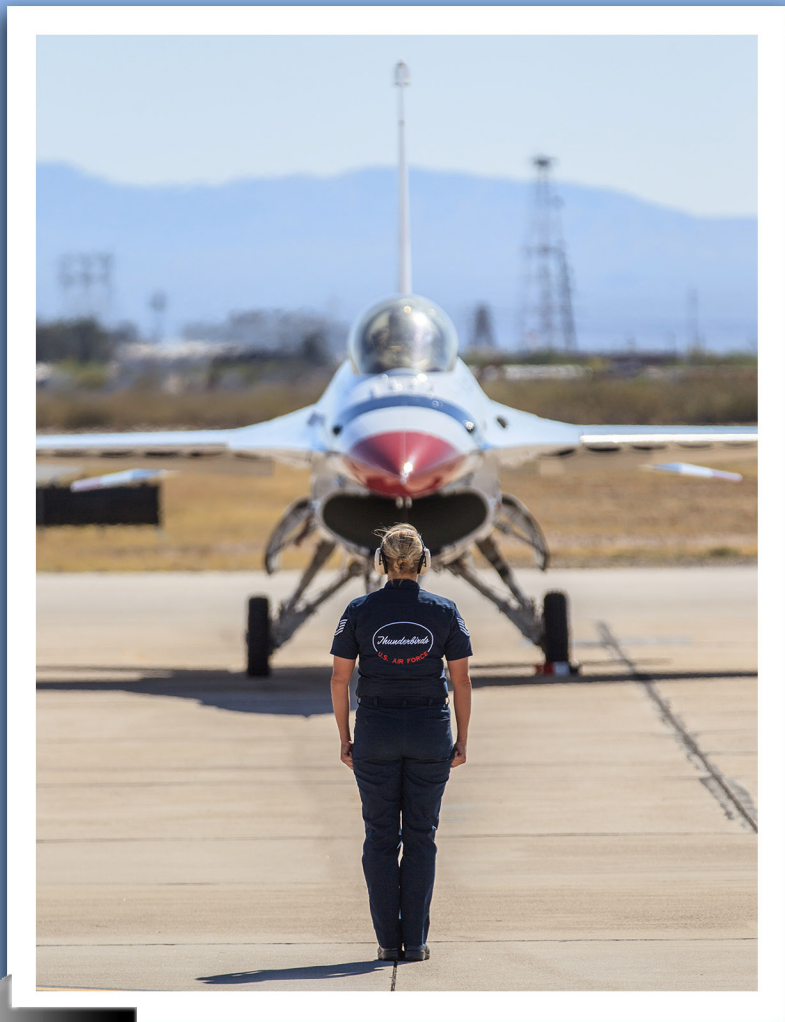
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Ceramic Mugs



Briefing Sticks



Custom Aircraft Models



Tail Flashes



“There I was at 30,000 feet...”

Article and photography by Norman A. Graf



“There I was at 30,000 feet...” That opening line is a standard for aviation biographies, and usually involves, shall we say, inflated claims of the aviator’s experiences and capabilities.

Jacque Warda’s story is both more down-to-earth and soars to greater heights than that. Not only is she one of the few women air show pilots, she is also one of the oldest: she flew her first air show performance at an age when many are preparing for retirement. Now, ten years later, at the age of 60, she has entertained and inspired countless people at hundreds of air shows across the country.

Her flying routine is ten minutes long, but she spends hours each day inspiring people, telling her story. “If I can do this, whatever it is you want to do is very possible. I flew my first air show when I was 50 years old. So if I can do that, there’s no reason somebody else can’t go out and do whatever it is they have always been wanting to do. That’s the message. It’s more about the inspiration and encouraging others to do whatever it is they want to do. Stop just dreaming, do something about it.”

When asked how she got to be where she is today, she quickly responded with a smile “How did I get here? I flew from Mississippi to get here.” But seriously, she is certain that she always wanted to fly. Her father’s a pilot and she had dreamed of flying since she was a little girl. It took a long time before she could afford the time and money to pursue her dream. She eventually did find the resources and learned to fly. And was promptly bored to tears! “When everything’s going well between takeoffs and landings there was just nothing to do.” Shortly thereafter a friend of hers invited her to go on a ride in a Pitts. “He took me upside down and I was instantly hooked. I was born to do this!” That, too, is part of her message. “Go take the first step! I tell kids there are a lot of times, if you’ve been dreaming about something for a very long time and you’ve never actually done it, when you finally go do it the first time, there’s a good chance you might not like it. You’ve been thinking about something for a very long time and if it turns out you don’t like it it’s not that you’ve wasted time but if you had done it sooner, you could have gone on and started dreaming about something else. Go do it and find out what you are just crazy about rather than dream forever and ever.”



Now hooked, and convinced this is what she wanted to do, Jacquie bought an aerobatic plane, learned to fly competitively, and learned how to tumble the airplane. One day her coach asked if she was ready to fly an air show. “I had never dreamed of flying in an air show. My dream was to learn to fly. Period. And flying aerobatics? I’d have died happy if I had never done anything more than that. But I said ‘OK, let’s give it a shot.’”

She started flying in a Pitts S-1 biplane and soon became a fixture in the air show circuit. Two and a half years ago she stepped up to her current airplane, the bright red Extra 300 covered with iridescent stars. Its extra speed, power and range are all important to her, but perhaps just as important is the extra seat, as she can now share her passion for flying by giving rides to others.

Jacquie’s the first to admit, though, that flying’s not necessarily for everybody. “Those that want to learn to fly, if they’ve never flown in a small plane, until they do it once, they have no idea what it’s like. And then they can say either ‘I love it’ or ‘I hate it’ or ‘I’m not sure, I’ll take another lesson. I’ll go try it again.’ So whatever it is you want to do, don’t wait too long to at least try it once to see if it’s all that you dreamed it was. It doesn’t matter if it’s a crazy idea: a whole lot of good things come from crazy ideas. Look what I’m doing! If this isn’t crazy, I don’t know what is. I’m 60 years old and I’m doing this for a living and I’m loving it!”

So there I was, at 30,000 feet, flying home after the air show, thinking...





As close as you can get without being at an air show!

# *The Magazine*

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