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Volume 1, Issue 2

The Magazine



- ✈ ***Aviation Nation 09: Nellis AFB Air Show Review***
- ✈ ***Heritage Flights: A tribute to the history of the U.S. Air Force***
- ✈ ***WIMSA***
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February – March 2010 Volume 1, Issue 2

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A tribute to history of the USAF



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Behind the Lens & to the point

By Laszlo

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

Our premier issue was a large hit by thousands of our readers worldwide interested in aviation, air shows, flying and some of us, like myself, photography. While the majority of our readers, 74% who downloaded *The Magazine* were located in the United States, the rest were divided between Canada at 12%, Europe at 8% and 6% for the rest of the world.

As noted in our Premier issue, one of the missions of *The Magazine*, is reviewing air shows and providing honest and factual information of air shows that we have attended. Our goal is to give an idea to the general public, and hopefully feedback to the air show organizers about how their show is perceived from the 'outside' looking in. Over the years, many air show organizers have become complacent, with a "business as usual" attitude and not open to the changes brought on by the power of the internet, and clinging to old fashioned ways "because that's the way we did it in the past years." Times have changed and air show organizers need to change with the times and take advantage the power of the internet as it relates to publishing, blogs, and new marketing ideas. More importantly, *The Magazine* is entirely Internet based, making it environmentally friendly and ecologically **Green!**

Just as importantly our mission at *The Magazine* is also about presenting the living history of aviators, pilots, aircraft owners, active duty military and veterans, and to inform from their own perspective.

In this issue, I strongly believe, we succeeded in all of our objectives. We not only reviewed a large air show, but honored the active members of the USAF Heritage Flights, remembered WIMSA — the Women in Military Services, and introduced a new addition to the growing historical collection of a pilot, and founder of an aviation museum.

In 2010 the photographers for *The Magazine* will visit even more shows than in 2009, so it will be an enlightening experience for us and for our readers world wide as well.

You are invited to contribute and join our team if you are a warbird owner and would like to tell the history of your particular aircraft, have passion about aviation photography and can take good photographs, or as a veteran who is interested sharing your story with our readers.

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Background photo: Canadian Centennial of Flight, Windsor International Air Show

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Inside the cockpit

By Coop

Well the New Year is upon us and we have returned from the ICAS (International Council of Air Shows) convention in beautiful Las Vegas and we are looking forward the 2010 Air Show season.

As always the convention is an excellent opportunity to network with everyone from around the continent on any new developments in the Air Show industry. Whether it be safety related or general procedures for make shows better for the viewing public or the performers, this is were if happens.

For those of you who are unfamiliar with ICAS in is a self governing organization that regulates standards for the Air Show industry. Performers must be licensed by ICAS to performer in Air Shows, as well ICAS assists organizers in setting up an Air Show in their area. Once a year usually the first week in December a general convention is held so that organizers may take courses in running an Air Show. Also they can meet prospective performers that they are considering for their show. This gives the organizers and opportunity to speak with the performers face to face and see if there is a match with the theme of the show and their particular performance. ICAS also runs seminars for performers on new safety tips and procedures as well. Part of the convention time is used to recognise the work done over the last year by various shows. Either for new marketing campaigns that they have developed or awards for show programs, flyers, radio or TV ads. Its a busy five days but well worth the time spent.

We at Viper North, have not confirmed all of our show dates at this time but we will be at the Waterloo show June 19th and 20th. We are very excited about this years season and hope to see you at some of our shows this year. If you do make it please stop by and say hello.

The Magazine 

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Aerotainment News
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Air Shows ★ Air Racing ★ Aviation Heritage

The lofty name Aviation Nation, applied to the Air show held at Nellis Air Force Base (AFB) near Las Vegas, Nevada in mid November each year, conjures up high expectations for this air show aficionado.

It is becoming the norm that many air shows can seemingly over promise. So it was with some trepidation that I attended Aviation Nation 2009. The announced line up seemed a touch weak for one of the world's greatest airbases. After all, with the diversity of aircraft from the based 57th Wing, the makings of a superb show is always possible.

My first show at Nellis AFB was in 1997 which celebrated the USAF's 50th anniversary. It did not disappoint with diverse attendees such as the Japanese Air Self Defence force Blue Impulse Team and Australian F-111's in the static.

The last show I attended was in 2007 to celebrate the 60th anniversary of the USAF. It was a disappointment. Nothing really set it apart as a salute to the anniversary of the world's most formidable air force. Of course the defense situation was and many units were involved in operations in Iraq and Afghanistan.

I guess what I am saying is that Nellis AFB has the unique ability to host the "mother of all air shows" if the will and desire are prevalent. It is located at the international destination of Las Vegas which brings inexpensive flights and hotel packages from throughout North America and other parts of the world. Anyone's complaining spouse or friends could be persuaded to come to Las Vegas. It has ample ramp space, has most aircraft types in the USAF inventory, and would be a prestige display venue for a number of international air forces to attend. It is as famous as an airbase as they come...but now let's get back to reality and review the 2009 event!

This was a really good air show given the times we are in.

It is best to get up very early and drive to the Las Vegas Motor Speedway where parking is free. Line ups for the shuttle buses to the base start before 8:00 am so you could be in a long line up. You also have to go through security screening which also takes some time. I thought there should have been signs indicating that you were in the correct place for air show parking although it is a bit intuitive once you get off of the highway (I 15 North) for Speedway Boulevard.

The static display was relatively sparse in my opinion and was highlighted by the long ramp space. Put on your walking shoes. I would have liked to have seen more units' attend from other bases. Most USAF flying assets are based at Nellis and at least one was displayed. Some people would say this was good enough. However, I like seeing the diversity of squadrons from other bases and services attend.

The flying events were generally as advertised. Top billing was of course the F-22 Raptor demo team and the F-18 Super Hornet. The Dutch F-16 demo team added an international flair to the line up.

The F-22 demo team did not end up attending. They were diverted to the Dubai Air Show which apparently created quite a sensation in the Middle East. This was mitigated slightly by an Alaska coded F-22 taking part in the opening fly-by with an A-10, F-15, and an F-16. It then flew a few solo high speed passes to get the shutter finger warmed up. The civilian owned types were next including the Horsemen P-51 team with their excellent formation flying and low level high speed passes.



F-16, F-15, F-22 and an A-10 opening fly-by.

Two B-2's re-enacted the Doolittle Raid. The Korean War was represented by a mock F-86 and Mig 15 dog fight followed by two T-33's, T-28's, T-6/SNJ's, and T-34's. Bill Reesman was up next with his usual dynamic display in the Red Bull Mig-17. The first half of the show was completed with the familiar Patriots Jet Demo Team in their L-39's.

What you saw in the first half of the show was the pre-eminence of the civilian acts. Like so many military air shows in North America they would be sparse without these performers. They help to liven up what would otherwise be a very small and quick flying schedule. It used to bother me that the civilian acts were getting in the way of the "star" military acts that I came to see. The fact is there aren't as many military acts to go around and the civilian demo's are excellent, provide variety and will sustain the future of air shows.

The afternoon was the chance for the military performers to take to the air. The F/A-18F Super Hornet Demo Team from NAS Lemoore, California took to the air but at times seemed to far from the crowd (and my 500 mm lens). The dry Nevada air precluded the spectacular vapor cones the type is noted for. The F/A-18F legacy flight with an F4F Wildcat painted in British Fleet Air Arm markings (a Martlet in Brit lingo) was different.

The C-17 and A-10 demos bracketed an excellent display by the Royal Netherlands Air Force F-16 Demo Team, which showcased the exacting standards and crowd pleasing maneuvers that many European military display teams and pilots perfect. This was easily the best demonstration of fast jet flying during the show. It was aggressive, showed off the unique capabilities of the F-16 and was extremely polished. Too bad they were a bit far from the crowd line. Go to Europe and see the same display at say the Royal International Air Tattoo and prepare to get your socks blown off (if it doesn't rain). Too bad they couldn't bring their colour jet from Europe. The example they flew was a standard line jet from the RNeAF 306 Squadron Detachment. It is based with the 178 Fighter Wing at Springfield Air National Guard Base, Ohio. See the comparison of the paint schemes on the next page.



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The comparison of the paint schemes of the Dutch F-16's, one at Nellis and the one in Europe.

I would love to see a permanent Dutch F-16 presence on the North American air show circuit with perhaps one of the Springfield jets having their wings painted in the stripes of the Dutch National Tri-Colour. That's my hint to the Dutch boys...a few cans of paint and some masking tape and then we can get some really pretty photos of your jet.

One of the items that attracted me to this show was the possibility of seeing the QF-4 Phantom Fly. No disappointment here. A short solo display was performed after a unique heritage formation of A-10, F-86, P-38 and the F-4. This was another highlight. By this time the sun was lower and getting behind us which was great for photography. The show ended with the Nellis based USAF Thunderbirds with a tight and polished display.

I really liked Aviation nation 2009 at Nellis AFB. It may not reach its potential but what it did have was organized, fast paced, relatively close to the crowd line and had a few unique acts that helped liven things up.

Photography, crowd line, costs and other considerations:

This show has some challenges for the photographer. In the morning you stare right at the sun which is not helpful. As the day goes on the sun starts creeping south and then slightly west. Later in the day and combined with the earlier sun sets of November and you get some nice soft light from the soon to be setting sun. Some of the acts are definitely far away but this is the North America air show circuit so what else is new. Prepare for the top side photo passes that pilots make which are always closer to the crowd line and make for great photos.

At Nellis the aircraft taxi past the entire show line back to their parking spots and this makes for some great taxi shots where you can see the "whites" of the pilots eyes and their appreciative waves. You can even have success with a point and shoot. There are some bleachers sprinkled around but everyone seems to congregate around show center which has a wider taxiing area in front of the parked Thunderbird F-16's.

Here's a hint. A great spot away from the crowds is to the far north of show center where some of the performers perform an early turn or break which puts them nice and close. Plus you are really close to the shuttle buses for the end of the show. You may not have to wait too long. I was in the photographers pit so I waited some time for the bus.

The show is free and so is parking. (You pay in some parts of Europe and definitely in the UK so let's not complain too much) You just have to get to the parking lot. I don't think anyone's taking a bus. Rent a car and you can discover Vegas after the show.

The food is typical. Burgers, pizza, fries, etc. \$3.00 and up. I am not going for the culinary experience. The weather is usually good at this time of the year but when the sun goes down it gets really cool. You have to bring a jacket otherwise you will be freezing when you try to leave at the end of the show. The sun goes down by around 5pm and then it cools off dramatically.



The line ups to board the shuttle bus back to the parking lot are really long so be prepared for up to an hour long wait and cold weather. The lines are also confusing. You have to make sure you go to the correct parking lot. Either blue or red parking lots. Many people were in the wrong line and no base personnel seemed to be assisting. Even worse was a few new bus lines opened and those in the back of the line rushed to the front. This was not fair to the people in the front or the middle of the existing lines who waited a long time for their turn. Some better organizing of the parking shuttles would help.

Conclusion:

If you have to attend a show and appease your other half or those friends that just aren't "into it" what better place to bring them to but Las Vegas. Let them gamble or shop while you attend the show. There is ample time to get together and do other things during your few days in Vegas. Flights are plentiful to "sin city" and there is no shortage of hotel deals these days for every budget. Car rental is inexpensive and access to the base is only a short drive north of the Las Vegas "strip". That's why Nellis has the potential to host the "Mother of All Air Shows" one of these days. Here's to dreaming and a future T-38 demo team at the next show.

Aviation Nation 2009 at Nellis Air Force Base, Las Vegas, Nevada. 8.00 out 10

A special thank-you to the Nellis AFB Public Affairs Office and Airman Whitney.





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The QF-4 Phantom II by itself and the USAF Heritage Flight at Nellis AFB in November 2009 with the QF-4 Phantom II, P-38L Lighting, F-86 Sabre and the A-10 Thunderbolt II.



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F-16 at Nellis AFB.

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Heritage Flights: A tribute to the history of the U.S. Air Force

Article and photography by Laszlo

The Heritage Flights at air shows are very popular and they are usually one of the highlights of the event. The Heritage Flight program was established by the U.S. Air Force in 1997 to commemorate the Air Force's 50th anniversary.

According to the Air Combat Website "The U.S. Air Force Heritage Flight (HF) program presents the evolution of USAF air power by flying today's state-of-the-art fighter aircraft in close formation with vintage fighter aircraft. An HF performance involves a current USAF fighter piloted by an Air Combat Command single-ship demonstration team pilot and flown with a historical warbird piloted by a trained and certified civilian HF pilot. The program includes eight active duty pilots (six demo team pilots and two QF-4 pilots) along with nine civilians. The HF formations of modern fighters flying with World War II, Korean, and Vietnam era fighters such as the P-51 Mustang and F-86 Sabre, dramatically display our U.S. Air Force air power history and proudly support our Air Force's recruiting and retention efforts." Furthermore, it adds "The flight's mission is to safely and proudly display the evolution of U.S. Air Force airpower and to support the Air Force's recruiting and retention efforts."

The U.S. Navy established a similar program in 1999, as these flights grew in popularity and to represent their branch of the Armed Services. The Navy calls theirs "Legacy Flight" and it usually includes various F-18 Hornet fighter/attack aircraft wings with vintage warbird USN/USMC aircraft such as the F6F Hellcat, F4U Corsair and the North American Fury.

Other nations such as Canada, use similar Heritage or Historical flights to proudly display the historical heritage of their aviation and evolution of the aircraft used by their Air Force.



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The above Heritage Flight was at Scott AFB in 2009. The F-15E Strike Eagle was flown by the Team of Capt. Phil "Ritz" Smith and Capt. John "Gizmo Cox", Vlado Lench in his P-51 Mustang "Moonbeam McSwine", the F-16 piloted by Major David "Booster" Graham, and the Phantom by Lt. Col. Greg "Bluto" Blount.

Both the Heritage Flights and the Legacy Flights are used to support recruiting and retention efforts by the Armed Forces.



“Patch” or crest of the USAF Heritage Flight worn by the participating pilots, which I received from one of the crew members.

These photos of the F-15E Eagle with the P-51D Mustang were taken at Geneseo in 2009.

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The USAF Heritage Flights are very popular in North America, and often can be seen at Canadian air shows, like these photos from The Canadian International Air Show, held annually on Labour Day in Toronto.

The CIAS is great place to view the show for free, but far from the best of places for photography, due to reflection off Lake Ontario, facing the sun all day, and often it either drizzles or rains too. The 4 ship photo was taken in 2009, featuring the F-22 Raptor, the F-16 Falcon and the Horsemen in their P-51 Mustangs in sunny conditions.



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The F-86 Sabre, F-15 Eagle and F-16 Falcon in pouring rain at the CIAS in 2006, above.

Two Texans trainers, in a less common Heritage Flight formation, the newer Texan II with a much older T-6 Texan at the CIAS in 2005.



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The USAF Heritage Flight at Abbotsford, BC in dark cloudy skies above. 2009 was a terrible year due to weather for many air shows that I attended. Below is one of the few exceptions at Langley AFB early in the season, where it was hot and sunny as the QF-4, F-15 and F-22 flew by in formation.



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Memorial to the Women who defend the U.S.A.

By E.DeVries, photos courtesy of WIMSA.

Women in the U.S. Air Force, as well as in the other Military Branches have been serving along side the men with bravery both in combat and in support roles. There is a memorial honoring women who have served in the defense of the U.S.A., in Washington, D.C. which is not as well known by many as perhaps it should be, called WIMSA Foundation. WIMSA stands for: Women in Military Service for America.

WIMSA was brought to our attention at *The Magazine*, recently by Jeanene Childers, who had been in Civil Service at the Pentagon, the Office of the Secretary of Defense, and who participated in the WIMSA Memorial.

The WIMSA Memorial, located at the Ceremonial Entrance to Arlington National Cemetery, is the only major national memorial honoring all women who have defended America throughout history. Their patriotism and bravery are a part of America's heritage and are now recognized via the Memorial.

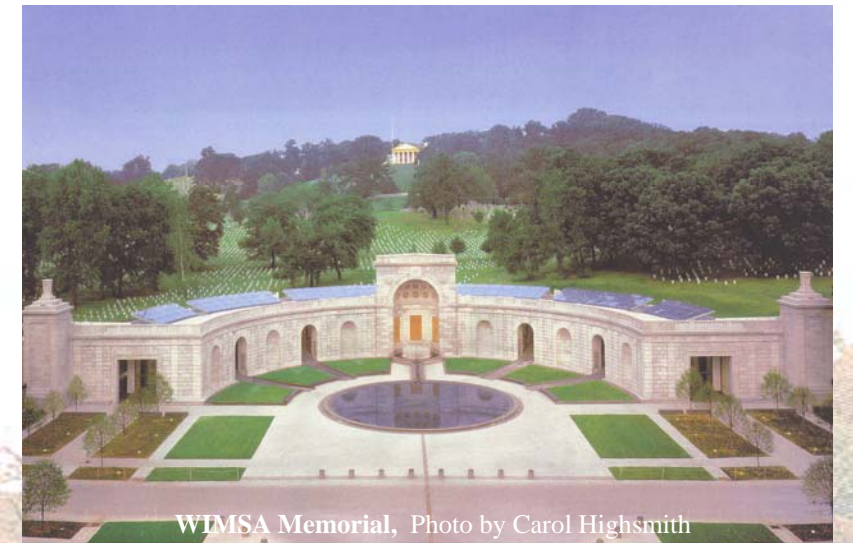
Jeanene Childers, became acquainted with Brigadier General Myrna Williamson, the only female general to serve at Fort Riley, 1st Infantry Division in Kansas. When Brigadier General Myrna Williamson, received an assignment to Washington, D.C., she was also named to the WIMSA Board. Brigadier General Myrna Williamson asked Ms. Childers if she could help the project, selling raffle tickets for funds, that once earned, would establish a long overdue and much needed memorial to women who had served their country. At that date, there was no such marker in the nation's capitol, a place filled with every type of tribute to others who had served. The Hemicycle at Arlington Cemetery was long overdue for total renovation and the location was prime.



Photo by Orion Photography, Manassas, VA.



The USPS Honored the Women in Military Service with a special stamp in 1996.



WIMSA Memorial, Photo by Carol Highsmith

Ms. Childers, after retiring from the Office of the Secretary of Defense, the Pentagon, and just before leaving Washington DC, attended the groundbreaking ceremony for the WIMSA Memorial, on June 22, 1995. Brigadier General Myrna Williamson spoke at the event, and introduced Ms. Childers to President and Mrs. Clinton who manned shovels for the event. According to Ms. Childers, "Being involved with WIMSA from its get-go was a great opportunity and in June 1995, the tribute to women of military service was underway."

Ms. Childers returned to Washington DC for the final dedication of the WIMSA Memorial, on October 18, 1997. The project had cost \$22 million. In building the Memorial, support came from federal grants; proceeds from the sales of commemorative silver dollars; corporate, organization and individual donations. According to Ms. Childers "I'd sold enough raffle tickets that I won a first prize trip. Through this experience, I met some of the most interesting women from all of our military branches whose service to our nation had been so down-played."

Ms. Childers also noted another significant person: Wilma L. Vaught, (Ret.) Brigadier General of the USAF, the President of the Board of Directors of the Women In Military Service For America Memorial Foundation, Inc. Her last military assignment was as Commander of the US Military Entrance Processing Command, North Chicago, Ill. She was the first Air Force woman graduate of the Industrial College of the Armed Forces. Ms. Childers shared a lot of Wilma L. Vaught, (Ret.) Brigadier General of the USAF background and more is posted on the <http://www.womensmemorial.org> site.

Ms. Childers also noted: "There were other pilots and great leaders at the October 18th event who were treated in the double standard of the day---not recognized for their true service given, simply because they were women. They all gathered at the Memorial Bridge and trooped across it to the Hemicycle with battery powered candles in hand. Those who could not walk, were pushed in wheel chairs by Girl Scouts. I still get goose bumps thinking about what was finally accomplished. The Memorial was then opened to the public, officially on October 20, 1997.

Now, whenever I learn of a woman who has served our country, I immediately put them in touch with the WIMSA Board. Gen. Wilma Vaught, USAF (Ret.) is still the Foundation President and continues to keep it updated and beautiful. The ceilings are glass with marvelous etchings. There are computers where guests may enter a woman's name they know, who has served their country, and they learn of her military history. The Memorial was long overdue, but gratefully welcome. Of the 2 million + women who have served, only a mere 13% or 250,000 who are eligible, have been registered."

To learn more about WIMSA, please use the following link: <http://www.womensmemorial.org>

A-1H Skyraider: The Tennessee Museum of Aviation's latest Warbird

Article by Neal Melton, Founder of The Tennessee Museum of Aviation. Photography as noted.



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The Tennessee Museum of Aviation is proud to welcome our latest *Warbird*.

After undergoing months of restoration, the Vietnam Veteran Douglas A-1H Skyraider has finally arrived in Sevierville. The four and a half hour flight from Colorado Springs, CO., to Sevierville took place on August 31, 2009, covering over 1,100 miles. The Skyraider cruised around 230 miles per hour over Colorado, Kansas, Missouri, and Tennessee.

Our Skyraider 139665 was built in 1955 for the U.S. Navy. It was first called an "AD-6" but later the term was changed to A1-H. It served with the Navy until 1967, then was transferred to the U.S. Air Force and shipped to Nakhon Phanom, Thailand to serve in Vietnam.

I have met 3 of the pilots who have combat history with this airplane:

1. Tony Wylie had at least 4 combat missions in this aircraft in 1969 while in the 602 SOS (Special Operations Squadron).
2. Jon Goldenbaum logged combat time in this airplane in 1971.
3. Randy Scott had 139665 assigned to him in 1972-1973, and came up with the nose art "LIEUTENANT AMERICA" which was re-painted on the airplane.

I had been looking at Skyraiders for the last 15 years, thinking maybe I would like one someday. Then I saw this one for sale on Mark Clark's site Courtesy Aircraft. It was a project as it had not been airworthy since about 1976. It came by ship as a group of four AD's, I think 3 were A1-H's, and 1 A1-E. One of the A1-H's does fly now in the San Diego, CA., area.

After looking at the ad for several months, I finally called Mark and talked with him and he sent information on the plane and the more I read about it, I convinced myself this would be a good plane with combat history and a real museum piece. I met the guys from WestPac at Torrance, CA., to do a pre-buy inspection and a deal was done.

The airplane went by truck to Rialto, CA., about 40 miles away, and work began. Work was going well, but WestPac re-located to Colorado Springs, CO., because of pending airport closures in Rialto. So, another truck ride for 139665 began.

The new facility for WestPac is great and as a bonus, Randy Scott (LIEUTENANT AMERICA) lives there and offered to regularly check on his old ship. (Personally, I sanded off 2 layers of paint to expose the lettering that Randy and his crew chief had sprayed on during Vietnam). The airplane flew again with Dave Morss at the controls. It went well with very few problems. I got my check ride with Dave watching from the ground. So when the weather was good, I loaded up with internal fuel and 300 more gallons under the wings and flew home in 4.5 hours non-stop, 1040 miles, with 0 problems.

The Skyraider burns about 90 gal./hr., at a cruise setting of 30 MAP and 2000 RPM and consumes 1.5 gal./hr of oil. The transition from a P-47 to the Skyraider is pleasant, the torque on take off is much more apparent in the AD-6.



©2009 Rhonda Melton

The plane trims out great for cross-country flying and feels very stable. It is best to wear some hearing protection under your helmet, since it is quite loud inside the cockpit. There isn't as much room as you might expect either in an airplane this size.

Owning this, is a thrill to me and we're happy to have it join our airplanes at the Tennessee Museum of Aviation.

A brief general history of the Douglas Skyraider:

The Douglas Skyraider was a versatile single engine prop driven aircraft, making its first flight in 1945. A total of seven major models and twenty-eight different versions of the Skyraider were created and produced, more than any other aircraft in history. The Skyraider performed many roles throughout the 35 years of service; Attack Dive Bomber, All-Weather Attack Bomber, Radar Counter-Measures, Troop Carrier, Airborne Early Warning, Anti-Submarine, Air Ambulance, Photo Reconnaissance, and Airborne Tanker.

The Skyraider was powered by a Wright R-3350 "Cyclone" engine, one of the most powerful radial aircraft engines ever produced in the United States. The R-3350 is a twin row, supercharged, air-cooled, radial engine with 18 cylinders. Depending on the model, the horsepower ranged from 2,200 to over 2,800.

The Douglas Skyraider served as a Navy aircraft for two decades. When the United States became involved in the Vietnam Conflict, the Air Force acquired Skyraiders for its own use and for the Republic of Vietnam.

The rugged airframe and dependability of the aircraft allowed it to keep flying even after receiving substantial damage. The Skyraider's proven reliability earned it nicknames such as Spad, Flying Dump Truck, Sandy, Hobo, and Able Dog.



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Douglas A-1H Skyraider General Specifications:

Wingspan: 50 feet 1/4 inches
Length: 39 feet 2 inches
Height: 15 feet 8 inches
Empty Weight: 11,902 pounds
Maximum Weight: 18,106 pounds
Powerplant: One 2700 hp Wright R-3350-26WD
18 cylinder air-cooled radial engine
Maximum Speed: 322 mph
Service Ceiling: 28,500 feet
Range: 1315 miles
Armament: Four 20mm M3 cannons in the wing with 200 rounds per gun
Maximum of 8000 pounds of ordnance on 15 stations
Crew: One

2009 Air Show Photos

By our photographers



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Heritage Flight at the Rochester Air Show, above. Below and to the top right, the giant Russian cargo aircraft the Antonov AN-124-100 cargo plane is taking off from the Philadelphia airport in November 09.



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Below, The Marines at the 2009 Rotorfest, West Chester, PA.



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Photos from the past:
Photography as noted.



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A Couple of old and rare photos of aircraft over Toronto. The BOAC Concorde flying past the CN Tower in 1984 during the CIAS. Below, the Space Shuttle Enterprise on top of the NASA 747-100, flying above the murky skies of Toronto in June 1983.



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Built 18 Aug, 1944 by Douglas Aircraft in Long Beach, CA. Delivered 24 Sep, 1944 to the 9th Air Force at Great Dunmow, England. Served in combat until May 1945. *This act is now based in OKC and available for airshows.*

Web: A26ladyliberty.com Phone: 405-210-3464 email: dhuffman@ipilot.org

Crew:
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The Magazine

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

Laszlo,
I wanted to wish you a happy new year
and a good job on your online magazine!
It looks AWESOME!

If there is anything I can do to help you with it please
don't hesitate to ask. Since I saw you last year in Bran-
son, a lot has changed with how we do airshows. Now I
only go to airshows that need a P-51 aerobatic perform-
ance.

Scott "Scooter" Yoak
QuickSilver P-51 pilot



Hey Laszlo,
Awesome photography!
I love the Blue Angles, and you are so

lucky to flown with them in the Fat Albert! I saw them
a couple of years ago at their home base in Florida. You
should visit the Navy Aviation Museum at Pensacola,
they have an excellent exhibit there.

Cheers,
Dave Newman, Allentown, PA.



This is a great Magazine!
Can articles about veterans who served in
the Air Force be included in future issues?

How about photos of older aircraft from WWII or the
Korean era? Keep up the great images and I'm looking
forward to your forthcoming issue with great anticipa-
tion.

Glenn Brown, New York, NY.



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