

AirshowStuff

Magazine



Inside:

Off Season Special:

*Spotting
Museums*

Airshows

1948 National Air Races

Living Legends of Aviation

Best of 2011

and more!

February 2012

AirshowStuff Magazine Photo Contest

If you are a photographer, pick your best shots and enter the AirshowStuff photo contest! Once you've got them chosen, send them in to RS@AirshowStuff.com!

Photo Contest Rules

- Two entries per person per issue.
- All entries must be your own work.
- All photographs must be from the current calendar year.
- Photos must be at least 1700 pixels on their longest side.
- The photographer retains all rights to the entered images, but grants AirshowStuff Magazine the right to publish them with any necessary modifications, such as cropping to fit.

We will review all of the entries and pick one winner and four runners up to get published. If you don't win, try again next month! Good luck!



A NOTE FROM THE EDITOR

Four years ago, with a bit of free time and a touch of inspiration, I decided to launch a small 'virtual magazine' as a little side project along with the website I had started a couple years before that. I recruited a few friends to help, and spent a couple days putting the first issue together. I never expected it to become a huge project or to get much attention; I just thought it was kind of cool to do.

Now, four years later, this online magazine has become the majority of AirshowStuff. Thanks to a number of amazing contributors and newfound friends, it has grown to regularly include over 100 pages, and in some cases 200. The coverage has spread to cover the country and the world. In this issue alone, we have articles from New York City and Southern California, Florida and Washington state, even Finland and Malaysia. We have been able to publish some jaw-dropping photos, and learned more about how to take them along the way. It has truly become a success beyond my wildest dreams!

However, the growth I have been so excited to watch is a double edged sword. With every bit of growth, the time and money invested grew as well. Although I had hoped to keep the magazine free to everyone, it has reached the point where I can no longer afford to keep pace with the work it requires of me. But instead of scaling back and leaving out coverage, we are going to press ahead. This year, we will begin charging a very small amount - about the same as an app for your smartphone - in order to cover the costs of running the magazine and to allow for even more expansion. In return, we are delivering a brand new, highly interactive format that actually harkens back to the flash files the magazine started out as. This new format has features like searching, improved hyperlinks, and the ability to embed videos directly onto the page. Most importantly, it offers a button to save the issue as a PDF, so those who wish to skip this new stuff can do so easily.

While I recognize the annoyance of paying for things online, I hope you recognize that your support is vital to keeping this magazine going, and I hope that you will choose to join us for many issues to come as we see just how awesome this 'little side project' can become!

Ryan Sundheimer
Editor in Chief

AirshowStuff

Magazine

Cover Photo

An OH-58D Kiowa from the Tennessee National Guard races down the runway and towards the camera at the Tullahoma Regional Airport. Photo by Antonio Gemma More'. For more of Antonio's spotting photos, see page 48.

February 2012

06 Vintage Wings: America's First Airline

10 Chino Connie:
EC-121 Arrival at Yanks Air Museum

14 National Air Races 1948

22 Living Legends of Aviation 2011

26 Off Season Special: Spotting

26 KDCR - Reagan National Airport

28 KBFI - King County Int'l/Boeing Field

36 KLAS - McCarran Int'l Airport

40 KPAE - Snohomish County/Paine Field

46 KIAD - Dulles Int'l Airport

48 KTYS - McGhee Tyson Airport

62 Off Season Special: Museums

62 Yanks Air Museum

64 Intrepid Sea, Air, and Space Museum

72 Aviation Museums of Finland

82 Off Season Special: Airshows

82 Cable Airshow

86 American Heroes Airshow

92 Langkawi Int'l Maritime and Aerospace Expo

98 The Best of 2011

How does this work? It's easy! Simply click from page to page, or use the links to jump to specific articles. You can access the table of contents at any time, save this issue as a PDF, search within this issue, and access more options using the menu bar up top.



American Heroes Airshow - Ft. Myers, FL

Article and Photos by John Nyren

Five weeks before the Minnesota Twins take the field to play against Tampa Bay in the spring-training season opener at Hammond Stadium, another event warmed up the grounds of the Lee County Sports Complex in Ft. Myers. The American Heroes Air Show came to life on Saturday, January 28th with the arrival of twenty helicopters onto the adjacent baseball fields at this South Florida venue.

The American Heroes Air Show is a California-based organization, which produces community events in several U.S. cities each year. The primary focus of this program is to increase public awareness of the critical role that rotary-winged aircraft play in our daily lives. Bryan Smith, a pilot with the Lee County Sheriff's Office, has coordinated these events in Florida for the past five years. The 2012 show was the second consecutive annual display to take place in Ft. Myers, with the remaining three occurring in Gainesville before Bryan's relocation to Lee County.

The event started Wednesday, January 25th with a Cost of Freedom tribute. A scale-replica of Washington D.C.'s Vietnam Memorial Wall was on display at the Lee County Sports Complex along with other items to remind us of the sacrifice that so many men and women of the United States Armed Forces have made. American Heroes' Traveling Tribute displays this wall and the many other items to honor veterans who gave all. There were other community programs that took place during the three days leading up to Saturday's air show, including

a fly-by of EAA warbirds on Thursday.

The first helicopter to arrive on Saturday was Lee County's own Eurocopter Astar 350, the only one to land before dawn. Eighteen more rotorcraft would follow between the

morning hours of 7:30 and 10:17, with the final arrival mid-afternoon. Air Boss Mike 'Pop' Warner was instrumental in coordinating the marshalling of each arrival to a pre-planned location on any one of four baseball fields.





engine rotorcraft at the show. This is a highly advanced and militarized version of the Eurocopter EC-145. It is considered a light utility helicopter designed to aid in homeland security and is used by multi-purpose aviation units throughout the country.

Law Enforcement was well represented by Lee, Collier, Hillsborough, and Sarasota Counties. The latter had a Bell 407 on display, which is capable of fighting fires. Though firefighting represents ten percent of the usage of Sarasota's civil utility helicopter (the remaining ninety percent being law-enforcement), this is a very critical feature, especially in the current dry season.

Fitted with the Simplex Model 308 Fire Attack System, the Bell 407 is capable of filling its 245 gallon composite tank in just 53 seconds by lowering a 24 volt, 300 gallon-per-minute pump, whilst hovering over a water source that is at least two feet deep. Once filled, water (or foam) can be rapidly ejected over the fire area using either one or both doors on the bottom of the tank. Smoke is a primary factor in maneuvering around fires. In some cases, the Forest Service gets involved with an overhead fixed-wing aircraft directing multiple fire fighting helicopters and heavy ground equipment. Florida has certainly seen its share of fires this season already.

Helicopters that are used in law-enforcement are usually staffed with both a pilot and a Tactical Flight Officer, or TFO. These professionals receive significant training in the operation of high-tech equipment used in search, rescue, surveillance, and the apprehension of suspected criminals.

The Drug Enforcement Agency,
February 2012

Gates officially opened to the public at 9:00 am for this static display show. Over sixty volunteers helped to insure the smooth and safe flow of traffic to and from the sports complex. These volunteers consisted of a group of Sheriff Office Explorers, Aviation Explorers Post 491, and the Civil Air Patrol. The weather was perfect for this family friendly program with mostly clear skies and temperatures in the eighties. Attendance has been estimated at 7,000.

The popularity of the Weather Channel's "Coast Guard Alaska" se-

ries attracted many to a Eurocopter Dolphin HH-65 rescue helicopter, one of five operated by Miami's Coast Guard Station. Rescue swimmers were happy to demonstrate the equipment used to help those in need.

Three TH-57 Sea Ranger advanced training helicopters arrived from Florida's Naval Air Station South Whiting Field, two with Navy markings and one with a Marine livery. The TH-57 is the military version of the Bell Model 206 Jet Ranger.

Florida Air National Guard's UH-72 Lakota was one of three twin-

commonly referred to as the DEA, displayed their Bell 407 helicopter, which is used to support their mission of investigating and prosecuting major drug violations.

Two air-ambulance helicopters were also on display. First to arrive was Lee County's Bell 430 Medstar, powered by two Allison 250-C20 Series Turbo-shaft engines. The second, a Eurocopter EC-135 PT, flew in from Tampa General Hospital.

Tampa General Hospital (TGH) has over 1,000 beds and 6,700 employees. They operate as a teaching hospital in partnership with South Florida University. In addition to their Trauma unit, TGH is one of the leading organ transplant centers in the United States. They are located on the Davis Islands in the Tampa Bay area.

Tampa General Hospital operates their helicopters primarily with one pilot, an EMT, and a paramedic. The interior contains all of the equipment that one would find in an ambulance. Once a call is received, the crew is usually airborne within five minutes; this occurs two or three times per day on average. Some flights are between hospitals while others involve operating into various landing zones, usually directed by Emergency Management Services (EMS).

Mosquito control is another important service required by Southwest Floridians, especially in the wet June-September season. Lee County Mosquito Control District displayed two helicopters dedicated for this purpose, an Allison-powered Bell 206B and the popular Bell UH-1H "Huey."

Nearby Manatee County displayed a highly maneuverable Hughes 369D, also used for Mosquito control. During the off-season,

the helicopter undergoes maintenance and is used for public awareness events.

Five civilian helicopters completed the display. A Hiller UH-12C, built in 1958 and owned by Michael K. Hein of Leigh Acres, Florida, looked like it had just rolled off the factory floor. Later in the afternoon, a second Hiller arrived, bringing the total static display aircraft to twenty.

Two pontoon-equipped Robinson helicopters were at the Sports Complex, the R-22 Mariner owned

by Boatpix.com and the R-44 Clipper I, operated by Ocean Helicopters of West Palm Beach.

Boatpix.com uses thirty R-22s across the country to photograph yachts, later marketing these images to vessel owners. Two qualified pilots who are also accomplished photographers operate the Mariners; this increases operational efficiency as boats can be photographed on either side of the flight path. The pontoons serve as a safety back up only, as company policy





prohibits routine water landings.

Bristow Academy flew in one of the many Schweizer 300CBis from their Titusville headquarters. This model is a two-seat trainer powered by a Textron-Lycoming 180 horsepower reciprocating engine. It has a useful load of 648 pounds and can cruise at eighty-five knots. Instructor William Oathwaite was on hand

to answer questions about the process of becoming a helicopter pilot.

In addition to the numerous helicopters on display, there were several emergency service vehicles present. Lee County displayed a bomb-squad unit, a Sheriff car, and their Mobile Communications Command Center. The MCC is used during major incidents and is capable

of transmitting and receiving on a wide range of frequencies including the bands used for aviation.

There were several representatives on hand to increase public awareness in topics ranging from U.S. citizenship to the honoring of our fallen heroes. Jim Scollen, the Florida State Coordinator of the Missing in America Project (MIAP)







was available to answer questions regarding this program, which helps to locate, identify, and inter deceased veterans whose remains are unclaimed for a variety of reasons. Once the tedious process of identification is completed, these fallen heroes are often eligible for free interment in either national or state veterans' cemeteries.

MIAP has visited more than 2,200 funeral homes, located 1,898 veterans, and interred 1,631 veterans and eligible dependents to date. They are a 501c(3) corporation that has an amazingly low administrative cost of less than one percent of donations. With over 99 percent of these donations going directly to the intended cause, this is a great charity for those wishing to make a financial contribution to a program that they can feel good about. Volunteers are in high demand in all areas of the country, as this work requires many man-hours to complete. You can find more information on volunteering and contributing through MIAP's website at: www.MIAP.us. MIAP is active in almost all states and residents can contact their state coordinator to learn more or donate.

The entire American Heroes event was very informative and visitors left the grounds with a much better understanding of the services that their tax dollars provide. It is quite reassuring to know that these highly trained men and women that serve the public are there for us at all times. We would like to add our sincere thanks to the individuals that participated in this year's air show.

