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OVER
GEORGIA
AIR SHOW



Oct. 1-2, 2016
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Welcome to the 2016 Robins AFB Air Show

On behalf of the men and women of Robins Air Force Base, welcome to the 2016 Thunder Over Georgia Air Show!

We've put together a fantastic line-up of aerial demonstrations and ground displays. All-in-all, we've planned two-days filled with excitement, family fun, and patriotic activities. You will witness first-hand U.S. Air Force and Team Robins' power projection capabilities that have proven vital to our great nation and our allies.

I promise you, no one is more excited about this weekend than our people – Team Robins. This event provides us with a rare chance to invite the public inside the gates of one of the Department of Defense's finest installations. It's a great opportunity for us to show off our mission sets, and the fact that success at Robins AFB = success around the world.

Of course, it's the action in the air that makes this event special. Topping the bill are the U.S. Air Force Thunderbirds, the world's finest aerial demonstration team, bar none – flying only a few feet apart wingtip-to-wingtip. As an added bonus, visitors can get an up-close look at a one of the team's retired F-16s, in its distinctive red, white and blue paint scheme, in a special exhibit at the Robins AFB Museum of Aviation, just outside the Russell Parkway gate on Hwy 247. Don't miss that photo opportunity!

The U.S. Army's parachute demonstration team, The Black Daggers, will thrill you with precision free-fall parachuting as they descend from 12,500 feet, traveling at nearly 120 miles

per hour. The Commemorative Air Force will showcase World War II aircraft: the P-51 Mustang, the Nakajima B5N and the F4U Corsair. Randy Ball will be performing a solo demo in the MiG-17F, in which he pulls 8 Gs and reaches speeds of nearly 700 mph while sometimes flying less than 100 feet off the ground. You won't want to miss world-renowned superstar, Patty Wagstaff, performing her breathtaking aerial demonstration. And that's just to name a few of the acts we have lined up for you.

Check out the fun on the ground with exhibitors and performers, plus a host of static displays including a C-5, C-17, C-130, F-15, and a Joint STARS aerial reconnaissance aircraft – all are based or maintained here at Robins AFB. And that's just the beginning.

No matter what appeals to you ... we've got you covered!

I trust you will experience the camaraderie and patriotic spirit which resonates so strongly on the base and in our local community, where Every Day in Middle Georgia is Armed Forces Appreciation Day. For more than 75 years, our local community has unfailingly backed Robins AFB and our many vital missions.

This year, Robins AFB celebrates our 75th anniversary. The Thunder Over Georgia Air Show is just our way of saying "Thank You!" to proud Americans across the Southeast for your steadfast support throughout the decades.

Enjoy the Show,

COLONEL JEFF KING
Commander,
78th Air Base Wing

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‘The harder you train, the luckier you get’ — unknown

Patty Wagstaff



To Patty Wagstaff the sky represents adventure, freedom and challenge. A six-time member of the US Aerobatic Team, Patty has won the gold, silver and bronze medals in Olympic-level international aerobatic competition and is the first woman to win the title of US National Aerobatic champion and one of the few people to win it three times.

Patty one of the world's top airshow pilots, flies thrilling, low-level aerobatic demonstrations before millions of people each year. Her breathtaking performances give airshow spectators a front-row seat view

of the precision and complexity of modern, unlimited hard-core aerobatics. Her smooth aggressive style sets the standard for performers the world over.

Born in the USA, Patty grew up in and around airplanes. Moving to Japan when she was nine years old where her father was a Captain for Japan Air Lines. Her earliest memories include sitting with her father at the controls of his airplanes. At ten years old when her father let her take the controls of his DC-6, her lifelong love affair with airplanes began.

From Japan her travels took her across Southeast Asia, Europe and to Australia where she lived and traveled up the west coast in a small boat. In 1979 she moved to Alaska and moved to a small town in the southwest part of the state, Dillingham, where she worked for the Bristol Bay Native Association. Her job involved traveling to each of the remote villages in the region, areas only accessible by air.

Patty's first experience with bush flying was not a positive one. The first airplane she chartered for her job crashed on take off, so Patty decided to learn to fly herself, hiring friend and later husband, Bob, to travel with her in his Cessna 185 floatplane. Since then she earned her Commercial, Instrument, Seaplane and Commercial Helicopter Ratings. She is a Flight and Instrument Instructor and is rated and qualified to fly many airplanes, from World War II fighters to jets. Patty's sister, Toni, is also a pilot and a Captain for Continental Airlines..

Though she had never seen aerobatics, a lifelong curiosity led her to attend her first Airshow in British Columbia in 1983, where she saw aerobatic pilots perform and promised herself “I can do that!” By 1985, five years after gaining her pilot's license, she earned a spot on the US Aerobatic Team.

Patty's skill is based on years of training and experience. She is a six-time recipient of

the “First Lady of Aerobatics” Betty Skelton Award. In July 2004, Patty was inducted into the National Aviation Hall of Fame and was the recipient of the National Air and Space Museum's Award for Current Achievement in 1994. Having received many awards for her flying, she is particularly proud of receiving the Airshow industry's most prestigious award, the “Sword of Excellence”, and the “Bill Barber Award for Showmanship”. Recently she was awarded a Lifetime Achievement Award from the Air Force Association.

In March, 1994, her airplane, the Goodrich Extra 260, went on display in the Smithsonian National Air & Space Museum in Washington DC. You can see Patty's airplane and exhibit in the Pioneers of Flight Gallery.

Patty has trained with the Russian Aerobatic Team and has flown Airshows and competitions in such exotic places as South America, Russia, Europe, Mexico and Iceland. She is a member of the Screen Actors Guild, Motion Picture Pilots Association, United Stuntwomen's Association, working as a stunt pilot and aerial coordinator for the film and television industry.

From 1999-2006 Patty was Raytheon's (now Hawker Beechcraft's) demo pilot for their T6A/B Texan II military trainer and light attack aircraft, performing in international Airshows such as Paris, Singapore and Farnborough.



Today she continues to coach their Demo Team.

For over ten years, Patty has traveled to East Africa to give bush, recurrency and aerobatic training to the pilots of the Kenya Wildlife Service (KWS) who protect Kenya's elephants, rhino and other natural resources from poachers.

In 2010 Patty started flying for Cal Fire as an Air Attack pilot in the OV-10 Bronco. Cal Fire pilots fly both the OV-10 and the S2T Tanker out of 13 different bases helping keep California safe from fires and supporting firefighters on the ground. After flying for Cal Fire for three years, she has decided to return to Florida to start an aerobatic school, “Patty Wagstaff Aerobatic School” in St. Augustine, Florida, located at Southeast Aero, the U.S. Distributor for the Extra Aircraft and she continues to fly airshows around the world.

Continuing a life of adventure, when she's not flying you can find her riding hunter/jump-

er equestrian horses, hanging out with her Jack Russell Terriers and her parrot, Buddha; riding motorcycles, traveling, writing about her experiences in aviation for her column “Let it Roll” in Plane and Pilot Magazine, working out and practicing yoga.

PATTY IS PROUD TO BE SPONSORED BY Global Guardian, offering international protection services for corporations and high net worth individuals; Bose Headsets, maker of the best noise canceling headsets in aviation; MT Propeller, maker of the best aerobatic propellers in the world; Barrett Precision Engines; Champion Aerospace, manufacturer of high-performance aviation quality spark plugs, harnesses and oil filters. She is also sponsored by Goodyear Tire Corporation, National Parachutes, Concorde Battery and Lord Corporation. Additionally, she is an ambassador for AOPA...

Patty Wagstaff Airshows, Inc. is based in St. Augustine, Florida.



AIR SHOW DO'S AND DON'TS

Please help us by following these simple rules to ensure an enjoyable day for you and your family!

DO:

Do Carpool: There are very few entrances to Robins AFB. Parking will be limited to I.D. holders only. Off base parking will be free with buses providing transportation to and from the shows. Traffic flow into the base will be easier if friends and family carpool.

Do bring sunscreen: Temperatures on the flight line are typically higher than normal. Take extra precautions with small children.

Do bring a camera and a pen: Many of the performers make themselves available for autographs and pictures during and after the show.

Do bring ear plugs: Loud noises on the flight line can damage your ears. Hearing protection is recommended.

Do bring folding chairs: Seating on the flight line will be limited. Visitors who will want to sit to watch longer demonstrations, especially children and elderly, will want to bring lightweight, portable seating to the show.

DON'T

Don't smoke on the flight line: The entire ramp is a designated non-smoking area. Additional non-smoking areas will be designated by the base fire chief.

Don't plan to park on base and walk to the venue. Foot traffic north of the Aero Club is not authorized and will be turned around. All on-base parking will be bused to the venue.

Don't bring dogs or other animals, bicycles, roller-blades, skateboards, alcohol, fireworks, food or beverages in glass containers, or weapons of any kind.

Don't over indulge in alcohol: Applicable laws will be enforced. Alcohol consumption can also increase the chance of heat stroke or dehydration on a hot day.

Don't arrive too late: Limited parking and shuttle service to the flight line will require visitors to arrive early to see all the action.

Don't bring wagons or other child carrying items that are not collapsible.

Don't politically campaign while on base.

PROHIBITED ITEMS:

To keep a safe environment for all attending the air show, the following list of items will not be allowed to enter Robins Air Force Base:

Knives, box cutters razors, or any other sharp items

Firearms, blunt objects, or any other objects consider a weapon

Coolers, backpacks, briefcases, large bags or packages

Alcoholic Beverages

Drugs and Drug paraphernalia

Glass Containers

Pets (Animals assisting handicapped will be allowed)

Bicycles, skateboards and roller blades

Multi-purpose Tools (i.e. Gerber/Leatherman)

Handheld Laser Pointers

Wagons (Radio Flyer type, metal)

Canopies and tents

Hoverboards

Drones

ALLOWED ITEMS:

The following items will be allowed to enter Robins Air Force Base, but will be subject to search prior to entering:

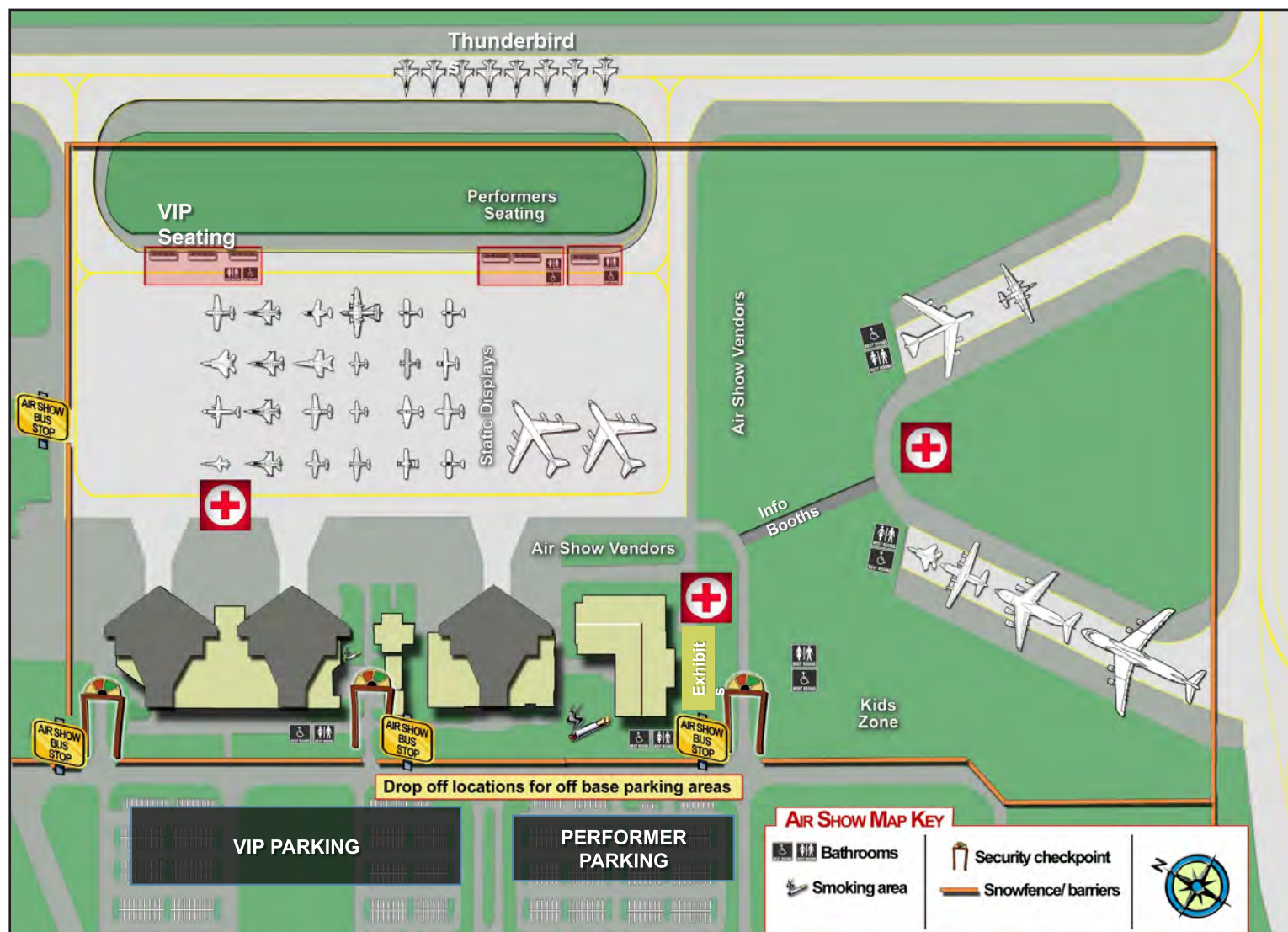
Small handbags (i.e., purse)

Diaper bags (when accompanied by young children)

Strollers

Wheelchairs and Electric Carts for handicapped

Lawn/Folding Chairs



AIR SHOW PERFORMERS

(The list below is in no particular order, acts subject to change)

John “Skipper” Hyle (Harvard Mk IV World War II-era T-6 trainer)

Mark Kirsch (C-130 Strongman)

Shockwave Jet Truck

Team Robins Fly-by

Commemorative Air Force (F4U Corsair, Nakajima Kate & P-51 Mustang)

Disabled American Veterans Flight Team (B-25 Mitchell)

Chefpitts (Pitts S1S)

Randy Ball (MiG-17)

Patty Wagstaff (Extra 300)

United States Coast Guard (MH-65 Dolphin)

United States Army Reserve 421st Quartermaster Company Parachute Riggers

United States Army Special Operations Command Black Daggers

United States Air Force Thunderbirds

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AIRBOSS



DAVID
SCHULTZ

For the past 22 years, both civilian and military air shows around the world have been conducted under the professional and watchful eye of David Schultz. As President of David Schultz Airshows LLC, David is one of the company’s 4 professional airbosses handing the air traffic control duties for airshows at military and civilian installations. He also works with the company’s professional ground operations specialists for perfect execution of air show activities that are safe, entertaining, and on-time. David is also an ICAS Instructor and advisor for many air show related education and de-briefing seminars. Known for

his dedication to running a safe and fast paced air show, David is also the only recipient outside of the FAA to be awarded the FAA Regional Administrator’s Award for Extraordinary Service.

David is originally from the Atlanta, Georgia area having gone to Fayette County High School in Fayetteville, GA before moving to the mid-Atlantic region of the United States in the 1980s.

As a degreed Aerospace and Mechanical Engineer, David also brings this level of intricate detail to all aviation events in which the company participates. David is also an Honorary U.S. Army

Golden Knight.
Known as an innovator in air show operations and coordination, well over 450 aerial events have been coordinated by David Schultz and his team of dedicated professionals from coast to coast in the United States and in the Caribbean. Military jet teams, single ship tactical demo teams, parachute teams, civilian performers, warbird owners, museums, and military squadron personnel know of his and his company’s dedication to each one of their aerial events and their commitment to them for a safe, orderly, expeditious, and entertaining event.



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Robins Air Show Parking Plan

Robins air show coordinators have established a parking plan complete with transportation service to assist everyone attending the event. Buses for all parking locations will start at 8:30 a.m. and run continuously until 6 p.m.

General Public

The general public will not be allowed to drive on base. The off-base parking lots are Middle Georgia Regional Airport and Anchor Glass. People arriving from I-75 South may park at Middle Georgia Regional Airport on Airport Drive. Guests arriving from I-75 North should take Exit 149 for Middle Georgia Regional Airport on Avondale Mill Road. People arriving from Warner Robins and Perry may park at the Anchor Glass parking lot (off Highway 247). Coolers are not allowed on the buses or at the show, and security checks will be conducted at all off-base parking locations.

On-Base Parking

Department of Defense ID cardholders entering the Russell Parkway gates will park in the South base parking areas and ID cardholders entering the Watson Boulevard gate will park in the North base parking area. Once on base, guests will be directed to a designated parking location. Coolers are not allowed on the buses or at the show, and security checks will be conducted at the air show entrances.

Bus stops for South base parking are: Ninth Street by Bldg. 905; Ninth Street & Page Road near Bldg. 640; and Warner Robins Street & Ninth Street near Heritage Club.

Bus stops for North base parking are: First Street & Perry Street and Byron Street & Richard Ray Boulevard behind Bldgs. 210/220; Third Street & Perry Street behind Bldg. 215; Byron Street & Third Street at back of Bldg. 300; Third Street & Milledgeville Street near Bldg. 323; Warner Robins Street & Third Street near Bldg. 350; and Robins Parkway & Richard Ray Boulevard across from Bldg. 321.

Base Housing

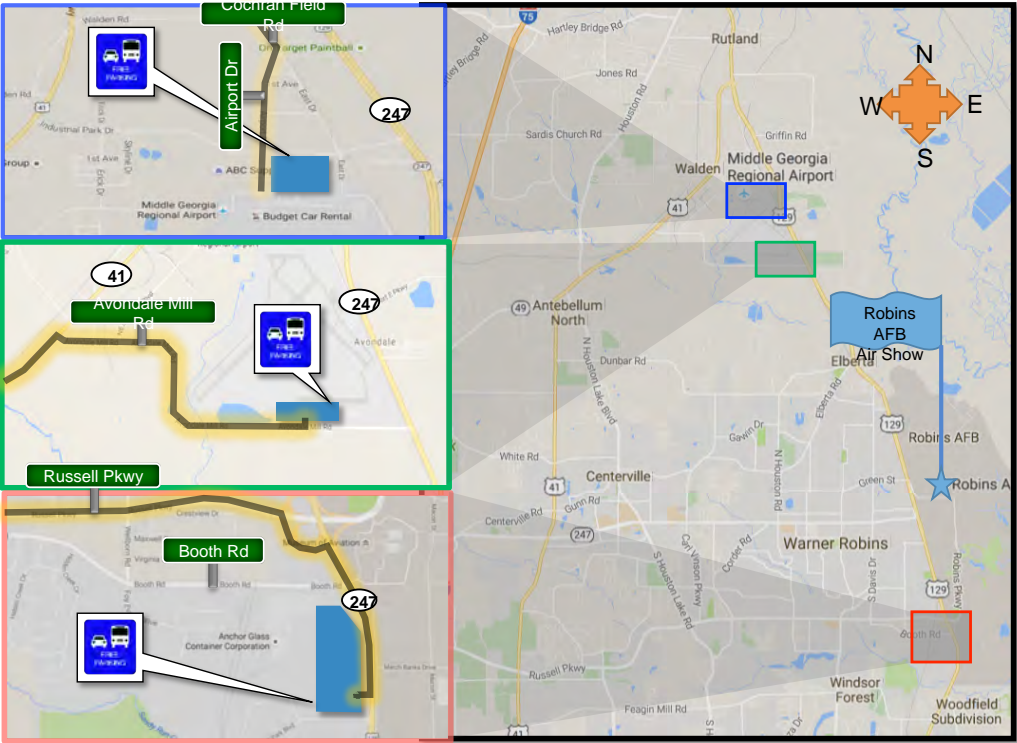
Shuttles will be provided for on-base residence at designated bus stops. Stops are located in Forest Park at Officers Circle West & Warner Robins Street and Officers Circle West; Crest View at Tenth Street & Ft. Valley Street and Eleventh Street & Hawkinsville Street; Turner Park at Gwinnett Drive and Lanier Drive & Habersham Lane.

Handicap Parking

Each parking location will have handicap accessible buses.

Off-Base Parking

- From I-75 South
- Take I-75 S to Exit 160
- Head southeast on Pio Nono Ave toward Glendale Ave 5 miles
- Slight right onto Cochran Field Rd
- Turn right onto Airport Dr. Parking straight ahead
- From I-75 North
- Travel I-75 N
- Take exit 149 turn right onto GA-49 for 2 miles
- Continue onto US-41 N for 2.47 miles
- Turn right onto Avondale Mill Rd for 3 miles. Parking area will be to the left
- From Warner Robins
- Head east on Russell Parkway
- Use the right lane to take the GA-247/US 129 ramp to Macon/ Hawkinsville
- Turn right onto GA-247/US-129 S
- Parking area will be on the right
- From Perry
- Head north on Hwy 247
- Cross over GA-96
- Continue North for 2.6 miles
- Parking area will be on the left





COMMEMORATIVE AIR FORCE HISTORY & MISSION



It began with a single plane. Lloyd Nolen and a small group of ex-service pilots from the Rio Grande Valley in Texas pooled their money to purchase a P-51 Mustang in 1957. They formed a loosely defined organization to share the pleasure and expense of maintaining the Mustang. A short while later, the group added a pair of F8F Bearcats to the P-51 Mustang. At this point, the mission of the CAF became clear: save an example of every aircraft that flew during World War II ~ a mission no one else was undertaking.

What started as a hobby became an urgent mission to preserve history.

By 1960, the group began to search seriously for other World War II aircraft but it quickly became apparent that few remained in flying condition. By the end of the war, America had produced nearly 300,000 aircraft. Just 15 years later, almost all the warbirds were gone. Decommissioned and stripped of armament and instruments, most of these proud warriors were scrapped or abandoned. No one, not even the Air Force or Navy, was attempting to preserve the historic aircraft that changed the world forever.

On September 6, 1961, the CAF was chartered as a nonprofit Texas corporation in order to restore and preserve World War II-era combat aircraft. By the end of the year, there were nine aircraft in the CAF fleet. In 1965, the first museum building consisting of 26,000 square feet was completed at old Rebel Field,

Mercedes, Texas. The CAF created a new Rebel Field at Harlingen, Texas, when they moved there in 1968, occupying three large buildings. The CAF fleet continued to grow and included medium and heavy bombers such as the B-29, B-25, B-17 and B-24.

The organization was originally known as the Confederate Air Force. Following a membership vote in 2001 and made effective on January 1, 2002, the organization is now called the Commemorative Air Force.

Collecting aircraft for nearly a half a century, the CAF now ranks as one of the largest air forces in the world. Today the CAF has approximately 13,000 members and a fleet of more than 165 aircraft representing more than 60 different types—including planes from several foreign countries and other nations' military conflicts since World War II.

The Headquarters of the CAF is located in Dallas. CAF members live in every state and 28 foreign countries. In 26 states and four foreign countries, our members have joined together and formed units to foster camaraderie and, in many cases, actively support one or more of the classic military aircraft operated by the CAF.

Mission Goals

"A generation which ignores history has no past and no future" – Robert Heinlein

The CAF was founded to acquire, restore and preserve in flying condition a complete collection of combat air-

craft which were flown by all military services of the United States, and selected aircraft of other nations, for the education and enjoyment of present and future generations of Americans.

More than just a collection of airworthy warplanes from the past, the CAF's fleet of historic aircraft, known as the CAF Ghost Squadron, recreate, remind and reinforce the lessons learned from the defining moments in American military aviation history.

CAF Objectives

1. To acquire, restore and preserve in flying condition a complete collection of combat aircraft which were flown by all military services of the United States and selected aircraft of other nations for the education and enjoyment of present and future generations of Americans.
2. To provide museum buildings for the permanent protection and display of these aircraft as a tribute to the thousands of men and women who built, serviced and flew them.
3. To perpetuate in the memory and in the hearts of all Americans the spirit in which these great planes were flown in the defense of our nation.
4. To establish an organization having the dedication, enthusiasm and esprit de corps necessary to operate, maintain and preserve these aircraft as symbols of our American military aviation heritage.

The Thunderbird F-16

Specifications

Speed: Mach 2+
Range: Combat radius 575 nm
Ferry Range: 2,300 nm
Rate of climb: 30,000 feet per second
Roll rate: 324 degrees per second w/ gear up
 167 degrees per second w/ gear down
“G” Limitations: -3 to +9
Weight: Empty - 17,151 lbs.
 With internal fuel - 24,123 lbs.

Thunderbird modifications to the F-16

1. The dogfight switch on the flight control stick was re-wired to accommodate the smoke oil on/off switch.
2. A smoke oil safe switch was added to the right side of the flight control system console.
3. Smoke oil plumbing was added.
4. The ammunition drum and cannon were removed to accommodate the smoke oil drum.
5. The jet fuel starter doors were removed.
6. The Thunderbird paint scheme and motif were added.

Wartime Requirement

The Thunderbirds have the capability to transform their red, white, and blue F-16s into operation warfighting aircraft in 72 hours.

The team's combat readiness was last tested in 1988. The Thunderbirds met the requirement by transforming aircraft 81-0679 into an operational asset in 27 hours, minus the paint job.

→ **2016:** Starting in 2016, the team will move to a two year schedule to reflect the 2016 and 2017 show seasons. The Thunderbirds performed their first public fly-over of 2016 at the opening of the Daytona 500, Daytona Beach.

→ **2009:** The team took its fifth Far East tour during the 2009 show season. The team's tour included visits to Hawaii, Australia, Thailand, Guam, Malaysia, Japan and Korea. The team performed more than 70 shows in 22 states and Puerto R

→ **MARCH 25, 2006:** Capt. Nicole Malachowski performs her first air show as the Thunderbirds' first female pilot at Ft. Smith, Ark.

→**1999:** Tech. Sgt. Kim Long becomes the first female Air National Guard member to join the Thunderbirds.

→ **APRIL 22, 1990:** The Thunderbirds perform their 3,000th air show at Norfolk Naval Air Station, Va., in the F-16A Fighting Falcon.

➔ **MAY 8, 1974:** The Thunderbirds perform their 2,000th air show at Mountain Home AFB, Idaho, in the T-38A Talon.

➔ **JUNE 8, 1953:** The first demonstration was performed at Luke AFB, Az., in the F-84G Thunderjet.

→ **2007:** The Thunderbirds visited Europe for the first time since Sept. 11, 2001 with the European Goodwill Tour.

➔ **MAY 13, 2006:** The Thunderbirds are scheduled to perform their 4,000th aerial demonstration at Robins AFB, Ga., in the F-16C Fighting Falcon.

→ **1998:** Master Sgt. Mary Kochel becomes the first female first sergeant to join the Thunderbirds.

➔ **JUNE 1988:** Capt. Gerilyn Lentine, executive officer, becomes the first female officer to join the Thunderbirds.

→ **JULY 1974:** Sgt. Sara Johnson, an administrative specialist becomes the first female to join the Thunderbirds.

➔ **AUG. 11, 1965:** The Thunderbirds perform their 1,000th airshow at Walkegun, Ill., in the F-100D Super Sabre.

→ **JUNE 1, 1953** The Thunderbirds are formed.

Man vs. Jumbo Jet Airshows C-130 Strongman

Mark Kirsch is simply a modern day Hercules. His "Man vs. Jumbo Jet" is the only act of its kind in the world and is something that you have to see to believe. Mark captivates audiences demonstrating Herculean feats of strength! His immense power and intense determination enable him to pull massive objects like Jumbo Jets, C-130s, airliners, buses, firetrucks, semi-trucks filled with products, loaded with tractors, tanks,

equipment and ... well ... most anything else that others deem humanly impossible. Mark is a fantastic showman, entertainer and superb draw at every highly anticipated performance. Whether being a living superhero on the tarmac thrilling hundreds of thousands of spectators every year or as an inspirational speaker talking about fulfilling



his own dreams and aspirations ... Mark Kirsch a once-in-a lifetime talent is truly living the American Dream! Only 1 in 300,000,000 Americans can say they pull airplanes for a living ... and that one is Mark Kirsch!



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The Black Daggers – Global warriors

By USASOC

FOR almost three-quarters of a century, highly trained groups of Soldiers have been inserted behind enemy lines to disrupt the movement of enemy troops and supplies to the front lines. These brave Soldiers have frequently used parachutes as a means to infiltrate without being detected.

Although most of the airborne forces of the world still use round parachutes, some specialized military free-fall units use ram-air airfoils, which provide control of speed and direction, as their primary means of infiltration.

Descending from the skies at 12,500 feet, traveling nearly 120 miles per hour, free-fall parachuting is the closest humans have ever come to actually flying. For the Black Daggers, the official U.S.

Army Special Operations Command Parachute Demonstration Team, that's a typical Monday morning.

During their two-mile drop, the Black Daggers maneuver their body using their hands, arms, legs and shoulders to control their flight. At a few thousand feet, they deploy their parachutes and land with pinpoint precision,



whether it's in a football stadium or on their training grounds near Fort Bragg, N.C.

Their mission is to perform live aerial demonstrations in support of Army special operations community rela-

tions and recruiting. Composed of volunteers from throughout Army special operations, the Black Daggers have diverse backgrounds and are skilled in various military specialties including Special Forces, Rangers, civil affairs, psychological operations, and signal and support. With an average age of 33 and an average number of free-fall jumps at 560, the

team represents the professionalism and dedication of Army special operations forces.

Although they are capable of performing both high-altitude, low-opening and high-altitude, high-



opening jumps, the principle technique demonstrated by the Black Daggers is the HALO. This form of stealth insertion used to land troops and equipment behind enemy lines was first conducted in combat during the Vietnam War by the Military Assistance Command, Vietnam-Studies and Observations Group, a multiservice U.S. special operations unit in which Army Special Forces played a large role.

After exiting an aircraft at high altitudes, sometimes upwards of 25,000 feet, where oxygen is scarce, the jumpers fall to the earth,

reaching terminal velocity before deploying their parachutes and gliding in under enemy radar.

The Black Daggers use the military variant of the ram-air parachute. These flexible-wing gliders allow a free-fall parachutist the ability to

jump with more than 100 pounds of additional equipment attached to him. In addition to the extra weight, the jumper must also withstand high winds, frigid temperatures and low oxygen levels, all of which require the jumper to be highly skilled.





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Welcome Back to Middle Georgia!

“America’s Ambassadors In Blue,” The U.S. Air Force Thunderbirds.

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Stroll with Soul

Everyone fondly remembers Otis Redding sitting on the dock of the bay. Beginning October 1st, you can find another adventurous way to learn more about the legendary King of Soul. We proudly continue the celebration of 75 Years of Otis Redding with an amazing tribute. The corn maze design will feature an image of Otis Redding and have trivia questions hidden in the maze to help you find your way out.

The Maze Operating Hours:

Wednesday-Sunday from
12:00pm-6:00pm



TEACHERS CALL TODAY TO BOOK YOUR FALL FIELD TRIP.

Put yourself in the fun:

Grab your camera phone and feature yourself and tag us for a chance to win weekly \$25.00 gift cards. We'll use the pictures on our Social Media sites during the month of October #LaneSouthernOrchards



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Randy Ball

Randy W. Ball / MiG Pilot, is North America's Premier Jet Demonstration Pilot.

Randy has performed well over 1,000 performances to date! No other North American jet jemo pilot even comes close to that number of performances. In fact, Randy is the only jet demo pilot (military or civilian) to be granted both a day and night unlimited aerobatic rating in jet fighters by the FAA. He has flown over 40 different types of aircraft, manufactured in nine countries. As a youngster Randy's father took him flying occasionally, and he spent countless hours with one of his heroes, his Great Uncle Gilbert Ball, who flew 56 missions over Europe flying the B-17 Flying Fortress. Even before college, Randy knew he wanted to fly. By the time he was 13 years old, he had already taken off and landed a plane with his father and soloed at the age of 18. Randy volunteered to work in his first air show in 1982 and flew in his first air show more than 25 years ago. He now performs throughout North America, from Canada to Mexico.

- Over 30 years as a pilot, today an airline captain
- Over 25 years of air show experience
- Over 1,000 performances (Most of any US Jet Demo Pilot)
- Over 1,000 hours in Russian Jet Fighters- (Highest of any Western Pilot)
- Over 14,000 hours total flying time
- Flown over 40 different types of aircraft manufactured in 9 different countries
- Level I (unlimited) Jet Aerobatic Day and Nigh (The only Jet Pilot in North America)
- Only MiG-17 and pilot to fly as a "threat/aggressor" aircraft with the USAF F-4 Phantom while flying in Air Shows and on Film
- Functional test pilot on a number of MIG Fighter aircraft, including Russia's first all-weather interceptor, theMiG-17PF and is still the only pilot in North American to have ever flown this MIG variant
- A.C.E., Aerobatic Competence Examiner (prop and jet warbirds)
- Former ICAS safety board member
- Board Member – Historical Aviation Memorial Museum in Tyler, Texas
- Founder and Director – "Thunder Over Cedar Creek Lake" Air Show (fundraiser for three military charities)

Randy has flown as the enemy aircraft with the USAF F-4 both for air shows and on film. His solo demo is designed to resemble the tactical demo of the F-16 Falcon, the first fighter that could out-turn the Vietnam era MiG-17. During his demo in the MiG-17F, he routinely pulls 8gs, and reaches speeds approaching 700 mph, all while sometimes flying less than 100 feet off the ground.

He likes to spend time with Civil Air Patrol Cadets and the Boy Scouts, and when asked what is his favorite maneuver, he says "the vertical A/B roll". When asked what his favorite air show is, he says "It's the one where I can have access to the fans, especially the kids. It is the kids who make all the work worth it. They are the next generation, and the one hope I have is to inspire them in a positive way ... to fly."



SHOCKWAVE JET TRUCK

Shockwave is a custom built race truck equipped with 3 huge J34-48 Pratt & Whitney Jet Engines originally out of the USA Navy T2 Buckeye. The combined horsepower is 36,000! These 3 Jet Engines make a total of 21,000 lbs of thrust which easily propels this truck to speeds over 350 mph while racing planes at air shows all over North America! Shockwave is not only the most powerful truck in the

world, it also hold the record speed for Semi Trucks at 376 mph! As one of the most popular air show and drag racing exhibition vehicles in the world, the Shockwave performance is not something you will soon forget! This is truly an assault of all of your senses with huge flames coming out of the 3 after burning jet engines, fire shooting out of the smoke stacks, intense heat, deafening noise, and SPEED! Shockwave is owned by Darnell Racing Enterprises, Inc based in Springfield, MO and driven by Chris Darnell.



Thunder Over Georgia Air Show Statics

T-1	C-130
T-6	F-15C
T-38	F-16
A-10	E-8C
HH-60	B-1
C-5	B-52
C-17	15 civilian light fixed wing aircraft

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A large, illuminated sign for Fickling & Company Real Estate Services, featuring the company name in white on a green background with a red border, and "REAL ESTATE SERVICES" in white on a red background.

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Disabled American Veterans Flight Team

DAV (Disabled American Veterans) is proud to reach out to veterans and their families sharing its message of service and volunteerism in support of our nation's combat-wounded men and women in the company of the iconic World War II era B-25 Mitchell Bomber, "Show Me" at the Thunder Over Georgia Air Show. The air show is one stop on a nationwide tour that aims to increase public awareness of disabled veterans and provide information about DAV programs and benefits.

The B-25, which gained notoriety in the famed Doolittle Raid over Tokyo, Japan 74 years ago, shares a modern-day mission with DAV -- reminding people of the sacrifices veterans make for freedom. As brave men and women return from the battlefields of Iraq and Afghanistan, the DAV's services and advocacy are as relevant today as at any time in the nation's history. "The DAV is thrilled to bring our message of volunteerism and support to our nation's sick and disabled veterans to this air show. We believe the men,



The DAV is proud to sponsor the B-25 "Show Me"



The DAV (Disabled American Veterans), representing more than 1.3 million disabled veterans, is a non-profit organization founded in 1920 and chartered by the U.S. Congress in 1932. It is dedicated to one, single purpose: fulfilling our promises to the men and women who served.

As part of a national airshow tour, the DAV will bring its timely and patriotic message on the wings of "Show Me", a fully restored B-25 Mitchell Bomber. Throughout the air show, DAV representatives will be on hand to provide information about veteran's benefits and answer questions about DAV programs.

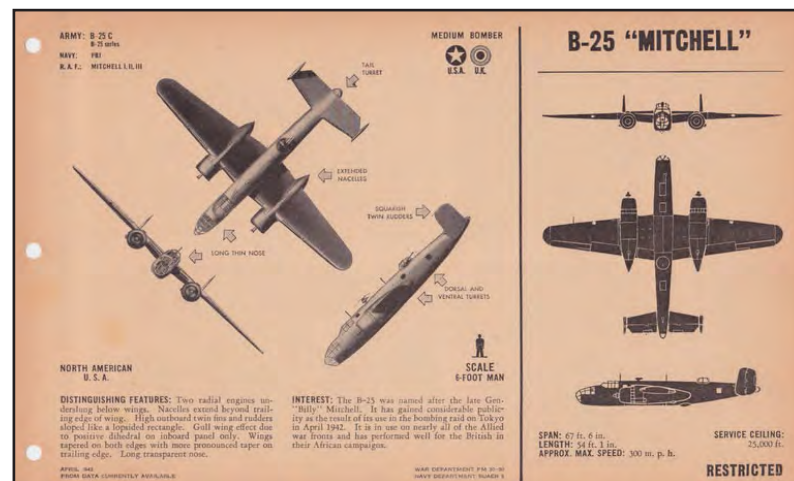
To learn more about DAV stop by our display at the airshow today or go to www.dav.org.

women and children who will visit this air show are the patriotic, military-friendly citizens that have helped make this nation so great," said DAV National Commander Moses McIntosh. "The DAV is proud to be among this crowd, and meet those who want to know more about our service to veterans."

Our mission is to reach out to the patriotic public and veterans in the community. "If we can reach one veteran who otherwise didn't know where to turn for help, then we've accomplished our mission." says a member of the DAV Flight Team.

DAV, representing more than 1.3 million disabled veterans, is a non-profit organization founded in 1920 and chartered by the U.S. Congress in 1932. It is dedicated to one, single purpose: Fulfilling our promises to the men and women who served.

The DAV proudly offers free service to our nation's veterans, assisting them in obtaining medical care and benefits they've earned and deserve. We also provide representation before the Department of Veterans Affairs, caring support, and even free transportation for sick and disabled veterans to and from VA medical facilities nationwide.



Chefpitts Airshows

The Airplane: The airplane is a Pitts S1S. I built it in my garage over a three year period while I was working as a professional Chef. That is why I call it the “Chefpitts”. I test flew it in February of 2013. I flew it to Sun n Fun in Lakeland, FL a few months later and was honored to win the “Best Homebuilt Biplane” award! The single place Pitts design has been flying since 1945. My Pitts incorporates many modifications, including : precision wings with longer ailerons, larger tail surfaces, integral gap seals, one piece plexiglass floor, many hand formed custom fairings, spring gear, and many more. The engine is a lightweight IO-360 from Barrett Precision Engines. About 200 hp spinning a Prince Carbon Fiber Prop.

The paint scheme is what sets this airplane apart. It is unique to this airplane. I designed the scheme and painted the airplane myself. The bottom surfaces feature a 3 dimensional cube design inspired by the German WW 1 “ Lozenge “ camouflage....The face on the nose is an homage to Cole Palen, who started “The Old Rhinebeck Aerodrome” in NY. The face was on his Fokker Triplane. It was also on the Triplane of German Ace Werner Voss during WW1.

The Builder/Pilot: I started out in aviation like many others...Model airplanes. From hand launch gliders, to rubber powered stick and tissue free flight, to control line, to radio control. I was taken to my first airshow at Quonset Point in RI when I was 8. I saw The Red Devils, (later to become the famous Christian Eagles) do a formation snap roll in three Pitts Specials! That was the moment that led me to where I am today!

- ~ Got glider license before drivers license
- ~ Worked my way up from dishwasher to Chef over the next twenty years
- ~ Started flying aerobatics while working in Country Clubs up north and in Florida
- ~ Won the second Pitts Trophy ever awarded with less than 30 hours of Pitts time
- ~ I am now working as an aircraft mechanic at Precision Jet in Stuart, Florida
- ~ I am working towards my flight instructor rating
- ~ I am available as a ferry pilot for single engine piston aircraft



I am the builder, pilot, publicist, advertising designer, agent, photographer, web designer, accountant, secretary, and cook for Chefpitts Airshows!

The air show: The show I fly is inspired by the pilots I watched when I was a kid. Jim Parker, The Red Devils, Leo Loudenslager, Al Hauff, Art Scholl, the French Connection. The Pitts Special is an iconic airplane that lends itself well to beautiful rolling, curving lines, snap rolls, and excellent outside capability. You'll see all of these elements blended together over the course of the show, including cutting in and out of the show line to show depth.

John Hyle's North American Harvard Mk. IV "J's Bird"



John "Skipper" Hyle is the owner and operator of this 1952 North American Harvard Mk. IV "J's Bird" which is available for airshows, flybys, formation and films. Jay Matt Aviation doing business as "Air Corps Aerobatics" provides a living history bent to your air show, we come in period flight gear and perform an act based on the World War II Acro Check that every Allied pilot took in the T-6, SNJ, or Harvard.

The North American Harvard (NA-26) appeared in late 1937, in response to a US Army Air Corps proposal for an advanced trainer. It immediately attracted orders from the USAAC, RAF, RCAF and other air forces. The first of 50 Harvard Mk. Is ordered by the Canadian Government were delivered to the RCAF at Sea Island, Vancouver in July 1939. By early 1940, the Mk II was on the assembly line in California with an all metal fuselage replacing the original tube and fabric structure. 1200 Mk. IIs were supplied from US sources until Canadian-built Harvards started rolling off the assembly lines in 1941.

In August 1938, Noorduyn Aviation of Montreal farsightedly signed an agreement with North American to build Harvards under licence. When the British Commonwealth Air

Training Plan (BCATP) came into being in December 1939, Noorduyn received its first orders and once into production went on to construct nearly 2,800 Harvard IIBs for the RCAF and the RAF, between 1940 and 1945.

In Canada, Harvard IIBs were used as advanced trainers with the BCATP at 15 Service Flying Training Schools (SFTS) spread across the nation. They helped pilots make the transition from low-powered primary trainers like the DH Tiger Moth or Fleet Finch to high performance front line fighters. The Harvard was well suited to this role as it had habits to teach inexperienced pilots to respect the Spitfires and Hurricanes they would meet in the future.

At the end of WWII, although the RCAF retained the Harvard as a trainer, a large number of them were declared surplus and sold-off to civilian operators. The RCAF soon regretted doing this, for by 1949 the Cold War with the Soviet Union was in full swing and the RCAF needed trainers again urgently. 100 T-6J Texans were leased temporarily from the USAF and a further 270 Harvards, now the Mk. IV version, were ordered from Canadian Car & Foundry in Thunder Bay. The RCAF kept the Harvard Mk. IV on as a trainer for a further 15 years, before finally retiring it in 1966.

A total of 20,110 Harvards/T-6s/SNJ's were built between 1938 and 1954, 3,370 of them in Canada. J's Bird was received by the Royal Canadian Air Force (RCAF) on 9 September 1952 and

served with No. 1 Flying Instructor's School at RCAF Station Trenton, Ontario. The aircraft was stuck from the records on 15 August 1966. It also spent some time with the Canadian Warplane Heritage, a flying museum similar to the American Airpower Heritage in this country, based in Ontario, Canada. After that it ended up in Vancouver, British Columbia where it was used in an aerial combat operation; "fighter pilot for a day" if you will. That explains the protrusions on the left wing tip and the vertical stabilizer; those are cameras.

The left wing also has a laser emitter and the ADF boot is laser permeable. The smoke system was automatic, so when you are "lazed" it comes on to show a "hit". The machine gun in the right wing root would have only been on some variants of the Harvard and T-6; this one is operated by propane.

The paint scheme represents that applied to training and administrative aircraft in Britain during World War II. The serial number you see actually belongs to a Harvard Mk II that saw service in England during that period. In that sense it is completely accurate, or inaccurate, depending on your point of view.



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