

AIR SHOW!

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THE BLUE ANGELS

★ ROBINS AFB
GEORGIA

APRIL 28-29, 2012

FREE AND OPEN TO THE PUBLIC

GATES OPEN 10 A.M.; SHOW STARTS AT 11:15 A.M.

See Patty Wagstaff, Commemorative AF Red Tails Squadron, Liberty Jump Team, Kyle Franklin's Super Cub, Sky Soldiers, School Time Jet-Powered Bus, and more.

More information: www.robins.af.mil/airshow, 478-222-7469

Acts subject to change



Special Appearance by the USAF F-22 Raptor

Welcome

2012 Robins Air Show

On behalf of the men and women of Robins Air Force Base, welcome to the 2012 Robins Air Show. Thank you for allowing us the opportunity to showcase not only some of the best flying talent anywhere, but also our beautiful base which I'm sure you'll agree is "THE Installation of Excellence."

Robins Air Force Base is home to "Team Robins" and is comprised of about 23,000 active duty, reserve and guard military members and civilian Airmen with more than 35 organizations, including the Warner Robins Air Logistics Center, the 78th Air Base Wing, 402nd Maintenance Wing, U.S. Air Force Reserve Command Headquarters, the 689th Combat Communications Wing, and the 116th and 461st Air Control Wings. The installation's estimated economic impact is more than \$4.5 billion a year.

This year's show promises to be a spectacular and unforgettable event for all ages. There will be more than 20 aerial performers, about 30 static displays, and 35 exhibits to entertain you, as well as a kids interactive zone and numerous food and drink options to satisfy your hunger and thirst.

Headlining the performances are the Blue Angels, the United States Navy's flight demonstration squadron, the oldest formal flying aereo-

batic team in the country. The squadron's six demonstration pilots currently fly the F/A-18 Hornet in front of an estimated 11 million spectators each year.

Another headline performer, Patty Wagstaff, flies low-level, competition-style aerobatic demonstrations around the globe. She is a six-time recipient of the "First Lady of Aerobatics" Betty Skelton Award, having completed more than 750 performances.

Other attractions include performances by the Air Force F-22 Raptor, C-130 Hercules, the Commemorative Red Tails Squadron, the Liberty Jump Team, Kyle Franklin's L-21 Super Cub, the Sky Soldiers, and the School Time Jet-Powered Bus.

This air show is just a small way to demonstrate our appreciation for all the support given us by Americans across the southeast. We take pride in our mission and are honored to display it for you this weekend. Again, welcome to Robins Air Force Base — "THE place to live, learn, work and play" and more importantly, have fun!

*MITCHEL H BUTIKOFER, Colonel, USAF
Installation Commander*

**See Schedule of Events
on page 14**



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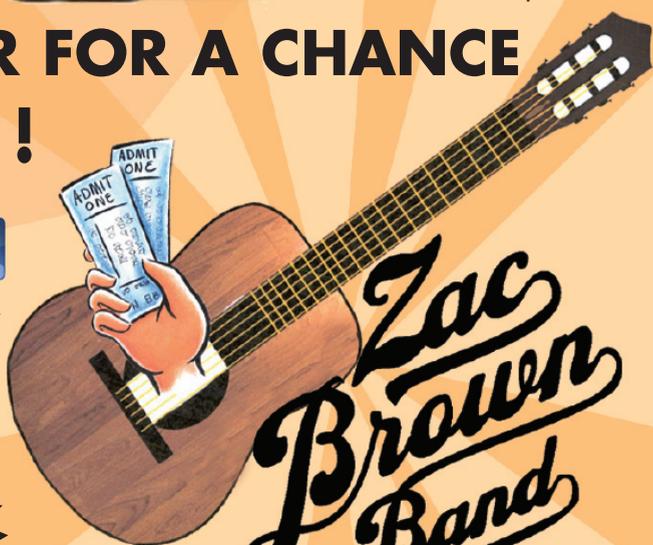
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Robins Air Show Parking Plan

Robins Air Show coordinators have established a parking plan complete with complimentary transportation service to assist everyone attending the air show.

Volunteers and signs will direct all air show guests to available parking areas.

General Public

- The general public will not be allowed to drive on base. Three off-base parking lots are available for the general public, with free shuttle buses providing transportation to the air show.
- People arriving from the south may park at the Anchor Glass Container Company parking lot (off Ga. Highway 247).
- People arriving from the east may park at McConnell-Talbert Stadium (across from Warner Robins High School on South Davis Drive).
- People arriving from the north may park at the Macon Airport on Industrial Park Dr.

On-Base Parking

- Department of Defense ID cardholders may park in one of four parking lots on base. Cardholders may enter the base through the Watson gate or the Russell Parkway gate. (Cardholders needing escort passes must use the Watson gate.) All other base gates will be closed. The parking locations are: Behind Bldg. 210 (HQ Air Force Reserve Command), Bldg. 215 parking lot, lot south of Bldg. 300 and parking lot east of Bldg. 359.

From the Macon/Atlanta area:

Take I-75 south to Exit 160A. Drive 6 miles and turn right onto Industrial Park Drive. Cross over the railroad tracks and take first left.

From the Fort Valley/Byron Area:

Take Watson Blvd. east to Davis Drive. Turn right and travel one mile to McConnell-Talbert Stadium. Turn left into the parking area.

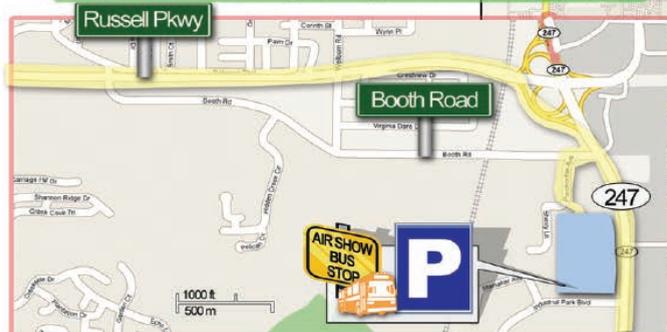
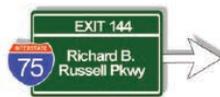
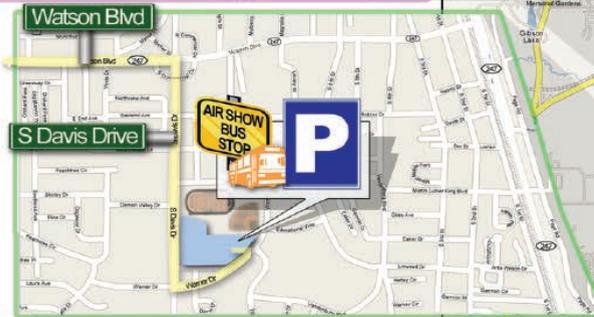
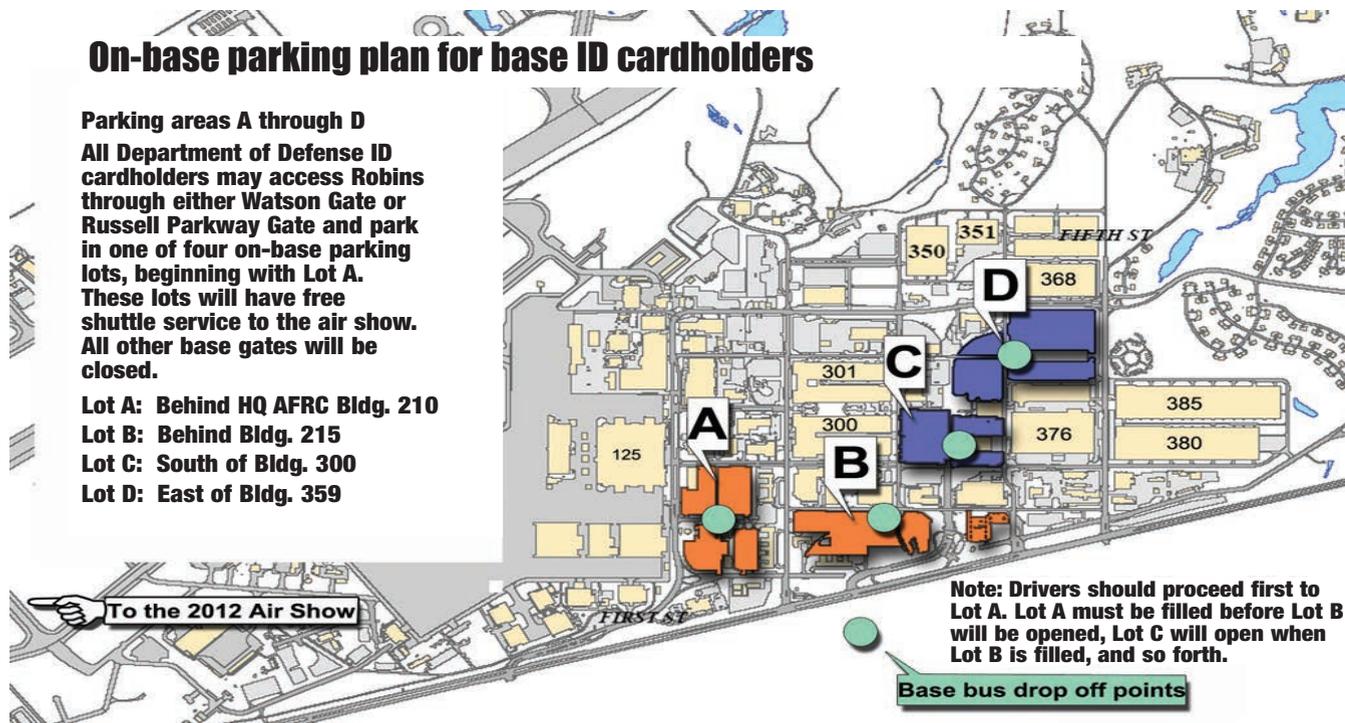
From Perry:

Take Ga. Hwy. 247 north past Hwy. 96. Travel three miles to the Anchor Glass Container Corporation and turn left into the parking area. (From Russell Parkway, take Ga. Hwy. 247 South exit and drive short distance to parking area.)

On-base parking plan for base ID cardholders

Parking areas A through D
All Department of Defense ID cardholders may access Robins through either Watson Gate or Russell Parkway Gate and park in one of four on-base parking lots, beginning with Lot A. These lots will have free shuttle service to the air show. All other base gates will be closed.

- Lot A:** Behind HQ AFRC Bldg. 210
- Lot B:** Behind Bldg. 215
- Lot C:** South of Bldg. 300
- Lot D:** East of Bldg. 359



F-22 RAPTOR



The F-22 Raptor is the Air Force's newest fighter aircraft. Its combination of stealth, supercruise, maneuverability, and integrated avionics, coupled with improved supportability, represents an exponential leap in warfighting capabilities.

Mission

The F-22 Raptor is the Air Force's newest fighter aircraft. Its combination of stealth, supercruise, maneuverability, and integrated avionics, coupled with improved supportability, represents an exponential leap in warfighting capabilities. The Raptor performs both air-to-air and air-to-ground missions allowing full realization of operational concepts vital to the 21st century Air Force.

The F-22, a critical component of the Global Strike Task Force, is designed to project air dominance, rapidly and at great distances and defeat threats attempting to deny access, to our nation's Air Force, Army, Navy and Marine Corps. The F-22 cannot be matched by any known or projected fighter aircraft.

Features

A combination of sensor capability, integrated avionics, situational awareness, and weapons provides first-kill opportunity against threats. The F-22 possesses a sophisticated sensor suite allowing the pilot to track, identify, shoot and kill air-to-air threats before being detected. Significant advances in cockpit design and sensor fusion improve the pilot's situational awareness. In the air-to-air configuration the Raptor carries six AIM-120 AMRAAMs and two AIM-9 Sidewinders.

The F-22 has a significant capability to attack surface targets. In the air-to-ground configuration the air-

craft can carry two 1,000-pound GBU-32 Joint Direct Attack Munitions internally and will use on-board avionics for navigation and weapons delivery support. In the future air-to-ground capability will be enhanced with the addition of an upgraded radar and up to eight small diameter bombs. The Raptor will also carry two AIM-120s and two AIM-9s in the air-to-ground configuration.

Advances in low-observable technologies provide significantly improved survivability and lethality against air-to-air and surface-to-air threats. The F-22 brings stealth into the day, enabling it not only to protect itself but other assets.

The F-22 engines produce more thrust than any current fighter engine. The combination of sleek aerodynamic design and increased thrust allows the F-22 to cruise at supersonic airspeeds (greater than 1.5 Mach) without using afterburner -- a characteristic known as supercruise. Supercruise greatly expands the F-22's operating envelope in both speed and range over current fighters, which must use fuel-consuming afterburner to operate at supersonic speeds.

The sophisticated F-22 aerodesign, advanced flight controls, thrust vectoring, and high thrust-to-weight ratio provide the capability to outmaneuver all current and projected aircraft. The F-22 design has been extensively tested and refined aerodynamically during the development process.

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The Blue Angels

The U.S. Navy's Flight Demonstration Squadron

The mission of the Blue Angels is to enhance Navy recruiting, and credibly represent Navy and Marine Corps aviation to the United States and its Armed Forces to America and other countries as international ambassadors of good will.

A Blue Angels flight demonstration exhibits choreographed refinements of skills possessed by all naval aviators. The Blue Angels' C-130, affectionately known as Fat Albert, begins each demonstration by exhibiting its maximum performance capabilities during a ten-minute performance. Shortly thereafter, you will see the graceful aerobatic maneuvers of the four-jet Diamond Formation, in concert with the fast-paced, high-performance maneuvers of its two Solo pilots. Finally, the team illustrates the pinnacle of precision flying, performing maneu-

vers locked as a unit in the renowned, six-jet Delta Formation.

The team is stationed at Forrest Sherman Field, Naval Air Station Pensacola, Fla. during the show season. However, the squadron spends January through March training pilots and new team members at Naval Air Facility El Centro, Calif.

The Blue Angels are scheduled to fly 69 air shows at 35 air show sites in North America during the 2012 season, as the team celebrates our 26th year of flying the F/A-18 Hornet.

Last season, more than 11 million spectators watched the Blue Angels perform. Since its inception in 1946, the Blue Angels have performed for more than 484 million fans.

At the end of World War II, the Chief of Naval Operations, Chester W. Nimitz, ordered the formation of a flight demonstration team to keep the public interested in Naval Aviation. The Blue Angels performed their first flight demonstration less than a year later in June 1946 at their home base, Naval Air Station (NAS) Jacksonville, Fla. Lt. Commander Roy “Butch” Voris led the team, flying the Grumman F6F Hellcat.

Two months later, on August 25, 1946, the Blue Angels transitioned to the Grumman F8F Bearcat. The 1947 team, led by Lt. Cdr. Robert Clarke, introduced the now-famous “Diamond Formation.”

By the end of the 1940s, the Blue Angels were flying their first jet aircraft, the Grumman F9F-2 Panther. In

response to the demands placed on Naval Aviation in the Korean Conflict, the team reported to the aircraft carrier USS Princeton as the nucleus of Fighter Squadron 191 (VF-191), “Satan’s Kittens,” in 1950.

The team reorganized the next year and reported to NAS Corpus Christi, Texas, where they began flying the newer and faster version of the Panther, the F9F-5. The Blue Angels remained in Corpus Christi until the winter of 1954 when they relocated to their present home base at NAS Pensacola, Fla. Here they progressed to the swept wing Grumman F9F-8 Cougar.

The ensuing 20 years saw the Blue Angels transition to two more aircraft, the Grumman F11F-1 Tiger (1957) and the McDonnell Douglas F-4J Phantom II

(1969).

In December 1974, the Navy Flight Demonstration Team began flying the McDonnell Douglas A-4F Skyhawk II and was reorganized into the Navy Flight Demonstration Squadron. This reorganization permitted the establishment of the first commanding officer (CDR Tony Less) instead of a flight leader, added support officers and further redefined the squadron’s mission, to enhance the recruiting effort.

On November 8, 1986, the Blue Angels completed their 40th anniversary year when they unveiled their present aircraft, the McDonnell Douglas F/A-18 Hornet, the first dual-role fighter/attack aircraft, which is still serving on the nation’s front lines of defense.

In 1992, more than one million people viewed Blue Angels’ performances during a

30-day European deployment to Sweden, Finland, Russia, Romania, Bulgaria, Italy, the United Kingdom and Spain. This was the first European deployment in 19 years.

The 2011 show season brought out more than 11 million spectators. Since 1946, the Blue Angels have performed for more than 484 million fans.



Blue Angels History



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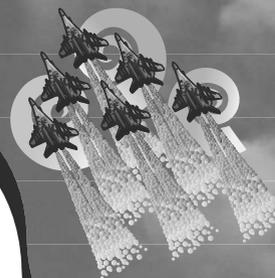


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SCHEDULE OF EVENTS

Robins Air Show performers (in order of appearance):

- Silver Wing Jumpers (C-27, F-15)
- Buck Roetman/Gary Rower (PT-17)
- Robins Aircraft Flights
- Indy Boys School Time Jet-Powered Bus
- Tiger Air Show Demo (YAK-55)
- Ace Maker (T-33)
- Patty Wagstaff (X300)
- Lee Lauderback (P-51)
- Indy Boys Out House
- Gary Rower (PT-17)
- Liberty Jump Team (C-47)
- Kyle Franklin (L-5)
- Red Tail Squadron (P-51)
- Raptor/Heritage Flight (F-22, P-51)
- Buck Roetman (PT-17)
- School Time Jet-Powered Bus
- Sky Soldiers (Helicopters)
- The Blue Angels (F-18, C-130)

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ACE MAKER

A native Californian, Gregory "Wired" Colyer took his first flight at age 7 in a Cessna 172 with Dr. Lee Schaller out of the Schellville airport in Sonoma, California. Hooked ever since, Greg has been flying for almost 3 decades after earning his license in 1982 while serving in the US Army from 1982-1987.

Since leaving the service he has been employed by the FAA as an Air Traffic Controller at Oakland ARTCC. His passion for the cockpit never left him as he continued to fly as a hobby and an occasional airshow flying a Beech T-34 Mentor until he imported a Russian L-29 Delfin Jet in 2003.

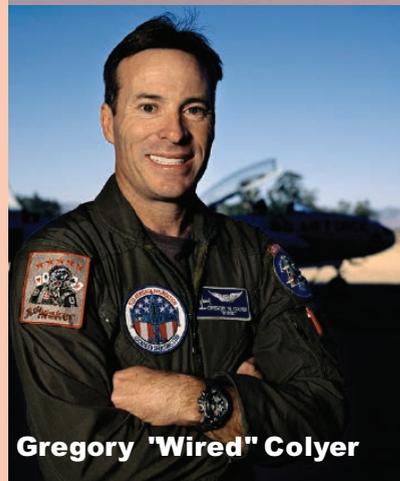
After flying with his friend, Kay Eckhart, in one of Kay's Lockheed T-33s in 2007, Greg set his sights on an upgrade to the U.S. Air Force's first operational jet and a real piece of U.S. aviation history. He acquired a T-33 and named it Ace Maker in

2008. He then founded the nonprofit (501c-3) T-33 Heritage Foundation to help in the preservation of this type of aircraft.

He holds a Commercial Pilot certificate with instrument, single and multi engine ratings, as well as being a Certified Flight Instructor. Type rated in multi-engine Aero Vodochody's L-29 Delfin, L-39 Albatros and the Lockheed T-33 Shooting Star. A level I Aerobatic low level card and FAST lead formation card round out his qualifications.

Greg stays in shape for flying high performance aircraft by competitive cycling with the Taleo cycling team and an occasional Ironman Triathlon.

Greg would like to acknowledge and give a very special thanks to ACE Wayne Handley and Randy Howell of the Patriot Jet team for their coaching, advice, and support.



Gregory "Wired" Colyer




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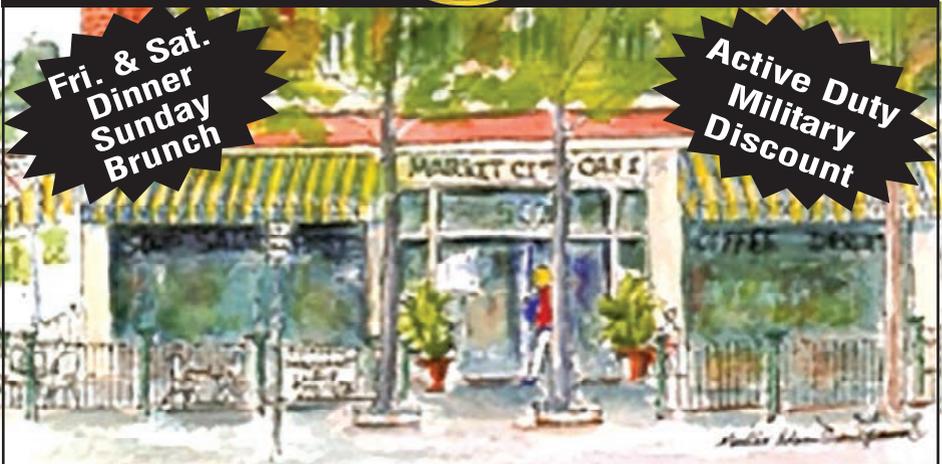


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And the miles just fly by since it was fitted with a 42,000 horsepower GE J-79 jet engine lifted from a McDonnell Douglas F-4 Phantom fighter jet. Dubbed "School Time," the bus also belches 80-foot flames, sending huge clouds of smoke billowing from the tail pipe.

The bus evolved into a high-speed dragster at the hands of motor head Paul Stender who custom built the hot rod ride.

"I custom built the entire vehicle myself," he said. "There's no way the original bus could have withstood the speeds I take it to. Actually a lot of it's hand-crafted, and the types of metals used would be more at home on an aircraft."

Despite its engine size, the school bus still seats three passengers. But sadly, it won't be taking any kids to school in record time – it's for shows only.

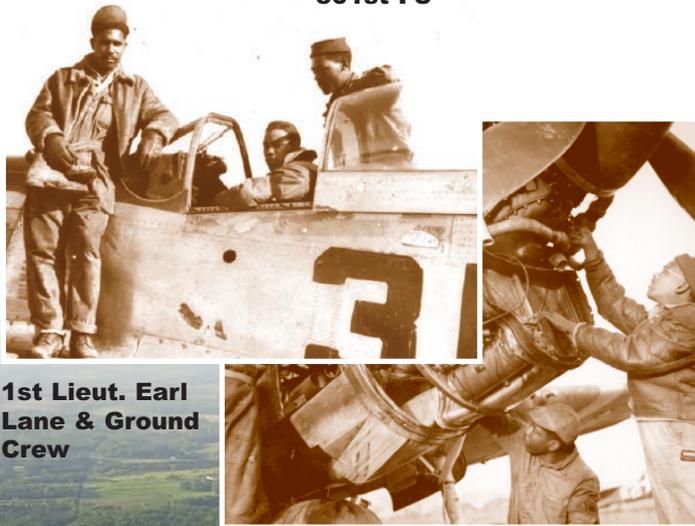
"I built the bus for two reasons," he said. "The first is to entertain people because, come on, it's a jet bus. The second is to inspire kids to keep away from drugs. Let me explain, we do a lot of displays at schools, and we're trying to show kids there's more to life than sitting in front of computers. It's important for them to have active hobbies and creative interests to keep busy and keep away from bad influences and drugs. That's why we wrote our motto on the side of the bus, 'Jets are hot, drugs are not.'"

"I guess this is my revenge for all those days riding on the slow journey to school. Now it goes at my kind of pace," he added.

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**Howard A. Wooten****Captain Walter Downs
301st FS****1st Lieut. Earl
Lane & Ground
Crew****Tuskegee Engine Repairmen**

What the CAF Red Tail Squadron is all about:

The volunteer-driven Red Tail Squadron was created in the mid-1990s as part of the Commemorative Air Force (CAF). The Squadron's purpose is to honor the accomplishments of America's first black military pilots – the Tuskegee Airmen – and their crews. It does this by educating people about the Airmen's history and legacy as men who had a goal and let nothing stop them from achieving it.

Their goal? To fight the Axis powers during World War II as pilots in the U.S. Army Air Corps.

Their biggest obstacles? The fact that black American men had never been allowed to train as military pilots and that racial prejudice and segregation was tolerated in the American military at that time.

Their commitment? Once these young patriots were given the opportunity to train as pilots, they worked hard to be the best fliers they could be. Their history of perseverance and ultimate success is the foundation for the six guiding principles of the CAF Red Tail Squadron's educational mission:

- **Aim High • Believe In Yourself**
- **Use Your Brain**
- **Never Quit • Be Ready To Go**
- **Expect To Win**

Their legacy? The Tuskegee Airmen excelled as pilots and warriors and, supported by their dedicated crews, earned hundreds of citations, awards and medals as they helped crush the enemy in Europe from 1943 to 1945. Their excellent wartime service record was key to the U.S. mili-

tary's decision to desegregate in 1948. In 2007, the Tuskegee Airmen, as a group, were awarded the Congressional Gold Medal as an acknowledgment of their efforts and accomplishments during World War II.

The CAF Red Tail Squadron's "Wings and Wheels" educational initiatives

Although it is focused on education, the CAF Red Tail Squadron is not a typical educational program. It uses two unusual tools to create interest in the story of the Tuskegee Airmen. One tool is a rare P-51C Mustang fighter such as the Airmen flew in battle over Europe during World War II.

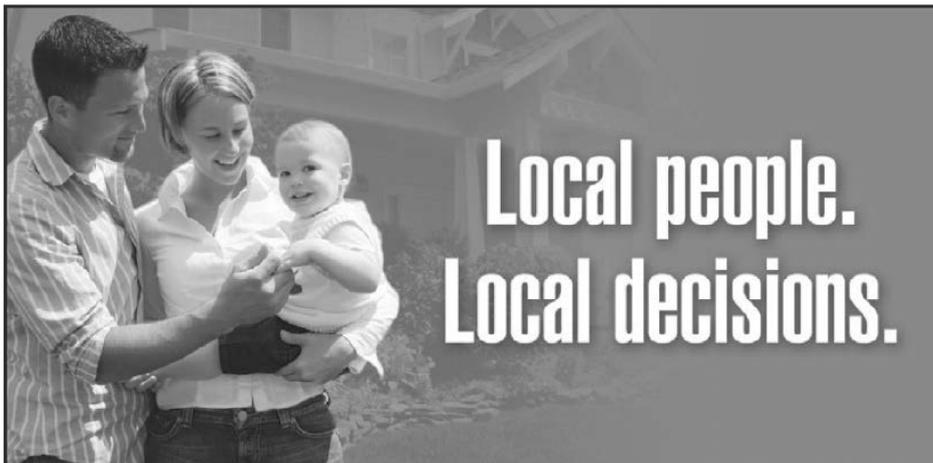
The Airmen had the tails of their fighters painted red and the CAF Red Tail Squadron's Mustang also sports a bright red tail. The Mustang is a featured attraction at air shows across the country. Its pilots and crews enjoy telling people why the tail is painted red and why it is important to know what the Tuskegee Airmen accomplished.

The CAF Red Tail Squadron's other "tool" is the RISE ABOVE Traveling Exhibit, which was introduced to the public in July, 2011. The Traveling Exhibit is housed in a 53-foot-long semi trailer that has been turned into a theater with a 180-degree IMAX-type movie screen and seating for 30 people. The climate-controlled theater shows an original film about the Airmen and their role in World War II and beyond. The RISE ABOVE Traveling Exhibit accompanies the Mustang to air shows, but also make stops at schools, museums and other "off-tarmac" venues so students and others who cannot get to an air show can hear about and learn from the Tuskegee Airmen.

**Red Tail veteran talks with children**

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The Tuskegee Airmen excelled as pilots and warriors and, supported by their dedicated crews, earned hundreds of citations, awards and medals as they helped crush the enemy in Europe from 1943 to 1945.



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To Patty Wagstaff, Flying Means Challenge And Freedom

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Patty grew up in an aviation family in California and Japan. Her first flying lesson was in Alaska in a Cessna 185 floatplane and since then she has earned her commercial, instrument, multiengine, seaplane ratings, commercial helicopter rating, and is a Certified Flight and Instrument Instructor.

She is the first woman to win the title of US National Aerobatic Champion and one of the few people to win it three times. A six-time member of the Olympic-level U.S. Aerobatic Team, Patty has won the gold, silver and bronze medals in international aerobatic competition. She is also the 1993 International Aerobatic Club Champion and a six-time winner of the Betty Skelton "First Lady of Aerobatics" Award.

For the past several years Patty has been working with the Kenya Wildlife



Service providing bush and aerobatic training to their pilots while flying out of bush airstrips. The KWS patrols for poachers who hunt elephants and other wildlife. Patty is deeply devoted to wildlife conservation and humane treatment of animals.

Patty bases her air show operation and highly specialized unlimited aerobatic airplane, the German-built Cirrus sponsored Extra 300S in St. Augustine, Florida, where she trains and hones her skills. A member of the Screen Actors Guild, Motion Picture Pilots Association and United Stuntwomen's Association, she flies as a "stunt pilot" for major motion pictures and television projects. She also performs aerial demonstrations in factory airplanes for companies such as Raytheon Aircraft in both national and international air shows.

During the summer months, Patty is an aerial firefighter in California. Recently she started writing a monthly column for Plane & Pilot Magazine called "Let it Roll." And, for flight sim enthusiasts, you can fly Patty's Extra on



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