

"Distelfink Airlines"



The newsletter of Corey J. Beittler Aviation Photography!

Feature Story: Rhode Island Airshow Features Epic Lineup!

For airshow enthusiasts in the Mid Atlantic and New England regions of the United States, the Rhode Island Airshow has always been one of the highlights of every airshow season. Held at the former Quonset Point Naval Air Station, now the Rhode Island National Guard Base and Quonset State Airport, the show offers airshow fans the wonderful experience of a close runway and excellent lighting for photography. The 2015 event did not disappoint and Rhode Island Airshow organizers delivered an excellent lineup for their 25th anniversary airshow.

was the presence of three internationally famous jet teams. On the military side, the show featured the Canadian Forces Snowbirds and the United States Navy Blue Angels.

Also performing at the show was the French-based Breitling Jet Team. The team, which flies Aero L-39 Albatros jet trainers, is on a special exhibition tour of the United States. Seeing the team perform at Rhode Island was truly a special moment for the aviation enthusiasts in attendance.

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The Breitling Jet Team on a photo pass during the 2015 Rhode Island Airshow. The appearance at the airshow is part of the French-based team's tour of the United States in 2015.

The showcase of the airshow

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The Cessna 152 is a two-seat, fixed tricycle landing gear general aviation aircraft. It was produced by Cessna from 1977 to 1985. The Cessna 152 was used primarily for flight training and personal use. A modified version of the aircraft called the 152 Aerobat was specially designed to be able to perform aerobatic maneuvers. Almost all the 152's that were built have dual controls in the cockpits. The Cessna 152 has a top speed of 126 miles per hour and most are powered by a 110 horsepower Lycoming engine. The aircraft is still in use worldwide as a light personal aircraft and trainer. Over 7,000 were built.

Canadair CT-114 Tutor

Visitors to the 2015 Rhode Island Airshow had the unique opportunity to see the Canadian Forces *Snowbirds* participate in an airshow in the United States. One of the interesting aspects about the *Snowbirds* is that they use the Canadair CT-114 Tutor jet trainer in their performances. Few of the visitors to the Rhode Island Airshow probably realized that this little aircraft has served as a jet trainer and aerobatic demonstration aircraft in Canada for over 50 years.

The design was a product of the Canadair Preliminary Design department for a jet training aircraft. The design incorporated a single turbojet engine, a low-wing and tricycle landing gear. The design would feature a T-tail configuration. One unique aspect of the aircraft was the crew seating. To facilitate flight training between an instructor and student, the crew seating was arranged in a side-by-side configuration. The prototype of the aircraft, designated by the company as the CL-41, first flew in January of 1960.

One critical aspect of the design of the CL-41 was the positioning of the vertical stabilizer. As a training aircraft, the CL-41 needed to be able to demonstrate spin recovery. If the vertical fin is too far forward, a spin cannot be initiated. If the fin

would be positioned too far aft, recovery from a spin would be impossible. Wind tunnel tests were done to determine the optimum positioning for the vertical fin. Original wind tunnel models of the CL-41 had a cruciform tail. After testing the models in the wind tunnel, the CL-41 design was revised to a T-tail configuration by removing the portion of the tail above the horizontal stabilizer.

In September of 1961, the Canadian government ordered the CL-41 to serve as the primary jet trainer of the Canadian Forces. Canadair produced 190 examples of the CL-41A, the production variant, for the Canadian Forces. The Canadian Forces adopted the CT-114 Tutor designation for the aircraft. In 1976, the Canadian government modified the 113 surviving examples of the aircraft by upgrading the avionics and adding provisions to carry two belly-mounted 41-gallon external fuel tanks. The CT-114 Tutor would serve for over 30 years as the primary training aircraft of the Canadian Forces.

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A Canadair CT-114 Tutor of the Canadian Forces *Snowbirds* flight demonstration team comes in for a landing at the 2015 Rhode Island Airshow. The *Snowbirds* have been flying the CT-114 Tutor since the formation of the team in 1972.

Canadair CT-114 Tutor (Continued From Pg. 2)

Canadair developed the basic design of the Tutor even further. During the 1960's, Canadair modified the CL-41A into an armament training and light attack aircraft. The modified design featured an upgraded engine and underwing pylons that could carry up to 4,000 lbs. of weapons or other underwing stores.

In March of 1966, the Royal Malaysian Air Force ordered twenty examples of the attack version of the Tutor. Named the *Teuban*, the aircraft were used as counterinsurgency (COIN) aircraft. The Teuban saw service with the Royal Malaysian Air Force from 1967 to 1986. In 1986, the Tebuans were phased out and replaced by the Aermacchi MB-339.

In addition to being used as a trainer, the CT-114's excellent flying characteristics made it ideal for aerobatics and formation flying. In 1967, the Royal Canadian Air Force took ten CT-114's to form an aerobatic team to celebrate Canada's centennial year. Sporting a gold, blue and red paint scheme, the Tutors and their support personnel formed a team called the *Golden Centennaries*. The *Golden Centennaries* flew at airshows and performed demonstrations in Canada throughout 1967. After 1967, the team was disbanded.

In 1971, members of the Two Canadian Forces Flying Training School at Canadian Forces Base Moose Jaw, Saskatchewan explored the possibility of forming a flight demonstration team. The aircraft selected were some of the CT-114's that had been previously used by the *Golden Centennaries*.

The name *Snowbirds* was adopted as the result of an elementary school contest to pick the name for the team in 1972. In 1978, the team gained squadron status and became the 431 Air Demonstration Squadron. The *Snowbirds* began flying airshows and flyovers using the CT-114 on a regular basis. The

team has showcased the CT-114 Tutor and its capabilities throughout North America over the past 43 airshow seasons. Although the team mostly performs at locations in Canada, many airshow seasons have included visits to various cities in the United States. In past airshow seasons, the *Snowbirds* have even performed in airshows as far south as Mexico. The only changes made to the CT-114 for airshow performances is the addition of a smoke system, a highly tuned engine to enhance flight performance and the addition of the brightly colored *Snowbirds* paint scheme.

The Canadair CT-114 Tutor was retired by the Canadian Forces as a primary jet trainer in 2000. The aircraft was replaced in service by the BAE CT-155 Hawk and the Beechcraft CT-156 Harvard II. A few CT-115 Tutors are used for flight research purposes by the Royal Canadian Air Force and a few have been preserved in museums. The *Snowbirds* operate eleven CT-114 Tutors in their airshow team. A number of CT-114 Tutors are held in storage for use as *Snowbirds* aircraft in future airshow seasons. Although a search has begun for a replacement aircraft, it is expected that the *Snowbirds* will continue to use the CT-114 Tutor in their airshow performances for the next several years.

The CT-114 Tutor is a wonderful and dependable aircraft that trained thousands of pilots for the Canadian Forces during a service life that spanned over 30 years. It is very fitting that in the twilight of its career, this little jet trainer gets to shine on the airshow scene, being flown with grace and precision by the pilots of the world famous Canadian Forces *Snowbirds*.



Three Canadair CT-114 Tutors of the Canadian Forces *Snowbirds* sit at rest on the ramp following the 2015 Rhode Island Airshow. The CT-114 is a small aircraft with a length of about 32 ft. The CT-114 also has a wingspan of approximately 36 ft and a height of just over 9 ft. The CT-114 has a top speed of 486 miles per hour and a range of 948 miles. On the *Snowbirds* transient flights to airshows, the chief mechanic for each aircraft rides with the pilot of the aircraft, due to the side-by-side seating arrangement of the CT-114. The small external tanks mounted on the underside of the aircraft hold the smoke oil used during the airshow performances. These tanks can also be used to hold extra fuel on long flights.

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2015 Rhode Island Airshow Photo Gallery



2015 Rhode Island Airshow Photo Gallery



2015 Rhode Island Airshow Photo Gallery



2015 Rhode Island Airshow Photo Gallery



Rhode Island Airshow Features Epic Lineup (Continued From Pg. 1)

The team is led by civilian pilot Jacques Bothelin, who has over 11,000 flight hours in over 140 different types of aircraft. The rest of the positions on the seven-ship team are flown by former French Air Force pilots who also have thousands of hours of flight experience. This experience showed as the Breitling Jet Team performed a captivating and graceful routine in the skies above Rhode Island on both days of the airshow. The display was greatly enhanced by the wonderful announcing of Luc Herbinier. At the end of the routine, team leader Jacques Bothelin dedicated the performance to all the American veterans who helped France regain its freedom during World War II. This touching dedication gathered a warm reception from the crowd in Rhode Island.

In addition to the *Snowbirds*, the Canadian Forces also sent their CF-18 Hornet Demonstration Team to the show. This year, the CF-18 has a dazzling paint scheme designed to commemorate the 75th Anniversary of the Battle Of Britain. The crowd in Rhode Island certainly loved seeing this beautifully painted jet and the demonstration flown Captain Denis "Cheech" Beaulieu. The incredible flying by Captain Beaulieu showcased

the speed and maneuverability of Canada's frontline air superiority fighter jet. The United States Air Force was also represented at the Rhode Island Airshow. The F-16 Viper Demonstration Team attended the event and demonstration pilot Captain Craig "Rocket" Baker performed a fantastic aerial display of the capabilities of the multi-role fighter jet. The F-16 also participated in the Heritage Flight with a World War II Era P-51 Mustang fighter plane flown by Jim Beasley. The USAF Heritage Flight once again proved to be a popular airshow routine with the crowd. The Rhode Island National Guard participated in the show this year after being absent in recent years due to budget restrictions. Two of the Rhode Island Air National Guard Lockheed C-130J transport aircraft did a flyover of the airshow during opening ceremonies. The Rhode Island Army National Guard also demonstrated the Sikorsky UH-60 Blackhawk utility helicopters they operate at the airshow. The UH-60's delivered a pair of Humvees to the airshow grounds slung under their bellies. These hometown heroes got a standing ovation from the airshow spectators.

Also featured at the airshow were several civilian performers considered airshow legends. The 2014 US Aerobatic Champion Rob Holland performed a thrilling aerobatic routine in his MX-S aircraft. He was joined by the world famous Sean D. Tucker who flew his famous orange colored Oracle Challenger biplane. Tucker was performing at Rhode Island for the 22nd time in his career and is always a crowd favorite at the event. Finally, John Klatt also performed in his Air National Guard sponsored MX-S aerobatic aircraft.

Vintage aircraft also took to the sky during the airshow. Veteran airshow performer Mark Murphy flew his immaculate World War II Era P-51 Mustang. The demonstration reminded airshow spectators of the important historical impact the P-51 made during World War II. The GEICO Skytypers also performed at the airshow in their six North American SNJ training aircraft from World War II. The Skytypers routine showcases to airshow spectators what flight training and formation flying was like during the Second World War.

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The Canadian Forces Snowbirds perform at the 2015 Rhode Island Airshow. The Snowbirds perform most of their airshow demonstrations in Canada, so any chance to see them performing at an airshow in the United States is a wonderful opportunity American aviation enthusiasts. The Snowbirds are officially known as the 431 Demonstration Squadron and are based at the 15 Wing, near Moose Jaw Saskatchewan. The team has been performing demonstrations since 1971. The Snowbirds fly the Canadair CT-114 Tutor in their airshow performances. The CT-114 was used as a jet trainer by the Canadian Forces from 1961 until 2000. The CT-114's excellent handling qualities and slow speed make it a superb aircraft for the formation flying performed by the Snowbirds.

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Arsenal Of Democracy Flyover Honors 70th Anniversary Of V-E Day

Visitors to Washington D.C. on Friday May 8, 2015 had the opportunity to witness a historic and quite possibly a once in a lifetime event. In honor of the 70th Anniversary of V-E (Victory in Europe-World War II) Day, a special flyover of about 40 World War II aircraft took place over the National Mall, World War II Memorial and the Smithsonian National Air and Space Museum.

The special flyover took place after a over a year of hard work and planning by various organizations. Special permission had to be secured to fly over the restricted airspace of downtown Washington D.C. at low altitudes. Clearance also had to be obtained from nearby Reagan National Airport and from the airlines that operate service from that facility. Finally, various museums had to be contacted and funds raised to bring the participating aircraft to the Washington D.C. area to perform in the flyover. In addition to the flyover, a ceremony for surviving veterans and their families was held at the World War II Memorial to honor their service and sacrifice during World War II.

The flyover began shortly after the noon hour with a flight of L-Bird aircraft. The L-Bird aircraft, such as the famous Piper Cub, were used as army co-operation aircraft and air ambulances during World War II. The L-Birds were followed

by several formations of aircraft that were used as trainers during the war. The training aircraft participating included Boeing Stearmans, Fairchild PT-19 Cornells and a large flight of North American SNJ/AT-6 Texan advanced trainers.

Later formations in the flyover included aircraft that were important in the key aerial battles of World War II. The organizers of the flyover were able to put 15 different formations of various types of aircraft together. The flyover was highly publicized and a large crowd of spectators gathered to view the flyover throughout the National Mall. At the World War II Memorial, veteran airshow announcer Rob Reider performed a wonderful narration of the event, describing each formation sequence and the history of the aircraft flying in the formations.

The flyover included several rare aircraft. The Pearl Harbor formation group included two Curtiss P-40 Warhawks, a U.S. fighter aircraft that was important in the early stages of World War II. To commemorate the famous Doolittle Raid of World War II, the flyover included three North American B-25 Mitchells. Also a part of the flyover were crowd favorite aircraft from World War II such as a flight of four North American P-51 Mustang fighters and a flight

of two Chance Vought F4U Corsair fighters. The sound of these wonderfully restored World War II fighters roaring overhead captivated the crowd. Three more P-51's joined up with the Commemorative Air Force's Consolidated B-24 Liberator heavy bomber for their flight over the National Mall. This formation showed the spectators how escorting fighter aircraft protected bomber formations during World War II. Also a crowd favorite were the two Boeing B-17 Flying Fortresses that participated in the event.

The world's only flying Curtiss SB2C Hell-diver was flown as part of the event by the Commemorative Air Force. The flyover also included the world's only flying Boeing B-29 Superfortress, "Fifi", also operated by the organization. Another unique aircraft to participate in the event was a very rare surviving Lockheed P-38 Lightning twin-engine fighter.

The flyover concluded with a missing man formation flown by the Texas Flying Legends Museum. The missing man formation included a Curtiss P-40 Warhawk, Chance Vought F4U Corsair, Grumman TBF Avenger and a North American P-51 Mustang. This formation was performed in honor of all those who gave their lives for our nation during World War II. This tribute was a fitting way to end such a special event.



A Douglas SBD-5 Dauntless and a Grumman FM-2 Wildcat fly in formation during the 2015 Arsenal Of Democracy Flyover that took place over the National Mall of Washington D.C. on May 8, 2015. These aircraft were part of a formation commemorating the Battle of Midway. During that battle, SBD Dauntless dive bombers sunk four Japanese aircraft carriers, turning the tide of the war in the Pacific theatre in favor of the United States. During that battle, fighter pilots flying the Wildcat provided cover for the SBD's and engaged the Japanese Zero fighter aircraft. The Wildcat also played a large role in the Battle of Guadalcanal.

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Rhode Island Airshow Features Epic Lineup (Continued From Pg. 8)

New to the Rhode Island Airshow this year was an aircraft of Korean War vintage. Greg W. Colyer performed in his Lockheed T-33 Shooting Star jet trainer. The aircraft, a trainer development of the P-80 Shooting Star jet fighter, was an instant hit at the airshow. Colyer does a wonderful job keeping his airshow routine in view of the crowd while showcasing the T-33's amazing speed and maneuverability.

Two unique civilian performances really energized the crowd. The first was the appearance of the "Screaming Sasquatch" Waco biplane from John Klatt Airshows for the second year in a row at the airshow. This biplane, specially modified with a jet engine from a Learjet, was flown by Jeff Boerboon in an aerobatic routine. Secondly, the airshow welcomed the crowd favorite Shockwave Jet Truck to the event. Advertised as the world's fastest big rig, Shockwave is powered by three Pratt and Whitney J34-48 jet engines and is capable of reaching 300 miles per hour on trips down the runway. Driven by Chris Darnell, Shockwave owned the airshow weekend, defeating both Rob Holland in his MX-S and Jeff Boerboon's jet-powered Waco biplane in airplane versus truck races at the airshow.

The airshow was showcased by performances from two of the world's best

military jet teams. The Canadian Forces *Snowbirds* put on a beautiful display of grace and precision in their Canadair CT-114 jet trainers. The United States Navy *Blue Angels* closed the show with a thrilling and powerful airshow routine in their Boeing F-18 Hornets.

On the ground, the airshow had plenty of aircraft on static display for people to see up close. McGuire Air Force Base in New Jersey sent a Boeing C-17 Globemaster III and a Lockheed KC-10 Extender aerial tanker for display. Whiteman Air Force Base in Kansas City sent two Fairchild A-10 Thunderbolt II attack aircraft for display on the static ramp. Barnes Air National Guard Base in Massachusetts also sent two of its Boeing F-15C Eagles to be parked on display. Finally, the Quonset Air Museum had a variety of its museum aircraft displayed on the grounds. These aircraft included a Grumman TBM Avenger, Vought A-7 Corsair, a Grumman F-14 Tomcat and two McDonnell Douglas A-4 Skyhawks.

The Rhode Island Airshow continues to be a world class event that is superbly organized. The airshow performer list featured some of the best in the airshow industry today. The presence of three jet teams at one airshow is a testament to how hard the organizers of this airshow work to bring a world class

event to their region. Matt Jolley also did a fantastic job announcing this event once again. His announcing has a wonderful style that presents knowledge but also keeps spectators entertained. A record crowd on Saturday is a testament as to just how great the airshow was this year. A small Friday evening airshow held at the nearby beach in Narragansett with several of the performers generated great interest from that nearby community.

In terms of improvement, how spectators are granted entry onto the airshow grounds needs to be addressed. The current system has created a "run" to the prime seating locations along the show fence. This has resulted in people falling and getting hurt. This has become a safety issue that needs to be addressed for future airshows. Lower food and drink prices would also be beneficial to the spectators. The concessions were more expensive than previous years and complaints about the prices were plentiful.

The Rhode Island Airshow celebrated its 25th anniversary with a wonderful event in 2015. With impressive performer lineups and an airshow that offers spectators one of the best views in the industry, there is no doubt that the Rhode Island Airshow will be flying in 2016 and for many years to come.



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The United States Navy Blue Angels Flight Demonstration Team performs at the 2015 Rhode Island Airshow. The Blue Angels are one of the world's most well-known and respected military flight demonstration teams. The team has a rich history that dates back to 1946, making the Blue Angels the world's second oldest flight demonstration team to be continually operating under the same name. Currently, the Blue Angels fly the Boeing F-18 Hornet, an aircraft they have been flying since the 1986 airshow season. The F/A-18 Hornet is a twin-engine jet aircraft that can be used as an air superiority fighter and attack aircraft.

A Rare Surviving Junkers JU-87 Stuka

The Chicago Museum of Science and Industry has a very rare surviving Junkers JU-87 Stuka on display. The Stuka is a JU-87R variant, which was specially designed for long-range operations by having increased fuel capacity. This particular Stuka was abandoned by the Luftwaffe during the North African campaign in 1941. It was found by British forces which donated the aircraft to the United States. The aircraft was evaluated during the war and was restored by the EAA in 1974. It was then put on display in the Chicago Museum of Science and Industry where it can be seen today. The Stuka was restored to its original North African theatre paint scheme. This scheme blended in well with the desert landscape of the region.



The Stuka carried a pair of forward firing 7.92mm machine guns and also a 7.92mm machine gun in the rear cockpit for defensive purposes. The Stuka could carry a bomb load of just under 1,000 lbs. With a top speed of only 242 miles per hour, inadequate defensive armament and poor maneuverability, the JU-87 was easy prey for modern fighter aircraft. This particular Stuka has its wheel pants removed, a common field modification for the JU-87 as the wheel pants often became clogged with debris. In addition to the Luftwaffe, the JU-87 saw use with many Axis nations including Italy, Hungary, Romania and Bulgaria. Out of over 5,000 produced, this example is one of only two intact JU-87's that survive. (Photos courtesy of John Osciak)

Model Review: 1/18 Scale JU-87 Stuka

In the early 2000's, a company called 21st Century Toys began producing 1/18 scale toy replicas of famous military equipment from World War II as part of their Ultimate Soldier brand line of action figures. These replicas included models of airplanes, armor and trucks. The company began producing a line of action figures representing American and German troops from World War II to fit the vehicles.

The line was instantly popular with collectors and history buffs. The early vehicles featured toy-like qualities but resembled the historic military equipment they were portraying quite well. As 21st Century Toys received positive feedback from collectors, the figures and vehicles became more detailed and historically accurate.

In 2006, the company released one of the largest and probably most accurate aircraft replicas in their lineup up to that time. Hanging high above the aisles in Toys R' Us, the Ultimate Soldier 1/18 scale Junkers JU-87 Stuka instantly captured the imagination of history buffs. The famous German World War II dive bomber would eventually prove very popular with collectors. After selling my original Stuka I had purchased several years ago, I recently decided to once again add an Ultimate Soldier JU-87

Stuka to my collection. The model is an excellent replica of the famous World War II aircraft.

The JU-87 Stuka was the main dive bomber used by the German Luftwaffe during World War II. Designed in the 1930's, the JU-87 was built to be simple and robust. The aircraft was instantly recognizable due to its inverted gull-wing and fixed landing gear. Despite being simple in design, the JU-87 featured an innovative system that pulled the aircraft out of its dive automatically after a dive bombing attack had been made. This was necessary because the JU-87 crew could briefly lose consciousness due to the high G-forces sustained in the diving and pullout maneuvers that the Stuka was capable of.

The JU-87 proved very effective early in World War II during the Blitzkrieg offensives through Europe. Sirens were added to the landing gear of the Stuka that wailed when the aircraft was dived on a target. These sirens contributed to the terror of those being targeted on the ground.

Weaknesses in the JU-87's design became apparent during the Battle of Britain. The aircraft was too slow to outrun enemy fighters and its large size made its handling cumbersome. In the

face of modern fighter opposition, the Stuka could only operate when escorted by German fighter aircraft.

The JU-87 Stuka was once again successful during the Invasion of Greece and the Soviet Union, where modern fighter opposition was not prevalent in the early years of the war in these theatres. In the Mediterranean theatre, JU-87's did severe damage to Allied warships and convoys. In the Russian theatre, JU-87's targeted Soviet troops, aircraft and tanks on the ground with devastating results.

As the war continued, the JU-87 design became more outdated and the aircraft was more vulnerable to advanced modern fighters. Although modified and improved, the JU-87's days were numbered as a front line combat aircraft. The last role of the JU-87 Stuka was as a close support aircraft for the German Army. Fitted with huge cannons, the JU-87 was used to take on Soviet tanks on the Eastern Front. Although some Stuka pilots rang up huge scores, there was no stopping the Soviet onslaught of armor at the end of the war. Of the estimated 6,500 built during the war, most JU-87's were lost in combat. Today, only a few examples survive in museums throughout the world.

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The 21st Century Toys 1/18 scale Junkers JU-87 Stuka was released in 2006 as part of the 1/18 scale Ultimate Soldier lineup. The Stuka was instantly a favorite among 1/18 scale aircraft collectors due to it being a popular subject among World War II German aircraft enthusiasts. The model correctly replicated many of the unique features of the JU-87 including the fixed landing gear with their unique spats, the inverted gull wing and the propeller sirens attached to the landing gear. The model also featured a nicely detailed pilot and gunner figure for the cockpit. The model also features an accurate bomb load of one 550 lb. bomb under the belly and four 110 lb. bombs under the wing. When assembled, the model has an impressive wingspan of over 30" make it the centerpiece of any model airplane collection.

Model Review: 1/18 Scale JU-87 Stuka (Continued From Pg. 12)



The 1/18 scale Junkers JU-87 Stuka made by 21st Century Toys replicates the unique look of the real aircraft. The model looks terrific in the paint scheme chosen for this edition. The "Scottie Dog" color scheme and the yellow nose and identification bands date this aircraft to the Balkans theatre of operations during 1941. The green splinter camouflage was the typical color scheme worn by all JU-87's early in World War II. The only changes made to the model were the addition of the wire for the radio aerial and swastika decals to the tail of the aircraft to make the model historically accurate.

The Ultimate Soldier 1/18 scale JU-87 Stuka is a pre-painted plastic model that requires minimal assembly. The wings on these models require quite a bit of muscle to snap into position. One must take great care not to break the tabs off on the wings that insert into the fuselage. It is recommended that once the wings are on the aircraft, that they are not removed. All of the other parts snap into place with ease and fit nice and snug. When assembled, the size of the model is very impressive.

The 1/18 scale JU-87 was released in several different color schemes. This version was one of the later color schemes offered and is painted in an authentic scheme that was flown by the Luftwaffe dive bombing unit StG 2 during World War II. The famous "Scottie Dog" emblem of the unit is replicated just in front of the cockpit on the aircraft. The model is painted in the colors of an aircraft that was in action in the Balkans during 1941. Several color drawings and photographs of this particular aircraft exist, verifying the scheme is authentic.

The 1/18 JU-87 has several very impressive features. The overall appearance is very accurate and the model clearly resembles the lines of the famous Stuka. The cockpit instruments are painted different colors to identify the purpose of each instrument, just as they were on the real aircraft. The crew figures are sculpted with detail and the outfits resemble the outfits I've seen in historical photos of Stuka crew members. The working dive brakes on the model are a nice touch

and the small propellers on the landing gear which replicate the sirens are nicely done. Lastly, the color scheme on this model is very striking and represents a famous unit that flew the JU-87 Stuka during World War II, giving this model lots of shelf appeal in a collection.

Although a wonderful model overall, there are some minor nuisances with this model. The worst issue with this model is the way 21st Century Toys decided to mold the dive flaps. On the model, the flaps are molded as part of the wing. This is not accurate, the actual Stuka had flaps that were a separate piece attached to the wing. This is clearly seen in surviving photographs of Stukas in operation during World War II. The other issue with the model is the crew figures. The accessory parts for the crew members do not stay on the crew members. The slightest touch causes these accessories to become unattached. This problem can be easily solved by gently gluing the accessories onto the crew members, then placing the crew members into the model. White craft glue should be used to insure these accessory pieces can be taken off the pilot figures if it is ever necessary to do so.

Despite being an older mold, the 21st Century Toys 1/18 scale Junkers JU-87 Stuka is an impressive model. The replica accurately portrays one of the most famous aircraft of World War II and one that played a large role in the early years of the war effort.

2015 Arsenal Of Democracy Flyover Photo Gallery



A group of L-Birds flies in formation during the Arsenal Of Democracy Flyover. Aircraft such as these were used for army co-operation duties, artillery spotting and air ambulances during the Second World War.



Six Boeing Stearman biplane trainers fly in formation during the Arsenal Of Democracy Flyover. The Stearman was used by both the United States Army Air Force and United States Navy as a training aircraft during World War II. Over 15,000 were built.



A pair of Fairchild PT-19 Cornells fly in formation over the National Mall in Washington D.C. during the Arsenal Of Democracy Flyover. The PT-19 was used for basic flight instruction during World War II.



A large group of North American SNJ/AT-6's fly in formation during the event. The SNJ/AT-6 was an advanced trainer and had many of the flight characteristics of fighter aircraft of the time period. Large numbers of these aircraft remain airworthy today.



The Beech AT-11 Kansan was the military training version of the famous civilian Beech Model 18 aircraft. The aircraft was used to train aircrew members of bombers during the war. Some were also used as light transport aircraft and designated the C-45.



A pair of P-40 Warhawks fly over the National Mall during the Arsenal Of Democracy Flyover. The P-40 was one of the most advanced fighter aircraft available in large numbers when the United States entered World War II.

2015 Arsenal Of Democracy Flyover Photo Gallery



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A group of three North American B-25 Mitchells perform in the Arsenal Of Democracy Flyover. The B-25 was used as a medium bomber during World War II and famous for its role in the Doolittle Raid. One of these B-25's is actually a USMC PBJ-1 variant.



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A Consolidated PBX Catalina flies over downtown Washington D.C. as part of the Arsenal Of Democracy Flyover. The PBX was used as a patrol aircraft throughout World War II. It was a PBX that first spotted the Japanese aircraft carriers at Midway.



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A Grumman FM-2 Wildcat and a Douglas SBD Dauntless participate in the flyover. Both aircraft played a vital role in crippling the Japanese aircraft carriers and airpower during the Battle Of Midway, the battle which turned the tide in the Pacific.



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A pair of Grumman FM-2 Wildcats in formation during the Arsenal Of Democracy Flyover. The Wildcat played a large role in the early naval battles of the Pacific theatre. These Wildcats are the FM-2 variant, a version built by General Motors during the war.



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A very rare surviving Lockheed P-38 Lightning flies over the crowd during the Arsenal Of Democracy Flyover. The P-38 was used as a long range fighter in the Pacific theatre. The P-38 was also used with success in the ground attack role over Italy.



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"Diamond Lil", a Consolidated B-24 Liberator, flies over downtown Washington D.C. as part of the Arsenal Of Democracy Flyover. The B-24 is famous for its use on the bombing raids against the Polesi Oil Refineries during World War II.

2015 Arsenal Of Democracy Flyover Photo Gallery



A group of three North American P-51 Mustangs flies during the event. The P-51 excelled as an escort fighter and was sometimes used for ground attack missions. One of these P-51's is a very rare surviving C model without the bubble canopy.



Another flight of four North American P-51 Mustangs flies in the Arsenal Of Democracy Flyover. The P-51 was one of the best fighter aircraft of the war. Over 15,000 were built and over 150 examples survive in flying condition today.



The Boeing B-17G Flying Fortress "Texas Raiders" flies during the Arsenal Of Democracy Flyover. The B-17 Flying Fortress was used in daylight bombing raids over Europe. "Texas Raiders" is operated by the Commemorative Air Force.



The Boeing B-17G Flying Fortress "Aluminum Overcast" flies over the National Mall. "Aluminum Overcast" is operated by the Experimental Aircraft Association and makes four stops at cities all over the country to give rides and perform at airshows.



A pair of Chance Vought F4U Corsairs fly in the Arsenal Of Democracy Flyover. The Corsair was one of the best naval fighter aircraft of the Second World War. Later variants saw action in the Korean War.



A Douglas C-47 Skytrain flies in the Arsenal Of Democracy Flyover. The C-47 was a transport aircraft and the supplies it carried were vital to Allies victory in Europe. The C-47 was also used to tow gliders and drop paratroopers, especially during D-Day.

2015 Arsenal Of Democracy Flyover Photo Gallery



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Another C-47 flies overhead during the Arsenal Of Democracy Flyover. The C-47 was used for many years after World War II as a military transport aircraft. This particular C-47 is painted in a postwar United States Air Force color scheme.



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The Douglas A-26 Invader was one of the finest light bomber and attack aircraft of World War II. The type played a key role in supporting the Allied drive across Europe at the end of World War II. The A-26 later saw action in the Korean War.



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Two Grumman TBF/TBM Avengers fly in formation with the world's only flying example of a Curtiss SB2C Helldiver during the Arsenal Of Democracy Flyover. These naval bombers played a key role in defeating the Japanese Navy at the end of the war.



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The Boeing B-29 Superfortress "Fifi" banks during her flight in the Arsenal Of Democracy Flyover. The B-29 was used to destroy cities and industrial complexes over Japan. The B-29 was also the aircraft used to drop the atomic bombs that ended the war.



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The Arsenal Of Democracy Flyover was concluded by a special formation flyover from the Texas Flying Legends Museum. The museum aircraft performed a missing man formation in honor of all the veterans of World War II who gave their lives for our nation. The aircraft included in the formation included a Curtiss P-40 Warhawk, Chance Vought F4U Corsair, Grumman TBM Avenger and a North American P-51 Mustang.



My grandfather, John Brey, and I at the 2007 Geneseo Airshow in New York. The Geneseo Airshow was one of my grandfather's favorite airshows to attend.

COREY J. BEITLER PHOTOGRAPHY

ON THE WEB:

**[HTTP://WWW.FLICKR.COM/PHOTOS/
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"Distelfink Airlines" is a newsletter featuring the aviation photography and writing of Corey J. Beitler. Contributions by guest photographers and writers sometimes featured. All text and images are copyright and may not be reproduced or reused without permission.

ABOUT DISTELFINK AIRLINES

"Distelfink Airlines" was the name my grandfather gave to his fleet of remote control airplane he enjoyed flying in his retirement. He chose the "Distelfink" hex sign as the symbol of his air fleet as it is a Pennsylvania Dutch symbol of good luck. To make his airline "official", he had t-shirts printed up with the name and hex sign on them and wore them whenever he flew his R/C planes. He told anyone who asked that the airline was a new flight service being offered between the Lehigh Valley International Airport and the Philadelphia International Airport with more routes to come soon.

My newsletter is named "Distelfink Airlines" in honor of my grandfather's love of aviation and his sharing of it with me. It is my hope to be able to publish this newsletter periodically to share my passion for aviation history and airshow photography with all of you.

Regards,

Corey

Plane Spotting: Van's Aircraft RV-8



The Van's RV-8 is a single-engine, low-wing homebuilt aircraft sold in kit form by Van's Aircraft. The design is a larger and improved version of the earlier RV-4 model. The RV-8 is available in a conventional landing gear configuration as pictured or as the RV-8A, which features a tricycle landing gear configuration. The RV-8 has a larger wing area than the RV-4 and the airframe will accept engines up to 200 horsepower. The RV-8 is also better equipped for larger pilots by offering a cockpit that has more legroom and headroom. The two-place tandem seating arrangement allows the pilot to carry a passenger. The RV-8 is stressed for aerobatics. The price of the kit ranges from \$41,000 to \$98,000 depending on the equipment installed on the aircraft. The RV-8 first flew in 1995 with the RV-8A following it in 1998. To date, over 1,200 RV-8's and RV-8A's have been built and are flying. This colorful RV-8 was spotted arriving on a warm summer day at the Lehigh Valley International Airport.

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