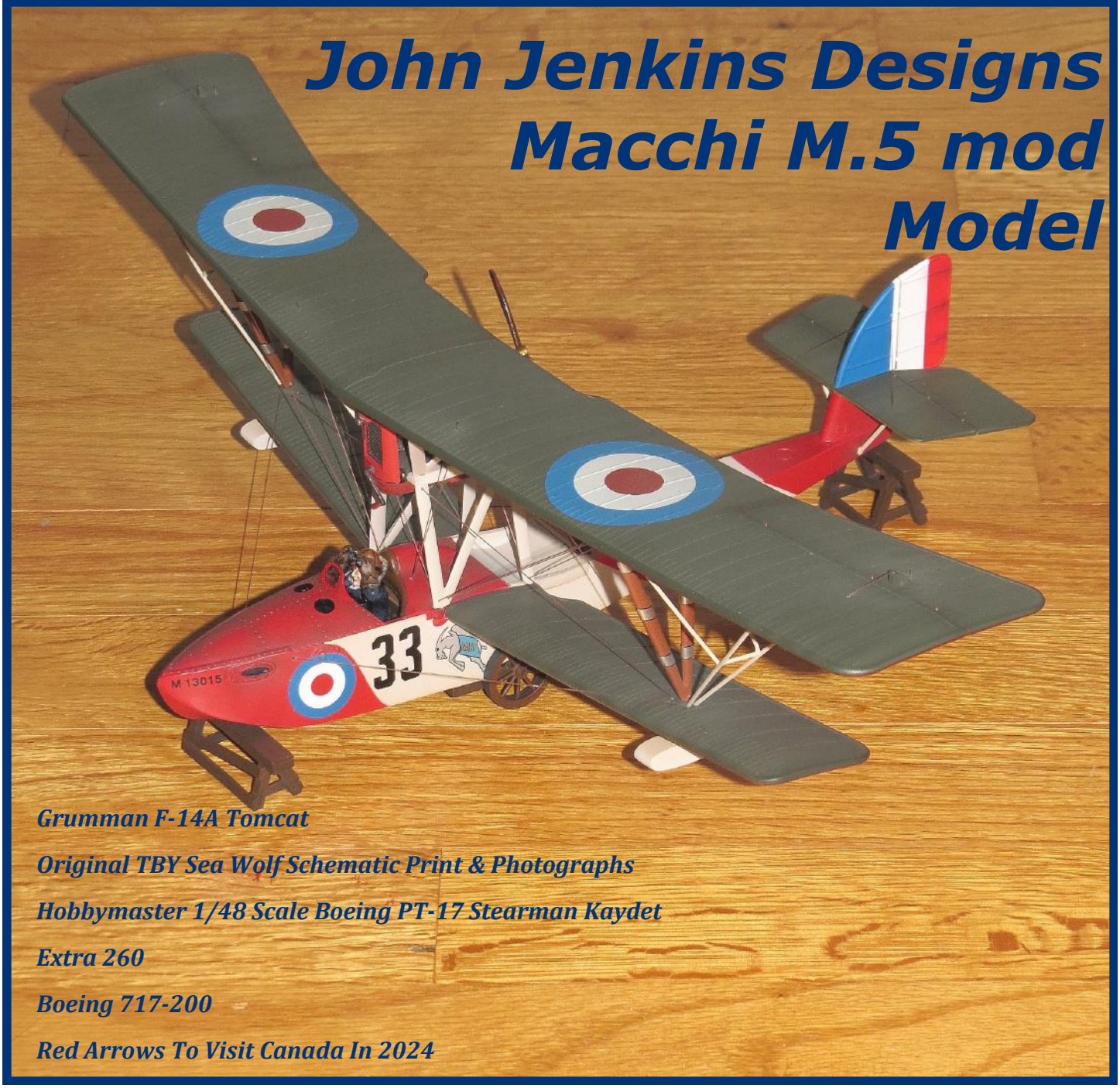
March 2024

Corey J Beitler's

"Distelfink Airlines"

An Online Aviation Newsletter



Grumman F-14A Tomcat

Original TBY Sea Wolf Schematic Print & Photographs

Hobbymaster 1/48 Scale Boeing PT-17 Stearman Kaydet

Extra 260

Boeing 717-200

Red Arrows To Visit Canada In 2024

John Jenkins Designs stunning model of a Macchi M.5 mod flying boat fighter is the latest new aircraft in the company's "Knights of the Skies" series of World War I aircraft, vehicles, figures, and diorama accessories in 1/30 scale. The model is a replica of the Macchi M.5 mod flown by Charles Hammann in August 1918. Hammann was the first U.S. Navy pilot to win the Medal of Honor.

FROM THE EDITOR'S DESK

Macchi M.5 model, Patty Wagstaff's Extra 260, TBY Sea Wolf Items, F-14A Tomcat

Greetings Everyone:

Welcome to the March edition of "Distelfink Airlines". This edition of the newsletter follows the January/February edition, which was a huge success. With "Masters of the Air" being a huge success on Apple TV+ right now, I expected the B-17 content would do well, and it did. People also really enjoyed the feature about the Heinkel He 219 night fighter, a very obscure airplane that saw limited service in World War II. It is soon time to start applying for requests for media credentials at airshows for this season. This airshow season will be special, with two foreign aerobatic display teams visiting North America this summer. The Italian Air Force's Frecce Tricolori will visit North American airshows this summer and the Royal Air Force's Red Arrows will visit airshows in Canada this September. It should be a great airshow season in North America! I am looking forward to covering airshows with "Distelfink Airlines" and seeing so many good friends and colleagues at the events.

For this edition, the newsletter takes a bit of a different path with its featured content to bring in other focuses of the aviation hobby. Featured in this edition is a review of the John Jenkins Designs 1/30 scale Macchi M.5 mod model. This model is part of the company's very successful "Knights of the Skies" series of World War I aircraft models, vehicle models, figures, and diorama accessories. This is an exceptionally well-detailed model of one of the most successful flying boat and seaplane fighter aircraft of World War I. The feature has several pictures of the model, some photos of other aircraft models in the "Knights of the Skies" series, and a summary of the specific aircraft and pilot this model represents.

Also in this edition, there is an aircraft that ties in to "Women's History Month" for March. Featured in the "Aircraft Of The National Air and Space Museum" section is the Extra 260 flown by Patty Wagstaff. Wagstaff won the 1991 and 1992 U.S. National Aerobatic Championship flying this aircraft. Today, the Extra 260 hangs in the National Air and Space Museum's flagship location on the National Mall in Washington, D.C. Since her success in the Extra 260, Patty Wagstaff has become one of the world's most accomplished aerobatic and airshow pilots, winning dozens of medals and awards during her flying career. Retired from competition flying in aerobatics for several years now, Wagstaff runs her own flight school in Florida specializing in aerobatic and upset training and still performs in a limited number of airshows each year.

The "Aviation Memorabilia" section begins to follow the path of what the vision I had in mind for it in this edition with a look at an original schematic drawing and photographs featuring the TBY Sea Wolf torpedo bomber. The TBY Sea Wolf was built in small numbers during World War II as a backup design to the Grumman Avenger. The Sea Wolf was built locally in Allentown, Pennsylvania, at a converted Mack Trucks factory. Expect some more about the TBY Sea Wolf in a future edition of "Distelfink Airlines".

Finally, "Aviation Sightings" also takes you to a local location, VFW Post #7293 in Egypt, Pennsylvania. This VFW post is fortunate to have a surviving Grumman F-14A Tomcat on display as an honor guard and memorial. The F-14 Tomcat was one of the best naval fighters ever produced and gained fame when it was featured heavily in the blockbuster film "Top Gun".

Thank you again for supporting my aviation photojournalism efforts and "Distelfink Airlines" this year. Please feel free to share the newsletter with whoever you wish and invite them to join the newsletter's official social media pages listed below.

Regards,
-Corey

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What's Inside:

Grumman F-14A Tomcat

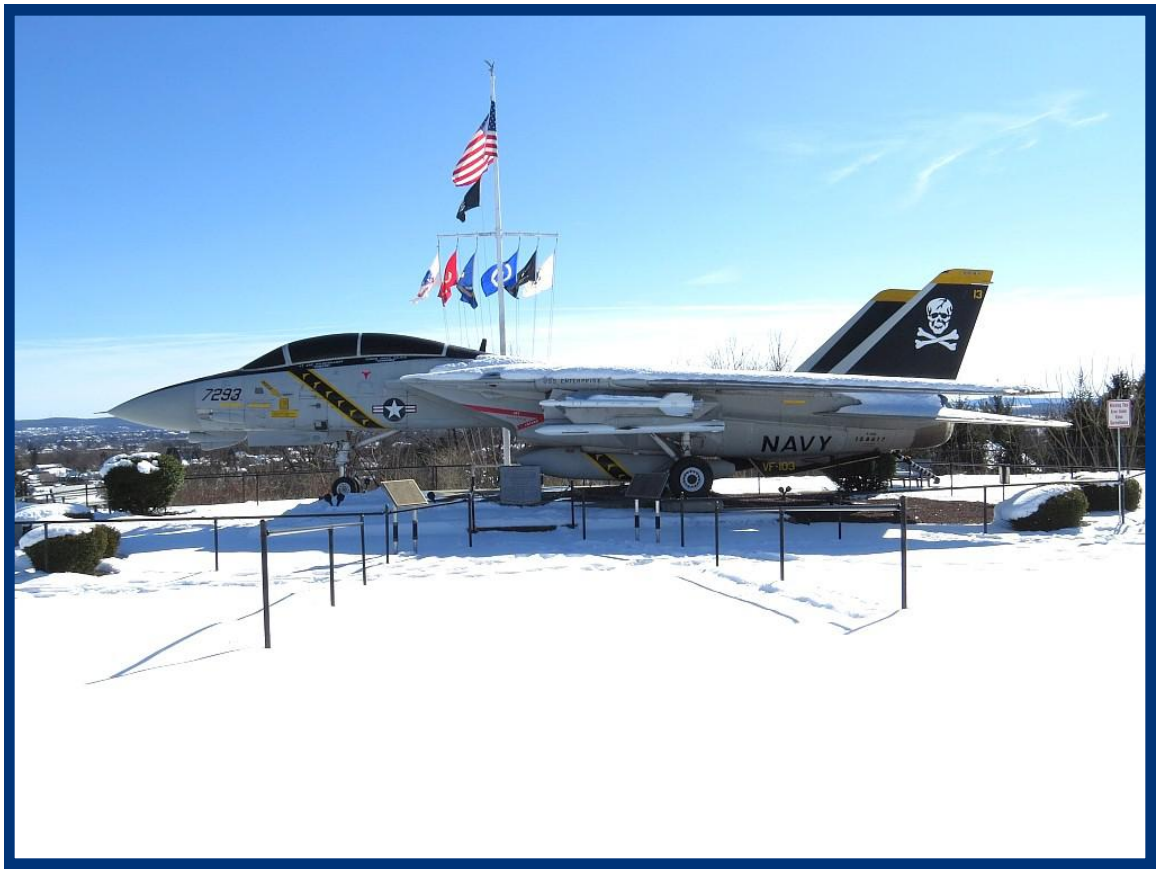
A Grumman F-14A Tomcat on display as an honor guard and memorial at the Veterans of Foreign Wars (VFW) Post #7293 in Egypt, Pennsylvania. Introduced into service with the U.S. Navy in 1974, the F-14 Tomcat is considered one of the best naval fighter aircraft ever designed. Upgrades to its avionics, weapons systems, and engines allowed the F-14 Tomcat to remain in service with the U.S. Navy until 2006.

The Grumman F-14 Tomcat is an American carrier-capable, supersonic, twin-engine, twin-tail, two-seat, all-weather capable fighter aircraft developed for the U.S. Navy. First flying in 1970 and introduced into service in 1974, the F-14 was a revolutionary naval fighter aircraft, equipped with modern radar, advanced air-to-air missiles, and powerful engines that allowed the Tomcat to reach speeds of up to Mach 2.5. The F-14 also featured advanced variable-sweep wings that could change position automatically during flight to optimize the Tomcat's performance in low and high-speed maneuvers. Beloved by its pilots and maintainers, the F-14 Tomcat became a part of popular culture when it was featured in the 1986 blockbuster film *Top Gun* starring Tom Cruise.

Initially designed as an air superiority and fleet defense fighter, the F-14 Tomcat and its crews took on the role of precision ground-attack missions in the 1990s when the LANTIRN targeting pod system was added to the F-14's weapons systems. The F-14's first combat action with the U.S. Navy was in August 1981 during the Gulf Of Sidra Incident when two F-14s from VF-41 Black Aces were engaged by two Libyan Su-22 "Fitters". The F-14s evaded missiles fired by the Su-22s and returned fire, shooting down both aircraft. In January 1989, a second Gulf of Sidra Incident occurred when two F-14s from VF-32 shot down two Libyan MIG-23 "Floggers". The F-14 also participated in the 1991 Gulf War. Weapon systems and avionics upgrades allowed the F-14 to remain in service with the U.S. Navy until 2006 when the Tomcat flew its final combat missions during Operation Enduring Freedom. Although most of the 712 F-14s built went to the U.S. Navy, 80 F-14s were sold to Iran in the late 1970s, with 79 delivered. Today, a small number of these F-14s remain operational with the Islamic Republic of Iran Air Force.

This F-14A Tomcat is on display at the Veterans of Foreign Wars (VFW) Post #7293 in Egypt, Pennsylvania. The F-14A was the 18th Tomcat built in 1972, and is the oldest example preserved on static or museum display. This F-14A saw service on the aircraft carriers *U.S.S. America* and *U.S.S. Enterprise* and at the famous TOP GUN (Navy Fighter Weapons School) at NAS Fallon in Nevada. In 2003, this F-14A was flown to Lehigh Valley International Airport, demilitarized by U.S. Navy personnel, and transported by truck to VFW Post #7293. The Tomcat officially went on display at VFW Post #7293 in 2004.


7293
NAVY


7293
NAVY

Original TBY Sea Wolf Schematic Print & Photographs

The TBY Sea Wolf was a torpedo bomber built for the U.S. Navy as a backup design to the Grumman Avenger. Designed by Vought as the TBU Sea Wolf, production was awarded to Consolidated -Vultee when Vought had no factory capacity to build the Sea Wolf. By the time the Sea Wolf was ready, World War II was ending, and only 180 examples of the torpedo bomber were built before the U.S. Navy canceled the production contract. This schematic print showing design aspects of the Sea Wolf was published by Chance Vought.

The Consolidated TBY Sea Wolf was a torpedo bomber developed for the U.S. Navy by Vought but manufactured by Consolidated Aircraft because of Vought's commitment to building the F4U Corsair fighter and having no factory capacity on their production lines to build the aircraft. The TBY Sea Wolf and the Grumman TBF Avenger were developed to replace the Douglas TBD Devastator. Although the U.S. Navy selected the Avenger as the winning design, Vought, and later Consolidated, continued to develop the Sea Wolf as a backup design.

The prototype Sea Wolf, the XTBU-1, had its first flight in December 1941. The prototype was faster than the Avenger and also more maneuverable. The U.S. Navy was impressed with the XTBU-1 and placed an order for 1,000 examples. Unfortunately, the prototype was damaged twice in accidents and had to be repaired by Vought engineers. By the time the Sea Wolf was officially accepted by the Navy, Vought was heavily committed to building its F4U Corsair and did not have the production capacity to build the Sea Wolf. In an unusual arrangement, the U.S. Navy decided that Consolidated Aircraft would manufacture the aircraft as the TBY Sea Wolf at a converted Mack Trucks factory in Allentown, Pennsylvania. An airport was also built nearby to test fly the production aircraft. It took until mid-1943 for the factory to be converted and the workforce to be trained to build the Sea Wolf.

In August 1944, the first production TBY Sea Wolf flew for the first time. By that time, the Avenger already equipped every torpedo squadron in the U.S. Navy. Numerous technical problems plagued the Sea Wolf and delayed its entry into service. In November 1944, the TBY Sea Wolf finally entered operational service. When World War II ended in 1945, the U.S. Navy canceled the production order for the TBY Sea Wolf. Only 180 examples of the TBY Sea Wolf were built. The TBYs served in a reserve capacity until the late 1940s when they were scrapped.

Since the TBY Sea Wolf never played a major role in World War II, very little print material was published regarding the aircraft. The schematic is a rare print from the Chance Vought Corporation, which designed the Sea Wolf. The print unusually identifies the Sea Wolf as the XTBU-1, its prototype designation. The photographs are originals from Consolidated-Vultee and two of them show the prototype TBY at NAS Quonset Point in Rhode Island. The additional photographs show a production TBY Sea Wolf at Consolidated Field in Allentown and a TBY on a production test flight. Today, these items are rare reminders of this long-forgotten World War II aircraft.

These two original photographs show the prototype TBY-2 Sea Wolf while it was undergoing flight testing with the U.S. Navy at Naval Air Station Quonset Point in Rhode Island. The snow and the style of the U.S. insignia on the airplane indicate these photos were taken sometime in late 1943 or early 1944.

These three original photographs show production variants of the TBY-2 Sea Wolf aircraft. Two photographs were taken at Consolidated Field, the airport where the production aircraft were flight tested in Allentown, Pennsylvania. The third photo was taken during a test flight of one of the production TBYs.

Hobbymaster 1/48 Scale Boeing PT-17 Stearman Kaydet

This Hobbymaster 1/48 scale Boeing PT-17 Stearman Kaydet model represents a restored Stearman owned by Andrew and Michael Porter. When Michael Porter purchased this Stearman in 1998, he discovered that the aircraft was once flown by the WASP at Avenger Field in Sweetwater, Texas, in 1942-43. To honor the WASP and their service during World War II, Porter restored the Stearman to how it would have appeared when it was used by the WASP for flight instruction at Avenger Field.

The Stearman (Boeing) Model 75 is an American wood and fabric biplane with open cockpit tandem seating that was formerly used as a military training aircraft. One of the most iconic American biplanes ever built, over 10,600 Stearmans were built in the United States during the 1930s and 40s. Commonly known as the Boeing Stearman, Stearman Kaydet, or simply as the Stearman, the biplane served as a primary training aircraft for the U.S. Army Air Force, U.S. Navy, and Royal Canadian Air Force throughout World War II. After the war, thousands of Stearmans were sold as military surplus, where they found use as crop dusters, sport planes, and for aerobatic and wing walking acts at airshows.

Design work on the Stearman began in 1933 when Stearman Aircraft engineers Mac Clark, Harold W. Zipp, and J. Jack Clark took a 1931 Lloyd Stearman-designed biplane and added cantilever landing gear and adjustable elevator trim tabs to produce the Model 70. The new aircraft caught the eye of the U.S. Navy, which purchased 41 of the biplanes, powered by a 200-horsepower Wright J-5 engine and designated the NS-1. The U.S. Navy also purchased enough spare parts from Stearman Aircraft to build an additional 20 NS-1s.

In 1934, Stearman Aircraft became a subsidiary of Boeing, and Stearman engineers refined the biplane further. Designated by the company as the Model 75X, the improved biplane was powered by either a 225-horsepower Wright R-760 or a 225-horsepower Lycoming R-680 radial engine. In 1935, the U.S. Army Air Corps ordered 26 powered by the Lycoming engine, designating them the PT-13A. Throughout the late 1930s, the U.S. Army Air Corps, U.S. Navy, and the armed forces of other nations would place small orders for the Stearman Model 75.

The outbreak of World War II led to thousands of orders for the Stearman Model 75. The primary production version of the Model 75 was powered by a Continental R-670 radial engine and designated the PT-17 in service with the U.S. Army Air Corps, and the N2S-3 in service with the U.S. Navy. During World War II, more American military pilots learned to fly in a Stearman than any other training aircraft.

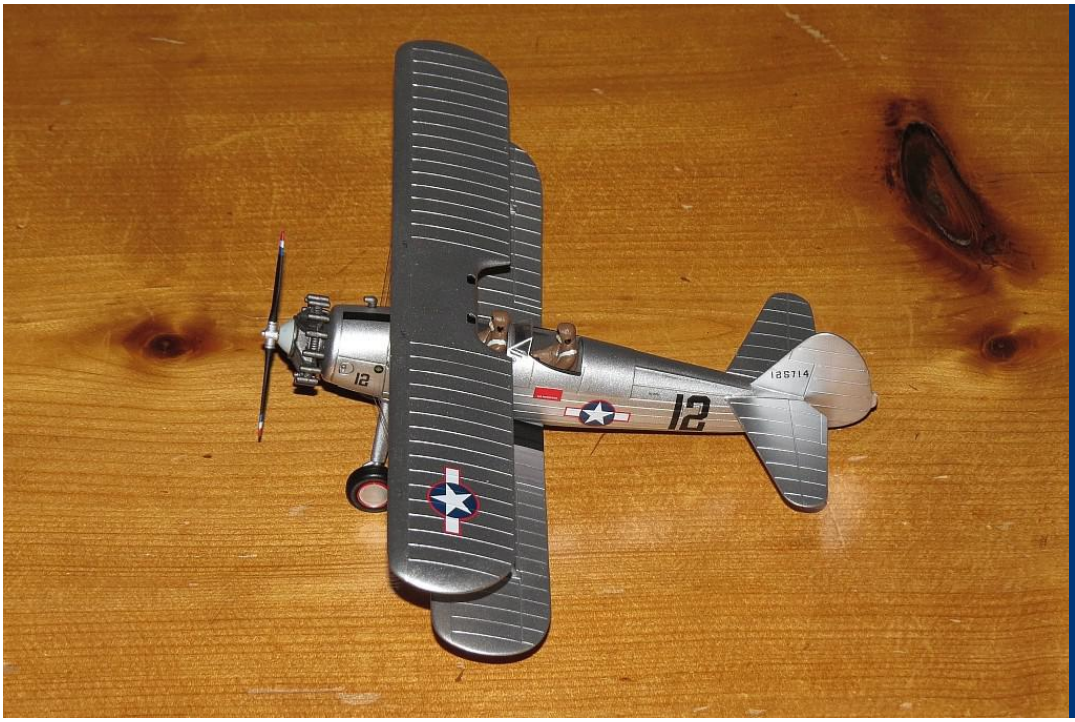
In service as a flight trainer, the Stearman earned a reputation for being challenging to fly for student pilots. This was beneficial as flight instructors could quickly evaluate student performance and move those out of flight training who were not progressing quickly. The Stearman's rugged construction was also able to withstand abusive handling at the hands of student pilots, such as ground loops and rough landings.

After the war, thousands of Stearmans were offered for sale as surplus. For many years, Stearmans were a common sight in the crop dusting and airshow industry. Many civilian operators elected to modify their Stearmans with a more powerful Pratt & Whitney R-985 Wasp Junior radial engine and a constant-speed propeller for improved performance and reliability. Today, the Stearman remains popular as a warbird and sport plane, with original examples commanding high prices on the warbird market.

Hobbymaster is a model manufacturer that produces models of aircraft, armored vehicles, and diorama accessories in several scales. Some of Hobbymaster's most popular products are their aircraft models that are part of their "Air Power Series" in both 1/72 and 1/48 scale. This Boeing PT-17 Stearman is part of their 1/48 scale "Air Power Series" lineup. The Stearman has been released in several color schemes over the years. This scheme, however, is significant, as it represents a PT-17 Stearman flown by the WASP (Women Airforce Service Pilots) at Avenger Field in Sweetwater, Texas, in 1943.

The WASP organization was created during World War II to recruit women to become trained pilots to fly in non-combat roles such as ferrying planes, flight instruction, flight testing, and flying anti-aircraft tow targets. The purpose of the organization was to free male pilots to fly in combat roles. Although many members of the military were involved in creating the WASP organization, WASP pilots were considered federal service employees and had no military standing or benefits.

The WASP program was created in 1943 by merging two separate organizations, the Women's Flight Training Detachment (WFTD) and the Women's Auxiliary Ferrying Squadron (WAFS). Recruits for the WASP program had to be 35 years old, in good health, and be at least 5 feet 2 inches tall. The women were also required to be licensed pilots with 500 hours of flight time. After being accepted into the WASP program, the women pilots had to complete the same military flight training that male pilots in the U.S. Army Air Corps did.



Hobbymaster's 1/48 scale Boeing PT-17 Stearman Kaydet model has some excellent features. The model has solid die-cast instruction with simulated fabric texture on the surfaces of the wings and fuselage. The model also includes two nicely painted pilot figures for the cockpits, and the cockpits have excellent details, with printed markings for the instruments and separate pieces for the seats and the control sticks.

Unfortunately, Hobbymaster's 1/48 scale Boeing PT-17 Stearman Kaydet model does have some shortcomings. The engine and tire details are simple for a model of this scale. Another shortcoming of this model is the overall shape is slightly inaccurate in relationship to the real aircraft.

Over 22,500 women applied for the WASP program, but only 1,074 completed the rigorous flight training program. Between 1942 and the end of the WASP program in 1944, the women members delivered over 12,000 aircraft to military bases throughout the United States. In addition to ferrying aircraft, the WASP flew cargo between bases, test-flew new aircraft, and flew aircraft towing targets for gunnery practice. Thirty-eight WASP members lost their lives in accidents during the war. After years of lobbying U.S. Government officials, WASP members were finally granted veteran status in 1977 for their service during World War II.

This Boeing PT-17 Stearman replicated by Hobbymaster represents PT-17 #41-25714. This model was released in 2012 and is Hobbymaster product number HA8104. This Stearman was assigned to the 318th AAF Training Detachment, 31st Flying Training Wing, based at Avenger Field in Sweetwater, Texas, in 1943. At Avenger Field, this Stearman was used by the WASP for flight training from 1943 to 1944. After spending time at another training facility, the Stearman was sold as surplus in 1945. In 1998, Andrew and Michael Porter bought the Stearman in rough condition. When researching its history, Michael Porter discovered that the Stearman was flown by the WASP and decided to restore the aircraft as it appeared during that time to honor the WASP and their history. It took Porter 10 years to locate all the parts needed to restore the Stearman to its original 1943-44 appearance. Since its restoration, Porter's Stearman has made numerous appearances at airshows and aviation events, where it has won several awards for the quality and authenticity of its restoration.

Hobbymaster's 1/48 Boeing Stearman Kaydet is the only pre-built, die-cast model of the iconic military trainer from World War II available on the market and has been produced in several paint schemes. As a fully assembled model, Hobbymaster's Stearman has many excellent qualities. The build of the model is solid, with die-cast metal being used for a majority of the parts on the model. The cockpits are one of the model's strong points as well, with pad-printed markings included for the instruments and the seats and the control sticks are present in each cockpit. Unlike some model manufacturers, Hobbymaster includes pilots with their models, and two pilot figures come with the Stearman. These pilot figures are molded in the sitting position and are nicely painted and sculpted. The pilot figures fit well in each of the cockpits in this Stearman model.

Another excellent element of this model is that Hobbymaster did a decent job replicating the fabric texture found on the surfaces of the actual aircraft. In addition to replicating the textured surfaces, Hobbymaster used fine gauge wire to replicate the bracing wires between the wings. These wires are fragile however, and can easily be detached if the model is mishandled. Finally, Hobbymaster did a fantastic job replicating the paint scheme on this Stearman model. The restored Stearman this model represents has been seen at several airshows and aviation events over the years and photographed for several articles in aviation magazines. The model's markings, stenciling, and colors perfectly match Michael Porter's restored PT-17 Stearman Kaydet.

Unfortunately, Hobbymaster's 1/48 scale Boeing Stearman has some areas that could be improved. For this model, Hobbymaster used the mold of the old Lindberg plastic model airplane kit of the Stearman as the basis for their die-cast model. Unfortunately, this kit is an older model and there are numerous minor inaccuracies with the overall shape compared with the real aircraft. These inaccuracies transferred into Hobbymaster's die-cast model when the mold was copied. Hobbymaster's Stearman also lacks some of the finer mold details found in other die-cast models in this price range, such as treaded tires and working control surfaces.

Another shortcoming of this model is the lack of engine detail. Although Hobbymaster did replicate some of the engine's details, such as the cooling fins and the push-rod on each cylinder, the engine details overall are simple on a model in this scale and price range. Adding more surface and paint detail to the engine would have greatly enhanced this model. Finally, since this PT-17 Stearman Kaydet was flown by the WASP, pilot figures that look more feminine in their facial details would have been a nice addition to this model.

The Hobbymaster 1/48 scale Boeing PT-17 Stearman Kaydet is a decent model of the iconic biplane that trained thousands of pilots during World War II. Although this model has some shortcomings, such as a slightly inaccurate shape and poor engine detail, the cockpit interior details, pilot figures, and the accurate paint scheme are all excellent. This particular model also represents a historic Stearman that has documented history as being an instructional aircraft used by the WASP during World War II. That detail alone makes this model a conversation piece and a great addition to any World War II model airplane collection.

When paired with some diorama accessories and vehicles in 1/48 scale, Hobbymaster's Boeing PT-17 Stearman Kaydet model looks fantastic on display in a small diorama. In this diorama, the intrepid WASP pilots are taking a break from flight training, and are sitting on some crates near a "Follow Me" Jeep used to assist aircraft with movements on an airfield. The "Follow Me" Jeep is part of Hobbymaster's 1/48 scale "Ground Power Series" of trucks and armored vehicles.

John Jenkins Designs Macchi M.5 mod Model

Released in 2022, the manufacturer's model of the World War I Italian flying boat fighter aircraft is painted in the colors of the machine flown by the first U.S. Navy pilot to win the Medal of Honor.

In 1/30 scale, John Jenkins Designs model of the Macchi M.5 mod flying boat fighter is large and features excellent details. Highlights of the model include a detailed engine and cockpit compartment, bracing wires, a simulated wooden propeller, authentic colors and markings, and a beaching trolley and wooden stands used to support the aircraft when it was on land.

The Macchi M.5 was one of several flying boat and seaplane designs employed as combat aircraft by the Allied and Central Powers during World War I. The Macchi M.5 was widely used by the Italians, and later the U.S. Navy and Marine Corps, as a fighter and convoy escort aircraft in the Adriatic theatres of operation. The M.5 was a successful flying boat fighter, having excellent maneuverability and a high top speed.

During World War I, airplanes became a new weapon in modern warfare. Initially used only for observation and reconnaissance of enemy troop movements, it wasn't long before airplanes began to be fitted with machine guns to engage enemy aircraft in combat. By the war's end, airplanes were designed and built for specific roles, such as fighters, bombers, reconnaissance, and ground attack machines. The evolution of aero engines during the war led to the building of aircraft that were larger, faster, could fly farther, and were more heavily armed.

In areas where large bodies of water were a primary geographic feature, float planes and flying boats were developed for combat operations. Float planes and flying boats were used to attack enemy ships and submarines, engage enemy aircraft, and perform reconnaissance missions. One of the finest flying boat and float plane designs of World War I was an Italian flying boat, the Macchi M.5.

The Macchi M.5 was similar to the earlier Macchi M.3, a single-seat, sesquiplane fighter flying boat. Designed by Macchi engineers Buzio and Calzavera, the M.5 had a single-step hull and an open cockpit forward of the wings. The aircraft was powered by a single Isotta Fraschini V.4B engine mounted in pusher configuration that developed 160 horsepower. The M.5 could reach a top speed of 117 miles per hour and had an endurance of 3 hours and 40 minutes. The M.5 carried a pair of forward-facing British .303 in Vickers machine guns in the nose as its armament. The M.5 entered service with the Italian Navy in the summer of 1917, and the aircraft was an instant success. Despite its size and configuration, the M.5 was very maneuverable and agile and could face land-based fighter aircraft on equal terms.

Late production Macchi M.5s were powered by a more powerful Isotta Fraschini V.6 engine that developed 260 horsepower and had revised wingtip floats. These changes improved the M.5s handling characteristics on the water and improved takeoff performance. These improved aircraft were designated the M.5 mod. By the war's end, 244 Macchi M.5s had been built, most by Nieuport-Macchi at Varese.

During World War I, five Royal Italian Navy squadrons operated the Macchi M.5 as a fighter and convoy escort aircraft. Some Italian M.5s were embarked on the Royal Italian Navy's seaplane carrier *Giuseppe Miraglia.* Near the end of the war, the M.5 was also operated by airmen from the U.S. Navy and U.S. Marine Corps, first as a trainer and then on combat operations. Twelve pilots from the Brazilian Navy were sent to Italy and were trained to fly the M.5, but the war ended before they could fly any combat operations. The Macchi M.5 was such an excellent airplane that some examples captured by Austro-Hungarian forces were put into service. After World War I ended, 65 M.5s were in service with the newly formed Regia Aeronautica (Italian Air Force), but they would all be scrapped by the mid-1920s.

This Macchi M.5 mod model is a 1/30 scale replica manufactured by the toy soldier company John Jenkins Designs. This model was released in late 2022 and is the latest new model in the company's "Knights of the Skies" product line of 1/30 scale World War I aircraft, vehicles, figures, and diorama accessories. The Macchi M.5 mod model joins a long list of famous World War I aircraft produced in miniature form by John Jenkins Designs, including the Albatros D.III, Sopwith F.1 Camel, Fokker D.VII, and Spad X.III. The model also joins some lesser-known aircraft included as part of the series, such as the Airco D.H.2 and the Roland C.IIa. The World War I aircraft replicated in the John Jenkins Designs "Knights of the Skies" series are made of mixed media materials such as resin, metal, and plastic and have features such as wire rigging, photo-etched parts, realistic weathering, and paint schemes representing some of World War I's most famous pilots.

The Macchi M.5 produced by John Jenkins Designs for the "Knights of the Skies" series is the M.5 mod aircraft "Black 33". This M.5 mod was flown by U.S. Navy pilot Ensign Charles Hammann from Porto Corsini in the Italian province of Ravenna in the summer of 1918 when he was flying with other U.S. Naval Service pilots as part of the 263a Squadriglia (263th Squadron).

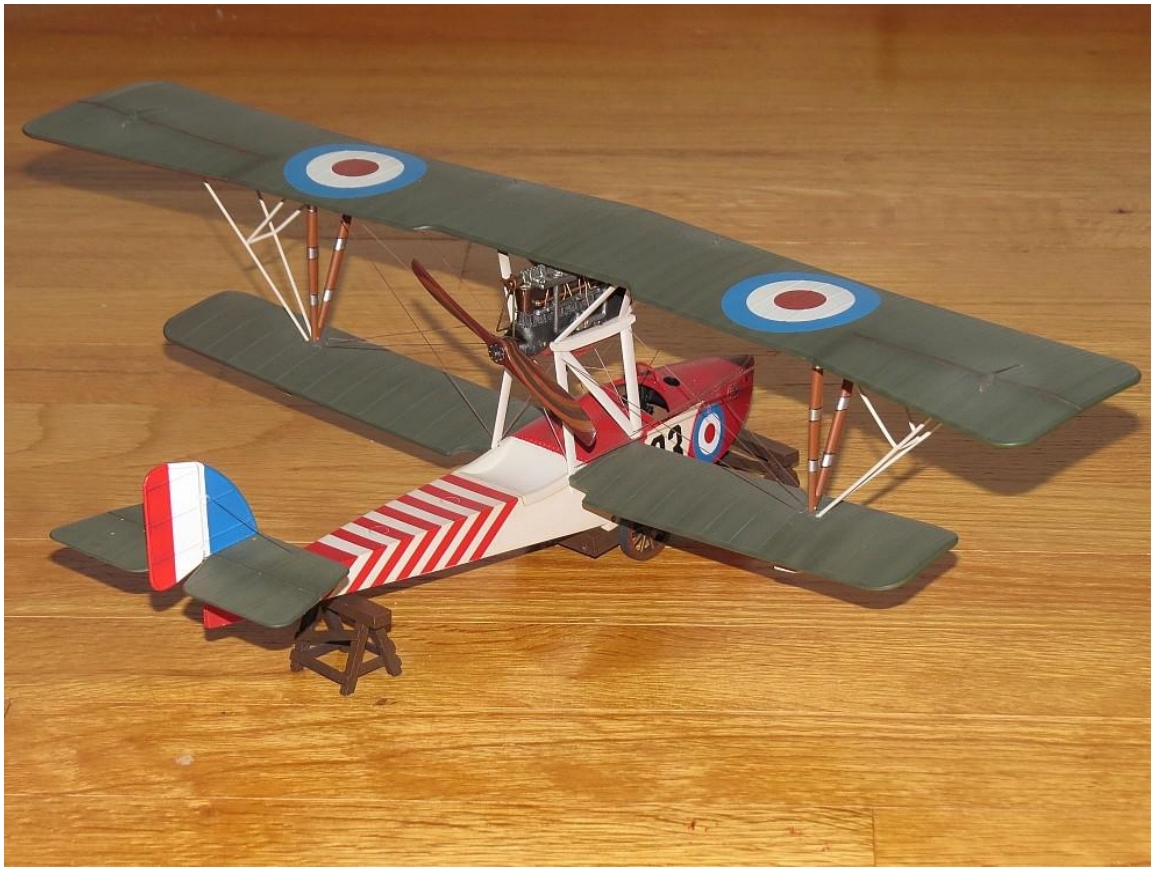
Since 2010, the John Jenkins Designs "Knights of the Skies" series of toy soldier miniatures has replicated World War I aircraft, vehicles, figurines, and diorama accessories in 1/30 scale. The World War I aircraft in the series are noted for their exceptional quality and detail. Pictured here are four earlier model aircraft in the "Knights of the Skies" series, British a Sopwith F.1 Camel, a German Albatros D.III, a French Spad S.XIII, and a German Fokker D.VII.

The John Jenkins Designs Macchi M.5 mod model is ready to display out of the box. The model is fully assembled and painted. Since the Macchi M.5 mod is a flying boat, the model comes with a beaching trolley and two small simulated wooden support stands. These pieces can be positioned under the hull when the model is displayed on a desk or bookshelf.

On August 21st, 1918, enlisted pilot Charles Hammann became the first U.S. Navy pilot to win the Medal of Honor while flying "Black 33". On this date, a Macchi M.8 reconnaissance aircraft flew a leaflet-dropping mission over Pola, a city on the shores of the Austro-Hungarian Empire. The M.8 was escorted by three Macchi M.5 fighters for protection. While the group of aircraft were flying over the Adriatic Sea, they were attacked by four land-based Austro-Hungarian Phönix fighter aircraft.

During the ensuing air battle, one of the Macchi M.5s was shot down by one of the Austro-Hungarian aircraft. The pilot of this M.5, Ensign George Ludlow, managed to ditch the airplane safely on the water's surface. With his fellow pilot's life at risk, Hammann landed his M.5 close to Ludlow and took him aboard. Hammann managed to get the overloaded Macchi M.5 airborne and return to base, despite being at constant risk from attack by Austrian fighter planes. When attempting to land at his base, Hammann crashed the dangerously loaded Macchi M.5, but both men survived the crash. For his bravery that day, Hammann was awarded the Medal of Honor. In October of 1918, Charles Hammann was commissioned as an Ensign. In 1919, Hammann was killed while on active duty in another airplane crash at Langley Field in Virginia.

The John Jenkins Designs Macchi M.5 mod is 1/30 scale and a large model, with a wingspan of over 15 inches and a length of around 11 inches. The model has John Jenkins Designs product code ACE-42 and has a suggested retail price of $388. The model is made of mixed media materials, including resin, plastic, and metal parts. Since the Macchi M.5 mod is a flying boat, the model comes with a beaching trolley and two smaller wooden stands to support the model for display on a desk or shelf. A hole in the bottom of the model allows the model to be displayed in flight using an optional display stand made by John Jenkins Designs. As with all John Jenkins Designs miniatures, the model comes in a sturdy box with foam padding to prevent any parts on the model from sustaining damage during shipping.



A view of the rear of the Macchi M.5 mod model by John Jenkins Designs shows off the model's attractive red and white color scheme and accurate markings. Another highlight of this model is the detailed engine, with individual plug wires, the crank starter, the radiator, and the wooden propeller wonderfully rendered in miniature form.

John Jenkins Designs did a fantastic job replicating the Macchi M.5 mod "Black 33" flown by Charles Hammann. The model is well-researched and has all the correct colors and markings. Illustrations of this aircraft appear in several credible World War I aircraft references, and the markings and colors match these illustrations. The Macchi's paint scheme will also add some color to any display of model airplanes. The model also has the correct shape of the real Macchi M.5 mod.

One of the highlights of this model is the exceptional detail of the engine and cockpit. John Jenkins Designs used photo-etched parts to accurately reproduce the Isotta Fraschini V.6 engine in miniature form. Details such as the engine plug wires, the radiator, and the hand used to start the engine are all present on the model. The cockpit of the M.5 mod is also nicely detailed, with a seat molded with a seat belt, detailed instruments, and a simulated headrest behind the pilot's seat.

Another highlight of this model is the reproduction of the bracing wires between the wings of the Macchi M.5. John Jenkins Designs faithfully added all the appropriate bracing wires to this model, using tinted wire that looks very authentic. Bracing wires are often a major challenge for model manufacturers to recreate successfully. John Jenkins Designs has done so to a high standard, using a wire that has an authentic look and is tight and sturdy throughout the model.

John Jenkins Designs also deserves some credit for finding a creative way for collectors to display the Macchi M.5 mod model. Because of the shape of the Macchi's hull, a collector cannot display the model balanced on a shelf without some kind of support. To display the model, John Jenkins Designs faithfully recreated a beaching trolley to display the Macchi M.5 mod with two smaller simulated wooden support structures. This trolley matches similar ones seen in pictures of Macchi M.5s sitting on docks and beaches in World War I. This trolley is sculpted to fit the Macchi's hull and provides solid support for the model to sit on while displayed on a shelf.

Finally, John Jenkins Designs deserves credit for offering a large-scale model of one of the lesser-known aircraft from World War I. In accounts of World War I aviation history, land-based aircraft such as the Fokker Dr. I Triplane and the Sopwith F.1 Camel often get all the fame and glory. In locations where water surfaces were numerous, seaplanes and flying boats were an important part of the conflict. This model of the Macchi M.5 mod by John Jenkins Designs offers collectors the opportunity to own a highly detailed, prebuilt model of one of World War I's best flying boats and one that was flown by a famous pilot in U.S. Navy aviation history.

Although an excellent model, the John Jenkins Designs Macchi M.5 mod model does have some minor shortcomings. There are some minor quality control issues throughout the model. Although the paint finish is overall excellent, there are several little scuffs throughout the model and minor paint overspray from the underside of the wings onto the leading edges. Fortunately, the scuffs are on the paint surface and are only visible in certain light conditions. The scuffs were probably caused by the foam the model is packed in for shipping rubbing against the model. On the model featured in the pictures for this article, one of the main wing struts was not glued into the lower wing from the factory and had to be glued in place, with care being taken not to break one of the delicate bracing wires in the process.

A second shortcoming of this model is that no pilot figure is offered to place in the cockpit. For earlier releases of the John Jenkins Designs "Knights of the Skies" series, pilot figures were offered that fit into the cockpits of the aircraft in the "series. These half-bust pilot figures have long been discontinued by John Jenkins Designs. Unfortunately, none of these earlier pilot figures offered by John Jenkins Designs fit in the cockpit of the Macchi M.5 mod model well. A few of these pilot figures can fit in the cockpit of the M.5 with some modification, but a dedicated pilot figure for this model that would fit in the cockpit properly would be an excellent addition and add some realism to the model.

John Jenkins Designs deserves credit for producing models in prebuilt form of lesser-known World War I aircraft, such as the Macchi M.5 mod. The model of Macchi M.5 mod is pictured next to the John Jenkins Designs German LFG Roland C.IIa model, another lesser-known aircraft from World War I. The models pictured together also illustrate how large the Macchi M.5 mod was for the time, as it has a longer wingspan than the two-seat LFG Roland C.IIa

Finally, although the beaching trolley and wooden stand pieces are an excellent way to display the Macchi M.5 mod on a shelf or desk, it would be nice if John Jenkins Designs had designed a way they could lock into the hull of the model. Any time you move the model, you have to reposition it on these pieces. When a pilot figure is added to the cockpit of the Macchi M.5 mod, the model also becomes nose-heavy. If the beaching trolley and wooden stands are not positioned just right, the model tends to slip off the trolley and the wooden stands and land nose first on the display surface. This can cause damage to the paint or the model itself over time if it happens frequently.

The large size and impressive detail of the Macchi M.5 mod model from John Jenkins Designs make it an ideal piece to display in a diorama. Since the M.5 mod is a flying boat, an excellent way to display it is on a base similar to a seaplane ramp. Fortunately, Thomas Gunn Miniatures makes just such a base. This base is made of high-quality foam board, and has a printed surface that shows a seaplane ramp with water. This display base is perfect for someone who does not want to try to use hobby materials and paints to make water, which can be difficult for inexperienced modelers to replicate realistically. These bases come in a variety of realistic surfaces and are easy to cut for smaller-sized dioramas.

For additional realism, the some additional figures from the John Jenkins Designs "Knights of the Skies" series were added to the diorama. These figures included two Allied ground crewmen sculpted in sitting positions and a German pilot that can be posed with a wooden ladder or using the ladder to climb into the cockpit of an airplane. The pants of the German pilot figure were repainted so his uniform resembled an Allied pilot. These figures were chosen because they do not have the standard simulated grass base that most John Jenkins Designs "Knight of the Skies" series figures have, as that base would not work well on a seaplane ramp display base. Unfortunately, the poses of these figures limit their use in the diorama.

Another view of the John Jenkins Designs Macchi M.5 mod model. One of the shortcomings of the model is the beaching trolley and wooden stands used to display the model. Although these pieces hold the model well, there is no way to lock them onto the model, and they can easily moved if they or the model is bumped. This can cause the model to slip off these display pieces and land on a desk or shelf, damaging the paint on the lower hull.

The John Jenkins Designs Macchi M.5 mod model looks terrific in a diorama with scale figures and accessories. In this diorama scene, two ground crewmen are preparing the M.5 mod for its next mission with a variety of tools and equipment while the pilot straps into the cockpit. Another pilot stands by, watching the mechanics do their work. A realistic seaplane ramp display base adds to the realism of the diorama.

The Macchi M.5 mod diorama would not be complete without supplies and equipment. The toolboxes, oil cart, folded ladder, gas cans, and drum were all pieces offered in ground crew figure sets from the John Jenkins Designs "Knights in the Skies" series. Additionally, some wooden crates from Thomas Gunn Miniatures provide seats for the sitting ground crew figures. The diorama sets from Thomas Gunn Miniatures are an excellent source of extra accessories for toy soldier or model displays, and fit a wide range of historical time periods.

Finally, the diorama would not be complete without a pilot in the cockpit of the Macchi M.5 mod. As stated earlier in the article, the John Jenkins Designs pilot bust figures for the "Knights In The Skies" series do not fit well in the cockpit of the Macchi M.5 mod model. This figure has a small piece of an adhesive felt pad added to the bottom of his bust for added height in the cockpit. The pose of this figure is also appropriate, as the pilot is getting ready to put on his goggles for flight.

For a professional appearance, the diorama is installed in a wooden picture frame. The final result is the John Jenkins Designs Macchi M.5 mod flying boat model on a seaplane ramp being prepared for the next mission, with some ground crew making final adjustments to the aircraft and getting ready to push the airplane into the water. In a realistic diorama scene, the Macchi M.5 mod and its striking color scheme stand out in a model aircraft collection.

The Macchi M.5 mod by John Jenkins Designs is an excellent addition to the "Knights of the Skies" series of World War I aircraft, vehicles, and figures manufactured by the company. It is also an excellent model of one of the lesser-known aircraft of World War I that any enthusiast would enjoy displaying in a collection of World War I aircraft models. The Macchi M.5 mod is also an incredible diorama piece, and when displayed with some appropriate figures and accessories, appears as if it is on a seaplane ramp on an Italian shoreline, being readied for Charles Hammann to fly the mission that made him part of U.S. Navy and aviation history in August 1918.

Extra 260

The Extra 260 aerobatic aircraft that helped Patty Wagstaff win the 1991 and 1992 U.S. National Aerobatic Championships hangs as if were flying inverted in the West End of the National Air and Space Museum's flagship building on the National Mall in Washington D.C. Wagstaff is one of the most decorated aerobatic pilots in the world, having won numerous medals, awards, and trophies during years of flying competition aerobatics.

The Extra 260 is a one-of-a-kind aerobatic aircraft created by German aerobatic competitor Walter Extra. In addition to being a prominent aerobatic pilot, Extra became one of the world's top designers and builders of aircraft designed for aerobatic competition. The Extra 260 is famous for its beauty, maneuverability, and high performance. In 1991, Patty Wagstaff won the United States National Aerobatic Championship. Flying the Extra 260, Wagstaff became the first woman to win the title since the men's and women's competitions were merged in 1972. Wagstaff successfully defended her title with the Extra 260 in 1992 and again in 1993, this time flying an Extra 300S.

Walter Extra began dreaming of his vision for the Extra 260 when he participated in the World Aerobatic Championships in 1982, flying a Pitts Special biplane. During the competition, he realized aerobatic aircraft of biplane configuration had limitations compared to monoplane designs. Monoplane aircraft such as the Stephen Akro, built by Clayton Stephens, and the Laser 200, built by seven-time U.S. National Aerobatic Champion Leo Loudenslager, were more powerful and maneuverable. Extra decided he wanted to build his own monoplane aerobatic aircraft.

The first monoplane aircraft developed by Walter Extra was the Extra 230, completed in 1983. Walter Extra flew the Extra 230 in world competition in 1984. Designed for maximum strength but minimum weight, the Extra 230 had superb handling and performance characteristics. The Extra 230 also had a fully symmetrical wing and provided a good starting point for gaining acceptance with pilots flying in the highest levels of aerobatic competition.

Extra soon decided to improve his Extra 230 and develop a high-performance version of the airplane. The Extra 260 was first flown in 1986 and had a roll rate of 360 degrees per second and could climb 4,000 feet per minute. In 1990, the Extra 260 was purchased by Patty Wagstaff for use in aerobatic competitions and airshows. Walter Extra built three other aircraft based on the Extra 230 design, but they differed significantly and are referred to as "320s".

The Extra 260 was a blend of traditional and high-technology construction. The fuselage is steel-tube construction, while the wings are made of Polish pine box spar and solid ribs and covered in birch plywood. Both the fuselage and the wings are covered with Ceconite fabric. These are standard construction materials used in many light aircraft. In contrast to these materials, the Extra 260's horizontal and vertical tail surfaces were made of modern composite materials. In addition, the wing of the Extra 260 featured an almost full-length aileron made of carbon fiber. The blend of old and new construction methods in the Extra 260 successfully created an aircraft with a sturdy but lightweight structure.

The airfoil of the Extra 260 is symmetrical and mounted with a zero angle of incidence to provide equal performance in both level and inverted flight. This advanced wing was designed to provide lateral instability. This instability gives the Extra 260 more maneuverability and a faster response to the pilot's touch. The design of the wing also gave the Extra 260 a rapid roll and climb rate. Each wingtip has a sighting device to aid the pilot in performing precise aerobatic maneuvers.

Walter Extra chose a Textron Lycoming AEIO-540-D4A5 engine to power the Extra 260. This powerplant was a highly modified version of the standard 540 high-performance, six-cylinder engine manufactured by Lycoming and used in many other general aviation aircraft. In its modified form, this engine helped the Extra 260 perform many complex maneuvers, such as multiple vertical snap rolls and knife-edge flight. In addition to the Extra 260, this engine has been used to power many other U.S. and European-built aerobatic aircraft.

The engine was modified by Barrett Performance Aircraft Inc. in Tulsa, Oklahoma. The company made extensive changes to the engine to increase its power and provide the strength needed to withstand the stress and strain of aerobatic flight. The engine modifications included increasing the compression ratio, modifying the cylinders to increase intake airflow and match the airflow in all cylinders, superior uniformity among parts, using a cold air induction system, dynamically balancing the rotating assembly, and strengthening components.

These modifications were necessary as Patty Wagstaff ran the engine continuously at or above "red line" levels during airshow performances and aerobatic competitions. The engine was paired with an MT 4-blade composite propeller.

Patty Wagstaff's love of aviation began at age 10 when her father let her take the controls of the DC-6 he was flying for Japan Airlines. In 1978, Wagstaff moved to Alaska and began taking flying lessons to start her career as a pilot. Wagstaff received her pilot's license in 1979, learning to fly on a Cessna 185 on floats. After earning her single and multi-engine land, single-engine sea, and commercial and instrument ratings, Wagstaff became a Certified Flight and Instrument instructor. Wagstaff has also earned her commercial rotorcraft rating and is type-rated in multiple aircraft ranging from World War II fighters to jets. Wagstaff's sister, Toni, is also a pilot and flies for United Airlines.

In 1983, Wagstaff began aerobatic instruction and quickly moved into competition flying. In just two years, Wagstaff advanced to the Unlimited category of competition aerobatics. In 1985, she qualified for the U.S. National Aerobatic Team for the first time.

Patty Wagstaff competed in international and national aerobatic competitions until 1996. She was the top U.S. medal winner for several years, earning gold, silver, and bronze metals in international aerobatic competitions. Wagstaff had the unique opportunity to travel to the Soviet Union and train with the Russian Aerobatic Team. Patty Wagstaff competed in and won three U.S. National Aerobatic Championships in 1991, 1992, and 1993, being the first woman to win that competition since the men's and women's competition was combined. In 1993, Wagstaff was the International Aerobatic Club Champion. From 1988 to 1994, she won the prestigious Betty Skelton "First Lady of Aerobatics" Award six times in a row. In 1996, the final year of Wagstaff flying competition aerobatics, she was the top-scoring U.S. pilot at the World Aerobatic Championships. That year, Wagstaff was also the first person to win the Charlie Hillard Trophy, awarded to the top-scoring pilot at the World Aerobatic Championships.

In 1997, Patty Wagstaff began receiving the first of many Hall of Fame inductions, being inducted into the Arizona Aviation Hall of Fame and the International Women's Aviation Hall of Fame. In 1998, she won the coveted Bill Barber Award for Showmanship. In 2001, Patty Wagstaff traveled to Kenya to train pilots for the Kenya Wildlife Service. In 2002, she won the Katherine and Marjorie Stinson Award, and in 2004, inducted into the National Aviation Hall of Fame. Wagstaff was also inducted into the International Council of Airshows Foundation Hall of Fame in 2006 and the International Air and Space Hall of Fame in 2007.

Patty Wagstaff is now based in Saint Augustine, Florida, and runs her own company, Patty Wagstaff Aviation Safety, LLC. The company trains pilots from all over the world in aerobatics, airmanship, and upset training. Wagstaff still flies a limited number of airshows and stays active in the aviation industry as a consultant, writer, flight instructor, and stunt pilot for films. She has also flown an OV-10 Bronco as a seasonal aerial firefighter director in California. Wagstaff is also an emeritus board member of the Smithsonian Institution, National Air and Space Museum.

After winning her second U.S. National Aerobatic Championship, Patty Wagstaff retired the Extra 260 in 1993 and ordered Walter Extra's latest aerobatic airplane, the Extra 300S. The Extra 260, along with Patty Wagstaff's flight suit, was donated to the National Air and Space Museum in 1993 by Katherine Hall Wagstaff in memory of her late husband, Robert W. Wagstaff.

The Extra 260 went on display in the National Air and Space Museum's National Mall flagship building in 1994, close to the Lockheed 5B Vega flown by Amelia Earhart when she flew solo across the Atlantic in 1932. Later, the Extra 260 was moved to a display location hanging from the ceiling as if it were flying inverted. During the recent renovation of the National Air and Space Museum location on the National Mall, the Extra 260 was moved again. It now hangs in an inverted display at the West End of the building next to a Northrop T-38A Talon flown by Jacqueline Cochran in 1961 to set eight world records for speed, distance, and altitude.

Boeing 717-200 (1999)

The Boeing 717 is a twin-engine, single-aisle, narrow-body commercial airliner designed by McDonnell Douglas and built by Boeing after the company merged with McDonnell Douglas in 1997. The airliner was developed and marketed by McDonnell Douglas in the early 1990s as the MD-95, a smaller, 100-seat derivative of their MD-80 commercial airliner. The MD-95 was also developed as a more modern and efficient replacement for the company's smaller DC-9, introduced in the early 1960s and out of production since 1982. After the McDonnell Douglas merger with Boeing in 1997, the MD-95 entered service in 1999 as the Boeing 717 with AirTran Airways. Production of the 717 ended in May 2006 after 155 aircraft were delivered. Today, 103 Boeing 717s remain in service, with Delta Air Lines being the type's largest operator.

Boeing 717-200

Crew: 5 (Pilot, Co-pilot, Flight Attendants (x3))

Passenger Capacity: 108 to 128 passengers

Length: 124 ft

Height: 29 ft 8 in

Wingspan: 93 ft 4 in

Wing Area: 1001 sq ft

Powerplant: Rolls-Royce BR715A1-30 (Basic) or BR715C1-30 (High Gross Weight) turbofan (x2)

Range: 1,435 nmi (Basic), 2,060 nmi (High Gross Weight)

Cruise Speed: 511 mph

Maximum Speed: 538 mph

Empty/Maximum Takeoff Weights: 67,500 lb/110,000 lb (Basic), 68,500 lb/121,000 lb (High Gross Weight)

Service Ceiling: 37,000 ft

Narrow-body Workhorse

Cockpit

The 717 has a glass cockpit for the crew of two that incorporates six interchangeable LCD displays and advanced computers from Honeywell. The Advanced Common Flightdeck design was shared with the McDonnell Douglas MD-10 and MD-11 aircraft. The flight deck featured an Electronic Instrument System, a dual Flight Management System, a Central Fault Display System, and a Global Positioning System. An automatic landing capability for bad weather operations is available as an option. The 717's fly-by-wire mechanical flight control suite was designed by Parker Hannifin/MPC Products and replaced the cumbersome rigging used in the earlier McDonnell Douglas MD-80/MD-90 aircraft.

Passenger Cabin

The Boeing 717's passenger cabin has a seating configuration of a 2+3 layout with a single aisle. The maximum passenger capacity for a 717 is 134 passengers. Most operators of the 717 have a cabin that holds between 110 and 130 passengers in either a single, two, or three-class seating layout. Overhead storage bins are larger on the 717 than on regional airliners operating the same routes. The 717 has lavatories in the front and rear of the passenger cabin. The galley is located in the front of the passenger cabin. Most Boeing 717s remaining in service have had updated interiors installed by their operators for increased passenger comfort.

Engines

The Boeing 717 is powered by a pair of Rolls-Royce BR715 high-bypass turbofan engines located at the tail of the aircraft and mounted on pylons similar in design to those used on the McDonnell Douglas MD-90. These engines are completely controlled by an electronic engine system (Full Authority Digital Engine Control-FADEC) developed by BAE Systems. This system improves the controllability and efficiency of the engines and optimizes their operation. In service, the BR715 engines have proven to be reliable and cheap to maintain for operators.

Variants

Boeing built the 717-200 in two variants, a Basic and a High Gross Weight variant. The High Gross Weight variant used slightly more powerful engines and had extra fuel tanks installed in the cargo bay for increased range. The trade-off is that the High Gross Weight variant of the 717 has slightly less room for passenger baggage in the cargo bay.

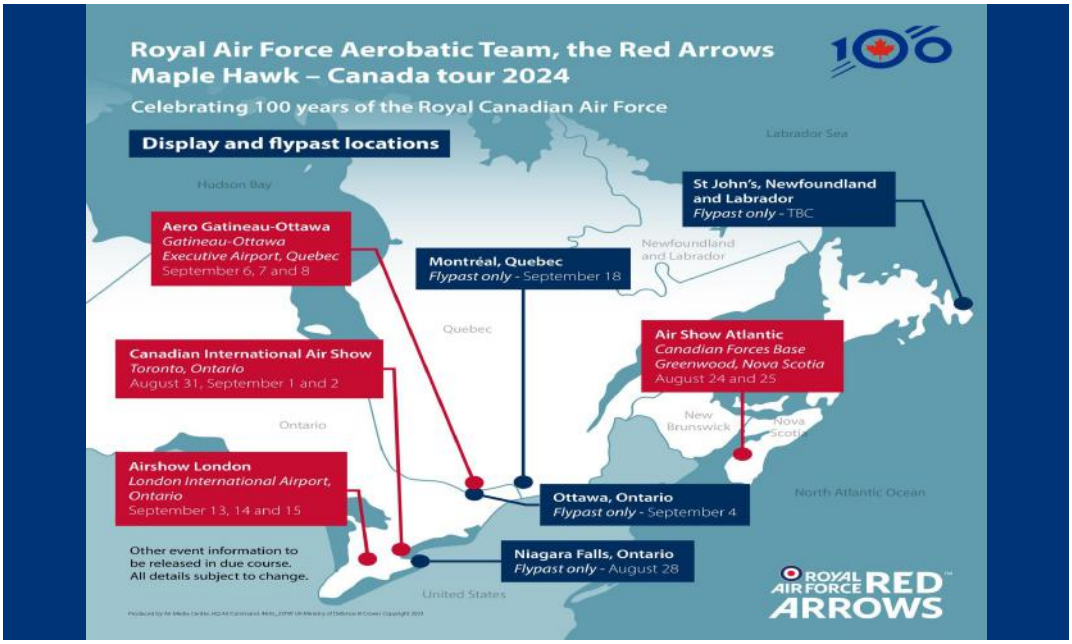
Delta Air Lines

Currently, Delta Air Lines is the largest operator of the Boeing 717, with 88 of the type in service. Delta signed a long-term lease deal with Southwest Airlines to operate the Boeing 717s formerly operated by AirTran Airways when that airline merged with Southwest Airlines. Southwest Airlines did not want to operate the 717 in addition to its Boeing 737 fleet and pay for the parts and maintenance of an additional aircraft type. Delta Air Lines also acquired five 717s from European operator Blue 1 when that airline retired the type from its fleet. Delta Air Lines bases almost its entire 717 fleet out of its hub in Atlanta and primarily operates the type on short-haul routes to cities in the Southeast, Midwest, Mid-Atlantic, and Northeast regions of the United States. With air travel returning to pre-pandemic levels, Delta Air Lines may keep their Boeing 717 fleet in service until the end of this decade.

Customer Appeal

In recent years, the Boeing 717 has operated on short-haul routes typically dominated by smaller regional jets. The Boeing 717's comfortable 3+2 seating arrangement, larger overhead cargo bins, and faster and smoother flight characteristics earn it high marks for customer satisfaction. Some airlines, such as Delta Air Lines and Hawaiian Airlines, have upgraded the interiors of their 717 fleet and installed WIFI in the passenger cabin to provide an even more comfortable and engaging passenger experience. The Boeing 717 also has an excellent safety record, as the type has never been involved in a fatal accident in 25 years of service.

Red Arrows To Visit Canada In 2024



The Royal Air Force Aerobatic Team, the Red Arrows, will visit Canada in August and September for a five-week tour called Maple Hawk 24. The visit to Canada is to help commemorate the 100th Anniversary of the Royal Canadian Air Force. Maple Hawk 24 will have the Red Arrows visiting Canadian airshows and performing flypasts of Canadian cities and landmarks. (Map and Photos Courtesy of the Royal Air Force/The Royal Air Force Aerobatic Team, the Red Arrows)

The Royal Air Force recently announced through their official social media channels that the Royal Air Force Aerobatic Team, the Red Arrows, will visit Canada in late August and early September to perform in several airshows. The visit, known officially as Maple Hawk 24, will be a five-week tour featuring airshow performances, colorful flypasts, and ground engagements to mark the 100th Anniversary of the Royal Canadian Air Force. The 2024 display season is also the 60th Diamond Season for the Royal Air Force Red Arrows.

The Red Arrows, officially known as the Royal Air Force Aerobatic Team, are the aerobatic display team of the Royal Air Force and are based at RAF Waddington. The team was formed in mid-1964 as a replacement for several unofficial display teams formed by individual RAF commands. The Red Arrows are a prominent part of British culture, and their aerobatic displays and special flypasts are a fixture of British summer events. Since their creation, the Red Arrows have performed over 4,800 displays in 57 countries worldwide and are known for their use of colored smoke, representing the colors of the British flag, and their "Diamond Nine" formation, in which all nine Hawk aircraft flown by the team fly in a tight diamond formation. The team consists of nine formation pilots flying the BAE Hawk T.1A advanced jet trainer, an aircraft the Red Arrows have flown since 1979.

The Red Arrows plan to make flypasts of several Canadian cities and landmarks during their Maple Hawk 24 tour of Canada. The first flypast planned by the Red Arrows will be of Niagara Falls (August 28). The team has also planned flypasts of Ottawa, Ontario (September 5) and Montreal, Quebec (September 18). A flypast of St. John's, Newfoundland, and Labrador is in the planning stages, but the date for that flypast has yet to be confirmed.

During their five-week Maple Hawk 24 visit to Canada, the Red Arrows will perform at several Canadian airshows. The first scheduled airshow visit for the Red Arrows will be at Airshow Atlantic at Canadian Forces Base Greenwood, Nova Scotia (August 24-25). The Red Arrows will then travel to Toronto, Ontario, and be part of the Canadian International Airshow (August 31, September 1-2). Following the Canadian International Airshow, the Red Arrows will travel to the Gatineau-Ottawa Executive Airport in Gatineau, Quebec, for the Aero Gatineau-Ottawa Airshow (September 6, 7-8). Maple Hawk 24 will conclude when the Red Arrows visit the London International Airport in London, Ontario, for displays at Airshow London (September 13-14).


ROYAL AIR FORCE

Distelfink Airlines

Est. 2013

ABOUT DISTELFINK AIRLINES

My late grandfather, John Brey, and I at the 2007 Geneseo Airshow. This was one of the few times that we had our photo taken together at an airshow.

The story of "Distelfink Airlines" begins in the early 1990s when my late grandfather, John Brey, began building and flying remote control model aircraft in his retirement. He enjoyed the hobby and quickly amassed a large fleet of model airplanes, which filled his garage and woodworking shop. He gave a name to his fleet of aircraft, "Distelfink Airlines". For the symbol of his fleet, he chose the Pennsylvania Dutch/German hex sign featuring the "Distelfink", a colorful bird that is a symbol of good luck and happiness. This hex sign and symbol is very common on Pennsylvania Dutch/German barns in Eastern Pennsylvania and is an important part of our local culture. He had custom "Distelfink" decals made for all his airplanes and had T-shirts made with "Distelfink Airlines" printed on them. It wasn't long before curious people began asking about "Distelfink Airlines" and what it was. My grandfather told anyone who asked that "Distelfink Airlines" was a new startup airline that was going to be offering service between the Lehigh Valley International Airport and Philadelphia International Airport with more routes to come soon.

In addition to flying his model airplanes, my grandfather enjoyed attending airshows and we traveled to airshows together for almost 20 years. He also enjoyed local aviation history and was particularly fascinated by the history of the Consolidated TBY Sea Wolf, a torpedo bomber that was built locally in Allentown, Pennsylvania during World War II. He also remembered when famous aviator Amelia Earhart visited the Lehigh Valley in the early 1930s to raise funds for her failed attempt to become the first woman to fly around the world.

Established in 2013 in memory of my grandfather, "Distelfink Airlines" is an online aviation newsletter that carries on a tradition of sharing a love for aviation that my grandfather shared with me. This newsletter features photographs and writings on a variety of aviation topics. The logo that was chosen for "Distelfink Airlines" is the hex sign that my grandfather chose for his fleet of remote control model aircraft many years ago. This proud symbol of local Pennsylvania Dutch/German culture is joined by a pair of Consolidated TBY Sea Wolf torpedo bombers, the aircraft that was built locally in Allentown during World War II and is such an important part of our local aviation history. Thank you for reading "Distelfink Airlines" and sharing in the passion for aviation that my grandfather shared with me.