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JUNE 2005



A flying display of the Planes of Fame's P-47G Thunderbolt will highlight the "Victory over Europe" event planned for May 7, 2005.

PHOTO COURTESY OF PLANES OF FAME

WARBIRD EVENT AT CHINO

FEATURING "VICTORY OVER EUROPE" as the theme of its monthly special event at the Chino Airport on May 7, 2005, The Air Museum Planes of Fame will host a seminar on the WW II air war in Europe that made victory over the Axis forces possible. The event will begin at 10 a.m. and end with a demonstration flight by the Planes of Fame's Republic P-47G Thunderbolt—an Army Air Force fighter that fought in Europe.

Staffed primarily by a core of dedicated volunteers, The Planes of Fame supports its operations with admission fees, donations and proceeds from the use of its aircraft. One of the benefits of being a member is that you can actually experience the thrill of backseat orientation flights in a genuine warbird. At each month's special event, members—including last-minute sign-ups—have a chance to win a backseat orientation flight in a warbird.

The Air Museum Planes of Fame is open to the public every day except Christmas and Thanksgiving from 9 a.m. until 5 p.m. For more information, call (909) 597-3722, or visit the museum's website at www.planesoffame.org.

Boneyard at Techatticup

FOR YEARS, THERE HAVE BEEN stories of a little-known WW II aircraft boneyard at an old gold mine near Las Vegas. Imagining B-17s and B-29s, and with only vague, third-party directions to the site, I decided to find it. On a dead-end road in Eldorado Canyon, 50 miles southeast of Vegas, a Grumman OV-1 Mohawk rests on its nose in a mound of dirt. This was an obvious clue that I had hit the jackpot.

Just past the old mine and ghost town of Techatticup, there is, indeed, a field of aircraft. They are not WW II aircraft but 1950s T-28 Trojans. There are more than 50 Navy Trojans and a few in Marines and Air Force markings.

A Nevada enthusiast bought the derelict fleet in Mississippi from military disposal and moved it here. In the 1970s, damaged T-28s accumulated when Thai and Vietnamese pilots trained at Keesler Air Force Base. The cadets damaged many aircraft, and that prompted the transfer of more powerful T-28C Navy models to the Air Force.

Some T-28s in the boneyard have been scrapped, but most were disassembled (many with serviceable stored parts). The airframes are being rebuilt and offered as kits for those who are fortunate enough to have the funds to own a 350mph vintage trainer. It is estimated that 20 complete aircraft can be built from the airframes on hand.

—Patrick Dean



The Techatticup, Nevada, T-28 boneyard has quite a few warbird treasures. There are more than 50 airframes here.

World's Largest Jetliner

ON JANUARY 18, 2005, the Airbus A380 Superjumbo jetliner was officially shown for the first time during a ceremony at the Jean-Luc Lagardere Final Assembly Line hall in Toulouse, France. The huge, double-deck, four-aisle airliner will seat 555 passengers (30 percent more than a Boeing 747-400); the A380F

freighter version will carry 335,000 pounds (151,953.6 kilograms) of cargo on three decks.

At presstime, Airbus has 14 A380 customers and 149 firm announced orders plus the United Parcel Service's order for 10 A380 freighter types. If the 14 customers exercise their options to buy additional planes, sales already top 200. The first A380 was scheduled to make its first flight sometime before March 31, 2005, and is scheduled to enter service in spring 2006; the A380F will be ready in 2008.

The A380 will be able to fly 9,320 miles (15,000 kilometers) nonstop and travel between Europe and Asia. Airbus hopes to sell 750 during the next 20 years. The price? Currently, \$280 million.

—Steve Pace



With its fresh paint, the first Airbus A380 was shown in France in January 2005.

PHOTO COURTESY OF AIRBUS