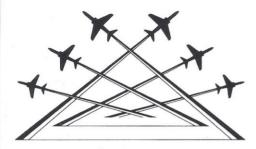


1987



Pennsylvania International
AIR SHOW

Celebrating the



Benefit:
The Arthritis Foundation

SCHEDULE OF EVENTS

SATURDAY, SEPTEMBER 5 & SUNDAY, SEPTEMBER 6

- **★** OPENING CEREMONIES
- ★ Flag Jump
- ★ Leo Loudenslager Laser 200
- ★ U.S. Army Golden Knights Parachute Team
- ★ USMC AV-8 "Harrier" Flight Demonstration
- ★ Manfred Radius Sailplane Aerobatics
- ★ U.S. Air Force A-10 "Thunderbolt" Flight Demonstration
- ★ Bob Herendeen Pitts Special
- ★ U.S. Navy "Blue Angels" Flight Demonstration Squadron 6 F/A — 18

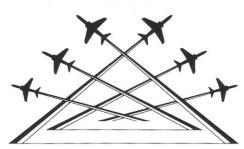
Sequence of events may vary in order to accommodate scheduled air carrier operations.

Military participation is contingent upon preparedness requirements of the moment.



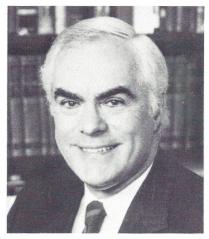


1987

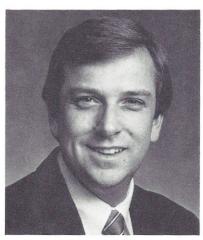


Pennsylvania International

AIR SHOW



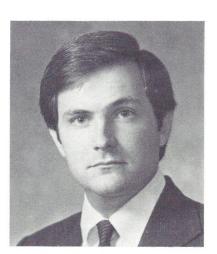
Robert P. Casey, Governor



Mark S. Singel
Lieutenant Governor



Howard Yerusalim Secretary of Transportation



Bradley L. Mallory
Deputy Secretary
State and Local Transportation

Charles H. Hostetter
Director,
Bureau of Aviation

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Pennsylvania International Air Show, Inc.

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David L. Frey President Stanley E. Crum, Jr. *Vice President*

Dan E. Smith Secretary and Treasurer

A non-profit organization, the Pennsylvania International Air Show is designed to be self-sustaining. Drawing upon support from all segments of the community, both public and private, thanks to the help and hard work of hundreds of volunteers, the Pennsylvania International Air Show will enrich our community by donating profits to local charities.

AIR SHOW RECOGNITIONS

Steering Committee —

David L. Frey, President, Pennsylvania International Air Show; Patti Strait, Productions Director, Pennsylvania International Air Show; Mary Rutkosky, Productions Assistant; Dennis Hamsher, Bureau of Aviation; Al Mummart, Harrisburg International Airport Operations; John Gill, Chief, Harrisburg International Airport Police; Rick Hamm, Air Show Security; Darrell Westby, Civil Air Patrol; Ray E. Byers, Harrisburg International Control Tower; Charles H. Hostetter, Director, Bureau of Aviation; Linda Snyder, Harrisburg International Airport Administration; Mark J. Stambaugh, Stambaugh Air Service; Gerald Greenberg, Airline Operation Coordinator; Chief Richard Malewitz, Lower Swatara Police Department; Linda Knisely, Bureau of Aviation.

Operations Committee —

Mona L. Boyer, Mary E. Myers, Sally Shafer, Tammi Dunkleberger, Denise Metzger, Linda Cromley, Nancy Crum, Michael Benedict, Robert Cromley, Stanley E. Crum, Jr., Ken Shafer, Darrell Dunkleberger, Carl E. Steffon, Jack Lorah, Nancy Shick.

The Pennsylvania International Air Show gratefully recognizes the assistance of the following individuals in the production of the 1987 show:

Lou Beamer, Clark Aviation; Keith Horton, International Fueling Company; John Ewell, Department of Transportation, Photogrammetry Section; Ronald E. Fritz, Executive Director, Arthritis Foundation, Central Pennsylvania Chapter; Gregory Haines, Director of Development, Arthritis Foundation, Central Pennsylvania Chapter; Bernard Geier, Consultant; Robert Lang, Stambaugh Air Service, Inc.; Charles B. "Bud" Manton, FAA Harrisburg; Larry Randall Rutt, Consultant; James R. Taylor, Lycoming Air Services, Inc.; Ed Vey, Dauphin Trust; Captain Gordon Krauss, United States Navy Reserves.

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GREETINGS:

As Governor of the Commonwealth of Pennsylvania, I am pleased to extend warm regards to those attending the fourth annual Pennsylvania International Air Show.

Since the early days of aviation and the historic flight of the Wright Brothers, aviation has captivated millions of people. Pennsylvania is proud to host the Pennsylvania International Air Show which is an exciting opportunity for citizens of all ages to witness the impressive power of these aircraft and the extraordinary talent of their pilots.

Best wishes for an enjoyable and successful show.

Robert P. Casey

Governor

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The Pennsylvania International Air Show Welcomes

GRAND MARSHALL

REAR ADMIRAL EDWIN R. KOHN, JR., U.S. NAVY

The 1987 Pennsylvania International Air Show is proud to welcome a native son as Grand Marshall for the 5th Annual Show.

Rear Admiral Edwin R. Kohn, Jr., is a native of Smethport. Rear Admiral Kohn is a graduate of the Pennsylvania State University. He was commissioned an Ensign in the Navy in January, 1955.

After attending flight training, his first assignment was with Attack Squadron 95 aboard the USS Ticonderoga. He has served tours of duty as Assistant Combat Informa-

tion Center Officer and Assistant Operations Officer aboard the aircraft carrier USS Hancock; and with Attack Squadron 55 aboard the USS Ranger and the USS Constellation with combat cruises off Vietnam.

Later, Kohn was assigned as Executive Officer and then Commanding Officer of Attack Squadron 93 with Vietnam combat deployments aboard the USS Ranger and the USS Midway.

Among other commands Rear Admiral Kohn has assumed have been Attack Carrier Airwing ONE



aboard the USS John F. Kennedy: commander of the aircraft carrier USS Forrestal, Chief, Current Operations Division, Commander in Chief Pacific: Commander carrier Group Three, with command of Battle Group Foxtrot in the Pacific with the USS Enterprise as its flagship; Commander, U.S. Naval Forces, Philippines: Commander, U.S. Facility, Subic Bay; in September, 1986, he assumed his duties as Assistant Deputy Chief of Naval Operations, Air Warfare.

Rear Admiral Kohn

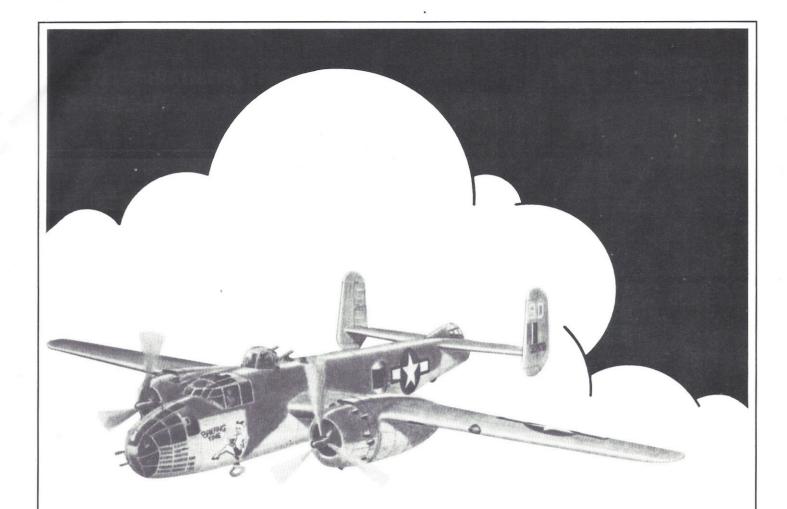
has been awarded the Defense Superior Service Medal, Legion of Merit (two awards), the Distinguished Flying Cross, the Bronze Star, two individual Air Medals, thirty Strike/Flight Air Medals for over 300 missions in Vietnam, the Navy Commendation and Achievement Medals with Combat "V", three Navy Unit Commendations and two Meritorious Unit Commendations, the Republic of the Philippines Governments Legion of Honor, the Vietnam Government Gallantry Cross, and the Vietnam Service Medal with nine campaign stars.



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PRESENTS...

THE U.S. NAVY BLUE ANGELS

On June 15, 1946, the Blue Angels flew their first flight demonstration to "demonstrate precision techniques of naval aviation to naval personnel and, if directed, to the public." Today, after 40 years, the 1987 Blue Angels accomplish essentially the same mission. However, that mission has taken on new perspectives.



By representing a faultless display of aerial artistry to what has now exceeded 201-million spectators, the Blue Angels seek to attract talented and qualified youth to join them in the U.S. Navy and Marine Corps. This is an important function in an all-volunteer naval force. As "Ambassadors of Good Will," the Blue Angels take naval aviation to the public as a means of demonstrating the quality of personnel and equipment comprising the U.S. Naval Service. When travelling abroad, this role is expanded as these young men and women represent our country and those who serve it.

Internally, the Flight Demonstration Squadron strives to set a standard of perfection for its contempories in naval aviation thus enabling our Navy and Marine Corps to continue to produce the finest aviators in the world.

Sixteen officers and 104 enlisted personnel comprise the Navy Flight Demonstration Squadron, the Blue Angels. Seven of the officers are tactical jet pilots, four of whom fly in the diamond formation, two as solo maximum performance demonstrators and the seventh is the Narrator for the aerial demonstration who also provides jet orientation flights for news media representatives. The Events Coordinator is a naval flight officer and is responsible for all logistics coordination. The Public Affairs Officer is responsible for all public matters and media relations. The Maintenance Officer is in charge of the enlisted maintenance crew and is responsible for ensuring that the ten aircraft assigned are kept in topnotch condition. The squadron's Flight Surgeon administers to both the physical and psycological needs of the officers and the enlisted personnel. The Administrative Officer and Supply Officer perform their duties and maintain normal operations while the "Blues" are on the road.

There are also three Marine Corps transport pilots and five enlisted crewmen assigned to fly the C-130 support aircraft that carries the necessary equipment and personnel needed to perform demonstrations at show sites. The 104 enlisted personnel are specialists in all of the aviation roles required to support and maintain the Squadrons' maintenance, administration and public affairs requirements.

Early January finds the squadron moving to their winter training home at Naval Air Facility, El Centro, California. The Imperial Valley provides the excellent weather conditions and training environment for the "Blues" to prepare themselves for the upcoming season.

For the next 60 to 70 days, all hands devote total concentration to honing flying skills to the fine edge of perfection required to carry on the Blue Angels' tradition. The pilots fly twice a day, seven days a week, with each day beginning at 5:30 a.m. and ending in the early afternoon with the remainder of the day being occupied with a self-imposed physical fitness program. All emphasis is put on preparing the pilots and crew for the no-nonsense flight operations of the long show season to come. By mid to late March, the Squadron is ready to debut the skills and teamwork which they have worked so diligently to perfect. Near the end of the winter training period, anticipation is felt throughout the unit to "get on the road" as the Blue Angels are once again groomed for the next show season.

While visiting airshow sites, the Blue Angels visit hospitals, youth organizations, speak to civic clubs and attend school functions in order to provide positive community relations. They also talk to young men and women with potential interests in Navy careers both on campus and at social gatherings sponsored by local Navy and Marine Corps recuiters. In addition, the "Blues" devote a portion of their time to publicizing the flight demonstration in each city by way of TV appearances, radio and newspaper interviews, as well as having the number seven pilot conduct orientation flights for a representative of each news media.

By becoming totally involved in the communities where they conduct airshows, the Blue Angels not only achieve their objectives as ambassadors of good will, they complete their assigned mission as well.

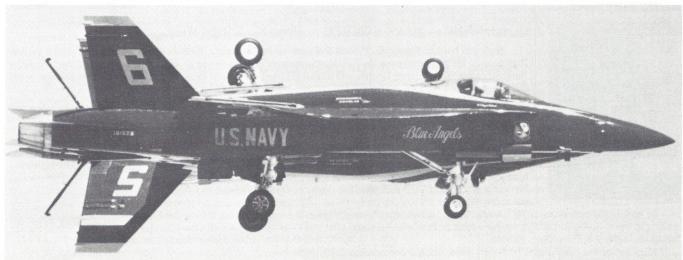
During their 40-year history, there have been 222 officers assigned to the Blue Angels. The few openings each year are highly sought and competition for them is extremely keen. Any Navy or Marine Corps pilot may apply for assignment to the

Blue Angels if he meets three basic requirements: he must volunteer, be career-oriented and have accumulated 1500 flight hours in tactical jet aircraft. The naval aviation community is a close knit one and frequently these applicants are familiar with each other, thus adding to the competitive spirit.

From those applicants comes a final group of individuals who are then encouraged to become more familiar with the Flight Demonstration Squadron, its mission, its members and their lifestyle. It is important for each applicant to understand that it takes more than being a good pilot to be a Blue Angel. He must be equally as comfortable at the vast number of speaking engagements he will be tasked with. Poise and personality are taken into consideration prior to acceptance on the team. This exchange allows the applicants to observe the Blue Angels first-hand and provides the Flight Demonstration Squadron with an opportunity to observe the applicant. As a member of the Blue Angels, one must continue to reflect pride and professionalism even during social endeavors. As the flight suit hangs in the closet, these men still represent the Blue Angel tradition. The final selection of two or three members per year takes place within the Flight Demonstration Squadron itself. This selection is done with direct cognizance and ultimate approval of the Chief of Naval Air Training. The leader is appointed by higher authority as a result of his superior performance and projected ability to excel at this demanding assignment.

Each aviator in the squadron spends two years as a demonstration pilot, then returns to an operational assignment in the fleet. In this way, more Naval Aviators can become a part of the Blue Angel family. Even after returning to the fleet, the adage: "Once a Blue, always a Blue!" applies. The addresses of Ex-Blue Angels are painstakingly maintained through the squadron's Administrative Office. This constant turnover of personnel serves as testimony to the high quality of training given our Navy and Marine Corps pilots. The average age of a Blue Angel is 32 years old. Each pilot has served at least four to six years in the Navy or Marine Corps and has completed his first operational tour at sea aboard an aircraft carrier or at a land-based installation. The most opportune time in the officers career pattern for assignment with the Blues is shortly after his initial operational sea tour.

In December of each year, the Commanding Officer and Naval Flight Officer (Events Coordinator) of the Blue Angels



attend the Department of Defense (DOD) Scheduling Conference in Washington, D.C., where the Squadron's itinerary for the ensuing year is determined. Normally, the DOD receives more requests for Blue Angel demonstrations than can be accommodated, so a careful review and selection of the most productive show sites is made.

In the course of a complete show season, the Blue Angels fly more than 140,000 miles. The necessary personnel and equipment to support such an effort are transported via the Squadron's Lockheed C-130 Hercules.

The Hercules was designed and first produced in the 1950s for use as a high-payload/utility work horse whose airlift exploits have become legendary. The C-130 is able to haul payloads greater than 20 tons quickly into and out of rough, unimproved strips of 4000 feet.

The C-130 used by the Blue Angels is manned and flown by a U.S. Marine Corps crew assigned to the Navy Flight Demonstration Sqadron. "Fat Albert," as it is affectionately known to the squadron, has flown the equivalent of 45 times around the world in support of the Blue Angels. A normal load consists of 25,000 pounds of highly-sophisticated equipment, 30,000

pounds of fuel, and a highly-specialized maintenance crew.

With a crew of five, Fat Albert can cruise at a speed of 320 knots at 27,000 feet and is fully equipped with the latest electronic instruments, weather radar, and a Doppler navigation system. Four Allison turboprop engines, which produce more than 16,000-shaft horsepower, provide the C-130 with more than adequate takeoff and cruise capability. The C-130 assigned to the Blue Angels wears the distinctive color scheme found on no other aircraft of its type.

Fat Albert, with its high wing, low stance and easy access cargo compartment, makes an ideal home-away-from-home workshop that has served the Blue Angels since 1970.

Four Marine squadrons are currently utilizing the tanker versions of the C-130, the KC-130 and R models. The squadrons are located at Marine Corps Air Stations, Cherry Point, North Carolina; El Toro, California and Futema, Okinawa. The Marine Corps also utilizes the KC-130F in a reserve squadron located at NAS Glenview, Illinois.

The primary mission of the KC-130 is aerial refueling of jet aircraft; a secondary mission is to provide logistical support throughout the Marine Corps.

THE U.S. NAVY BLUE ANGELS



Commander/USN — GIL RUD Plane No. 1 Flight Leader

Gill, a native of Portland, North Dakota, graduated from North Dakota State University with a Bachelor of Science Degree in Agricultural Economics. Enrolling in the Aviation Officer Candidate Program in May 1967, he was designated a Naval Aviator at Beeville, Texas in December 1968.

His first assignment was with the "Black Diamonds" of Attack Squadron 216 (VA-216) at Naval Air Station, Alameda, California, flying the A-4 Skyhawk. Completing a Mediterranean deployment, Gil transitioned to the A-7 Corsair II and reported to the VA-215 "Barn Owls" for a combat deployment to Southeast Asia abroad the carrier USS ORISKANY. In January 1972, Gil was assigned to VA-122 as an Instructor Pilot and Landing Signal Officer.

Commander Rud joined Carrier Air Wing Fourteen in November 1974 serving as Air Wing Landing Signal Officer for the first deployment of the F-14 Tomcat. He also was named Assistant Operations Officer for VA-97 and participated in the evacuation of Saigon. In February 1977, Gil reported to Navy Recruiting District San Antonio, Texas as the Officer Program Director for the South Texas area. Following this tour, he attended the Armed Forces Staff College.

In July of 1980 Gil reported to the VA-147 "Argonauts" with which he completed two deployments aboard the USS CONSTELLATION serving as Safety, Administrative and Operations Officer. Commander Rud reported to the "Golden Dragons" (VA-192) as Executive Officer in July 1982, and assumed command in June 1983. During his tour with the Dragaons, he completed deployments to Central America and the Western Pacific, including 121 consecutive days on station in the North Arabian Sea.

In September 1984 Commander Rud reported to the Naval Military Personnel Command as Head of the Aviation LCDR and Junior Officer Assignment Branch, responsible for the detailing of 14,000 aviation officers.

Commander Rud has accumulated more than 4,800 flight hours, and 775 carrier landings on five different aircraft carriers. His decorations include two Meritorious Service Medals, five strike/flight Air Medals, Navy Commendation Medal, Meritorius Unit Commendation, and numerous other unit and service awards.



Captain/USMC — MARK BIRCHER Plane No. 2 Right Wing

Mark was born in Pensacola, Florida and grew up in Alexandria, Virginia where he attended Mount Vernon High School. He graduated from the U.S. Naval Academy in 1976. While at Annapolis, he attended the U.S. Army Jump School at Fort Benning, Georgia and completed one fleet ballistic missile submarine deterrent patrol on board the USS ROBERT E. LEE (SSBN-601).

After completing the Basic School at Marine Corps Base Quantico, Virginia, Mark took flight training at Naval Air Station Meridian, Mississippi and was designated a Naval Aviator in July 1978. Upon completion of replacement pilot training in the F-4 Phantom with Marie Fighter/Attack Training Squadron 101 (VMFAT-101) at Marine Corps Air Station Yuma, Arizona, he joined the Warlords of Marine Fighter Attack Squadron 451 (VMFA-541) at Marine Corps Air Station Beaufort, South Carolina.

During his tour with the Warlords, he served as Line Division Officer and Pilot Training Officer. The squadron, based at Marine Corps Air Station Iwakuni, Japan, completed two operational deployments to the Western Pacific. Mark is a graduate of TOPGUN (the Navy Fighter Weapons School) and the Marine Corps Weapons and Tactics Instructor Course.

In June 1982 he reported to the "Deadly Jesters" of the 461st Tactical Fighter Training Squadron at Luke Air Force Base, Arizona for transition training in the F-15 Eagle. The following two years he flew as an exchange pilot and Chief of Weapons with the "Gorillas" of the 58th Tactical Fighter Squadron, Eglin Air Force Base, Florida.

Mark joined the Blue Angels in August 1984 and has accumulated 3,100 flight hours.











Donnie was raised in Pelham, Georgia where he attended Pelham High School. Upon graduation, he attended Savannah State College when, in 1976, he received his commission from the Navy Reserve Officer Training Program (NROTC) and graduated with a Bachelor of Science degree in Civil Engineering in 1976.

After completing basic and advanced jet training in Kingsville, Texas he was designated a Naval Aviator in 1978 and assigned to Light Photographic Squadron 63 (VFP-63) for training in the RF-8G Crusader. Donnie next deployed with VFP-63 to the Mediterranean Sea and Indian Ocean aboard the USS NIMITZ (CVN-68).

In December 1980, he reported to Fighter Squadron 124 (VF-124) for transition training in the F-14A Tomcat. Afterwards he was assigned to the "Black Lions" of Fighter Squadron 213 (VF-213) and completed two deployments to the Western Pacific and Indian Ocean aboard the aircraft carrier USS ENTERPRISE (CVN-65). In February 1985, he reported back to VF-124 as an Instructor Pilot.

Donnie has accumulated more than 2,800 flight hours and 469 carrier landings.

Lieutenant Commander/USN — PAT WALSH Plane No. 4 Slot Pilot

Pat was raised in Dallas, Texas and attended Jesuit College Preparatory School. He was appointed to the Naval Academy, where he was selected as Battalion Commander. He graduated from Annapolis in 1977.

After completing basic and advanced jet training in Beeville, Texas, he was designated a Naval Advisor in April 1979 and assigned to Attack Squadron 122 (VA-122) at Naval Air Station Lemoore, California for training in the A-7E Corsair.

In November 1979, he completed his training and joined the "Golden Dragons" of Attack Squadron 192 (VA-192) making an Indian Ocean deployment abroad the aircraft carrier USS AMERICA (CV-66). During his tour with the Golden Dragons, he served as Weapons Training Officer, Nuclear Safety Officer and Landing Signal Officer. He also completed a Master of Arts degree at Chapman College and was chosen Commander Light Attack Wings Pacific Tailhook Junior Officer for 1982.

He reported to Air Test and Evaluation Squadron 5 (VX-5) at Naval Weapons Center, China Lake, California in January 1983 as an operational test director and served as the F/A-18 Systems Officer and NATOPS Officer. Pat, a Blue Angel since October 1984, has accumulated more than 3,000 flight hours and 220 carrier landings.

Lieutenant Commander/USN — DAVID ANDERSON Plane No. 5 Lead Solo

David was born and raised in Savannah, Georgia where he graduated from Savannah High School in 1973. Attending college at the University of Georgia, he set a weight lifting record on the bench press for his weight class and later received a Bachelor of Science Degree in Political Science in 1977.

Entering the Aviation Officer Candidate School in Pensacola, Florida, he received his commission in October 1977. He completed primary and advanced jet training in Kingsville, Texas and was designated a Naval Aviator in July, 1979. After completing training for the A-6E Intruder at Naval Air Station Oceana, Virginia, he was named Replacement Pilot of the Year for 1979 by Attack Squadron 42 (VA-42).

David next reported to the "Tigers" of Attack Squadron 65 (VA-65) aboard the USS EISENHOWER (CVN-69) upon which he completed cruises to the Indian Ocean, Mediterranean, North Atlantic and Caribbean. During his tour with the Tigers, the squadron received the Battle Efficiency Award, the Chief of Naval Operations Safety Award, the McCluskey Award for the Number One Attack Squadron in the Navy and numerous Air Wing Tailhook Awards. David served as wing qualified Landing Signal Officer Squadron 42 (VA-42) as Flight Instructor and Head of Carrier Qualifications.

David has accumulated more than 3,300 flight hours and 440 carrier landings. He has been awarded the Navy

Commendation Medal, the Navy Achievement Medal and several service medals and ribbons.

Lieutenant/USN — WAYNE MOLNAR Plane No. 6 Opposing Solo

Wayne was raised in Mount Dora, Florida. He played basketball and baseball for Mount Dora High School and graduated in 1972. He attended Lake Sumter Community College and received an Associate of Arts degree in 1974. He completed his education at Florida State University in 1976, receiving a Bachelor of Science degree in Physical Education. After graduation, Wayne taught physical education at Mount Dora Middle School and Eustis Middle Schools from 1976 to 1978.

Pursuing his interest in flying, he enrolled in Aviation Officer Candidate School and was commissioned as a Naval Officer in May 1978. He completed primary and advanced jet training at Naval Air Station Chase Field in Beeville, Texas, receiving his wings in April 1980. Wayne remained in Beeville as an instructor pilot, flying the T-2C Buckeye until November 1981.

Upon completion of replacement pilot training in the F-14 Tomcat with Fighter Squadron 124 (VF-124) at Naval Air Station Miramar, California, he reported to the "Bounty Hunters" of Fighter Squadron Two (VF-2) in October 1982. During his tour with VF-2, he completed an extended deployment aboard the aircraft carrier USS KITTY HAWK (CV-63) to the Western Pacific and Indian Ocean. While with VF-2, which earned the coveted Battle Efficiency Award

during his assignment, he served as Weapons Training Officer, Pilot Training Officer, Avionics/Weapons Division Officer and Landing Signal Officer. Wayne joined the Blue Angels in September 1985 and served as the Narrator for the 1986 airshow season. He has accumulated 2,300 flight hours and 175 carrier landings.

Lieutenant/USN — CLIFF SKELTON Plane No. 7 Narrator

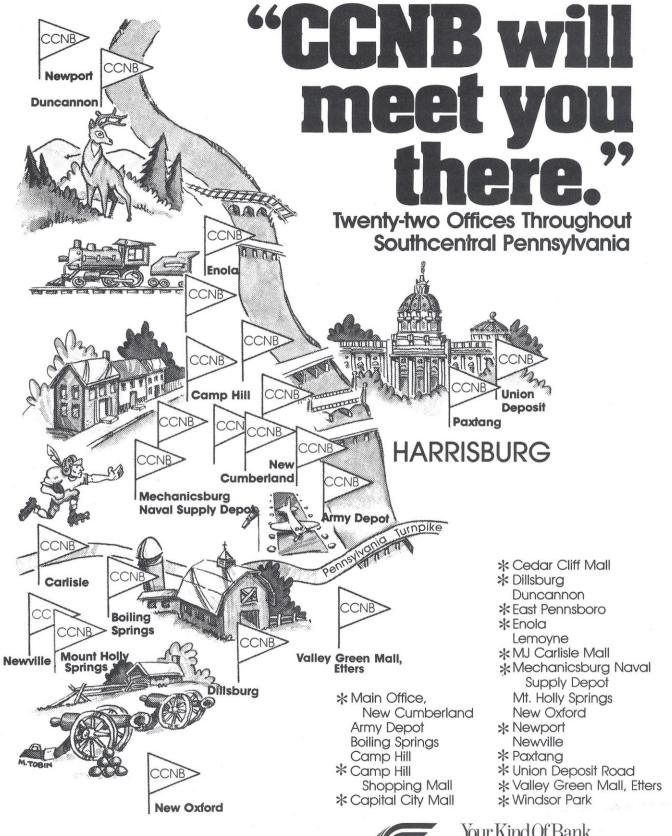
Cliff was born in Kingsville, Texas and grew up in Coronado, California. As the son of a career Naval Aviator, he lived in various spots throughout the country. He graduated from Coronado High School where he played three years of varsity football and baseball. While attending San Diego State University he played varsity basketball before accepting a two-year ROTC scholarship to the University of Southern California. He graduated from USC in June of 1978 and reported to flight training at Pensacola, Florida.

After completing basic and advanced jet training in Kingsville, Texas, Cliff received his wings in January 1981. He then reported to Attack Squadron 122 (VA-122) at Naval Air Station Lemoore, California where he received his training in the A-7E Corsair.

In December 1981, Cliff completed his training and joined the "Redcocks" of Attack Squadron 22 (VA-22), completing cruises to the Indian Ocean and Western Pacific onboard the aircraft carrier USS ENTERPRISE (CVN-65). During his tour with the Redcocks, the squadron received the Battle Efficiency Award, the Bruce Carrier Maintenance Award, and the McCluskey Award for the best Attack Squadron in the Navy. Cliff served as a wing-qualified Landing Signal Officer and Training Officer. In October 1984, he reported to Fighter Attack Squadron 106 (VFA-106) at

NAS Cecil Field, Florida as an Instructor Pilot and Landing Signal Officer.

Cliff joined the Blue Angels in October 1986. He has accumulated over 2,000 flight hours and 375 carrier landings.









LEO LOUDENSLAGER

Generating excitement at an airshow performance requires three vital ingredients — power, speed and precision flying.

While at the controls of his hightech Bud Light 200, Leo Loudenslager, the seventime U.S. National Aerobatic Champion and 1980 World Aerobatic Champion, is the undisputed master of all three.

"I plan the shows with a lot of outside maneuvers," Loudenslager said. "This produces plenty of abuse in the cockpit that most people on

the ground are not aware of, however, pilots can recognize the difficulty factors and appreciate the extra effort. If I can please them, I've done something."

Loudenslager's style is no accident. He has a sterling list of achievements to his credit. At 42, Loudenslager is a veteran of five World Aerobatic Championships. In 1972, he was an assistant judge on the U.S. team. In 1980, he finished first in the competition at Oshkosh, Wis., leading his teammates to a sweep of the first World Aerobatic Championship ever held in the United States. He finished fifth in the world contest in Spitzerberg, Austria. Loudenslager won the National Championships in 1975, '76, '77, '80, and '82.

In his nearly 10,000 flight hours, Loudenslager has earned Commercial, Certified Flight Instructor, CFI-Instrument, Air Frame and Power Plant licenses, and Commercial Helicopter and Glider ratings. In 1982, Loudenslager was inducted into the New Jersey Aviation Hall of Fame. The previous year, he was honored at the 15th annual Victor Awards in Las Vegas, Nev. Other Victor recipients in the past



have included Sugar Ray Leonard, Jim Plunkett and George Brett.

Not satisfied to compete in any of the aerobatic aircraft that existed when he first entered the sport more than two decades ago, Loudenslager decided to build his own. As aerobatic planes go, the Bud Light 200 is small, strong, and, yet, extremely light.

Weighing 850 pounds, the lowwing monoplane can go from zero to 230 mph in just a few short seconds with

its 220-horsepower Lycoming engine. The Bud Light 200 is 20 feet long, with a wingspan of 24 feet five inches. The aircraft has the only set of "flying" aileron spades in the world.

The aircraft was so successful that its design was copied by the Russians in the Yak 50, 55 and Sukhoi 26. A German engineer was inspired by the Bud Light 200 when he created the Extra 230. Additionally, a number of American pilots have copied the design with the Laser.

During his performances, Loudenslager is in constant motion, changing altitudes by swirling, somersaulting, twisting, diving and sliding.

Dubbbed the "Heart Stopper," Loudenslager was the first pilot to sequence an "inverted ribbon cut" with an immediate three-quarter outside snap roll, fanning the runway with both wingtips in the process — they come within a few feet of the ground — and winding up on his side in knife-edge flight, less than a hundred feet from the fluttering shreds of the "ribbon."

With moves such as this, Loudenslager is definitely riding on top of the world.

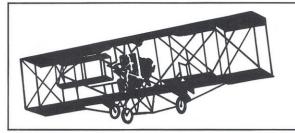


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BOB HERENDEEN

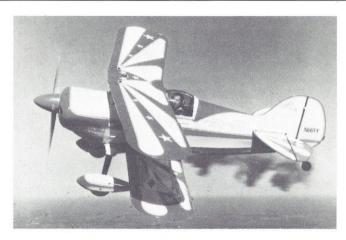
Bob Herendeen has loved airplanes ever since he was a small boy and soloed at the age of 16 in a Piper J-5. After serving in the Army he obtained a Commercial Pilot's certificate and an Airplane and Engine Mechanics certificate. Later he joined the Air Force and served for 5½ years, flying P-51 Mustangs on 87 missions in the Korean conflict. He then flew F-86 Sabrejets in the U.S. and Europe.

In 1955 Bob joined TWA as a co-pilot on Martin 202s and 404s. He has flown all models of the Lockheed Constellation, Convair 880, Boeing 727 and Lockheed L-1011. His FAA certificates and ratings include: Airline Transport Pilot — Lockheed Constellation and L-1011, Convair 880 and Boeing 727; Flight Instructor — Flight and Instrument; Commercial Privileges.

Bob began flying competition aerobatics in 1965 with his first Pitts Special Model S-1 and gained fame rapidly that same year by winning Third Place in the U.S. National Aerobatic Championships held at Reno, Nevada. This won him a place on the U.S. Aerobatic Team which competed in Moscow in 1966. He continued as a pilot on the Team through 1970 and flew in two other World Contests, each time gaining the highest number of points for the U.S. Team and individually earning the Bronze Medal in East German and Silver Medal in England, leading the Team to victory as the World Team Champions for the first time.



After the World Contest in Moscow Bob returned to the United States to become the National Aerobatic Champion. He achieved that title again upon winning the National Aerobatic Championships in 1969. He served as Chief Delegate on the victorious U.S. Aerobatic Team in



1980, and during the 1982 World Contest was a member of the International Jury.

Bob continues to participate in aerobatics as a Contest Judge and is on the F.A. list of International Aerobatics Judges. He is also an International Council of Air Shows designee to recommend pilots for low altitude waivers. Since his retirement as an Airline Pilot with over 18,000 flight hours, he is now a full-time Professional Air Show Pilot.

The Air Show performances flown by Bob include such crowd-pleasing maneuvers as Multiple Turn Snap Rolls, Torque Rolls, and the incredible tumbling Lockheed and Flat Inverted Spin (the Corkscrew in the Sky).

The aircraft Bob flies, the single-place Pitts Special, was designed and first built in 1946 by Curtis Pitts specifically for aerobatic flying, being stressed for 9 positive and 9 negatives Gs. Over the years it has been modified to make it one of the highest-performing aircraft in the sport of aerobatics. Pitts-designed aircraft (including the two-place version) are used more than any other aircraft in Contest and Air Show flying. These aircraft are built and kits are available at Christen Industries, Afton, Wyoming.

The Pitts Special which Bob employs has a symmetrical airfoil wing with modified symmetrical ailerons, spring aluminum landing gear, a header fuel tank for inverted flying, a Christen inverted engine oil system, and an Air Show smoke oil tank in the upper wing.

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The Pennsylvania International Air Show is privileged to have the United States Army Golden Knights Parachute Demonstration Team as a part of the 1987 event.

The Golden Knights unit performs demonstrations in support of the United States Recruiting Command and as part of the Army's overall public relations program.

Maneuvers by the Golden Knights include the Diamond Track, Baton Pass and Diamond Formation. Falling speeds reach 180 miles per hour. Team members wear canisters that emit red smoke during the demonstration so that spectators may more easily see the maneuvers, which begin two miles above the ground.

Included in the program is the daring cutaway, which requires the jumper to execute emergency procedures while plunging earthward under a malfunctioned canopy.

The Golden Knights unit performs demonstra-

tions in support of the United States Army Recruiting Command and as part of the Army's overall public relations program.

Following the show, the Golden Knights invite spectators to watch as they repack their parachutes and answer questions about the Army.



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MANFRED RADIUS... "THE ULTIMATE" SAILPLANE ACT

Ever since Manfred Radius had been introduced to the beautiful sport of soaring at age 17 in Hamburg, West Germany, in 1961, flying sailplanes was an important part of his life.

In his 26 years of gliding, he has logged in excess of 3,000 flights, and accumulated over 1,000 hours in more than 30 types of sailplanes.

An accomplished glider pilot, he has received Silver, Gold, Diamond and other awards for various achievements in flying sailplanes.

As the holder of Canada's highest instructor classification, Manfred teaches soaring as well as the rare skill of glider aerobatics.

He is a member of the Flight Training and Safety Committee of the Soaring Association of Canada, where he was instrumental in designing Canada's glider aerobatic training program.

Manfred was for many years the only North American who competed in glider aerobatic championships. In 1977, 1979 and in 1981, he competed in the prestigious German Glider Aerobatic Championships, and in 1977, received an award as the 'best foreign aerobatic pilot.'

Canada's leading glider aerobatic pilot, Manfred Radius was the only one to represent Canada at the First World Championships in Glider Aerobatics in Austria in 1985.

But he does not only fly aerobatics in his remarkable glider. In May of 1986, utilizing the rising air currents

of the Appalachian Mountains, he flew from Pennsylvania through Maryland to West Virginia, and all the way back. This flight covered a distance of appr. 375 miles (600 km), and lasted 8 hours, 45 min.

Having a highly maneuverable, fully aerobatic sailplane at his disposal, Manfred has mesmerized audiences with his awe-inspiring performances. His unique main act 'The Ultimate' features snap rolls, tail slides, an outside rolling turn, outside loops and a vertical 8,

and is believed to be the most spectacular glider act on this continents.

Radius flies a fiberglass H101 Salto sailplane built in West Germany. This high performance sailplane has a wingspan of 44 feet, 7 inches and weighs just about 416 pounds. It is capable of gliding at speeds up to 175 mph, and is equipped with trailing edge dive brakes and a drogue chute.







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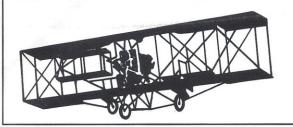
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THE PENNSYLVANIA INTERNATIONAL AIR SHOW PRESENTS...

55 SQUADRON ROYAL AIR FORCE



The 55 Squadron first formed in 1916 with the Royal Flying Corps and flew bombing and recce missions in France during WWI. Between the wars the Squadron carried out colonial policing duties in Iraq and throughout the Middle East. During WWII the unit played a major role in the North African and Italian campaigns before disbanding in Greece in 1946. In 1960, 55 Squadron reformed equipped with the Victor B Mk 1 as part of Britians "V-Force" of strategic nuclear bombers. In 1965, the Squadron was re-roled as an Air to Air Refuelling (AAR) tanker unit equipped with converted Victor K Mk 1 aircraft. In 1975 the Squadron was re-equipped with the more capable Victor K Mk 2 tanker which it flies to this day. In 1982, 55 Squadron played a major role in the South Atlantic conflict, providing AAR support to RAF and Royal Navy aircraft. A 55 Squadron Vic-

tor, flying on a Maritime Radar Recce mission, was the first British aircraft to operate in the war zone. Today 55 Squadron is the last unit in the RAF equipped with one of the 4 "V-Bomber" type of aircraft which it continues to operate in the AAR role.

1987 STATIC DISPLAYS AND DEMOS

F-14 TOMCAT — Is a star in its own right: from the movie "Top Gun," and identified by the US Navy as one of the finest warplanes in the world. The Tomcat's primary role to provide long-range air defense of the US fleet. In air-to-air dogfighting, the wingsweep can be switched to the onboard computer-operated flight control system, enabling the pilot to concentrate on manuevers and firing. The Tomcat is the only combat aircraft equipped to carry the longest range air-to-air missile in the world, the Phoenix. The F-14's amazing agility and its ability to detect and attack an airborne target from 100 miles away put Grumman's Tomcat at the forefront of aircraft technology.

AV-8B HARRIER II — Is the US Marine Corps' single seat combat jet that can travel at Mach 1.1, slightly faster than the speed of sound. The Harrier "jump-jet" can take off and land **vertically**, making it functional whether it's land or ship based. The Marine Harrier is produced by McDonnell Douglas as a safe, stable aircraft, capable of carrying more than its own weight in weapons. This remarkable craft can fly in weather severe enough to ground conventional craft, and does not need a prepared airstrip. The Harrier is one of the most significant modern crafts for multi-role attack or reconnaissance use.

A-10 — An attack craft single seater known as the Thunderbolt. It has unusual appearance, due to modifications to enhance its survival prospects over battlefields and incorporate maximum fire power. The plane carries a seven barrel 30 mm cannon that can be fired at rates of 2,100 or 4,200 rounds per minute. The unconventional engine location takes advantage of the wings and tailplane to mask the infra-red emmissions, offering some protection from heat-seeking SAMs. The pilot is surrounded by a titanium armour cockpit enclosure. This Fairchild manufactured fighter carries a Pave Penny laser receiver and tracking pod for accurate target making.

C-130 HERCULES — Has a sterling service record spanning more than 35 years. The cargo hold of the Hercules is more than 41 feet long and 10 feet wide. The plane is equipped with a hydraulically-actuated ramp, detachable vehicle loading ramp, and can carry a maximum cargo of 51,819 lbs. in its main hold. Lockheed manufacturers several variants of the C-130, including the MC-130E Combat Talon fleet equipped with special retrieval devices to collect waiting agents from the ground (this version is painted black and flies usually at night, of course). This is truly a multi-role airlift transport, with almost as many different uses as it has years of service.

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ABOUT OUR ANNOUNCERS

DON RIGGS

Don is producer and host of Pittsburgh's WPXI's early morning talk show, "Starting Today." An accomplished pilot, Don belongs to the Aero Club of Pittsburgh, The Experimental Aircraft Association and many other aviation-related organizations. He helped create the highly successful Westmoreland County Air Show, and has served as it's announcer since 1973. Don enjoys Air Shows and everything that goes with them.

SONNY EVERETT

Another of the announcers for the 1987 Pennsylvania International Air Show, Sonny Everett has been a featured narrator at major air shows in North America since 1963.

Over the years, his imagination and promotion have enhanced a wide range of air show ideas. He has served as public relations director for the likes of the BD-5 Jet Team and the famed Red Devils (no Eagles) Aerobatic team. He founded Air Show America, the flying team which toured the United States during the 1976-77 Bicentennial Celebration.

Sonny has also worked as a color commentator on network television coverage of aviation events. Sonny is a captain, flying Boeing 727's for U.S. Air.



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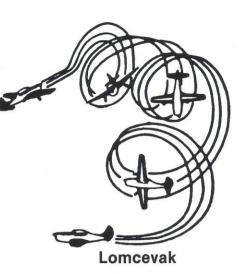
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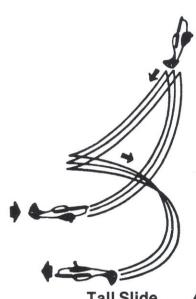
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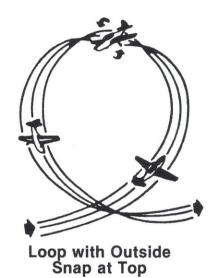


Snap Roll

Aerobatics Defined





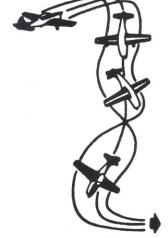


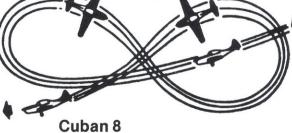


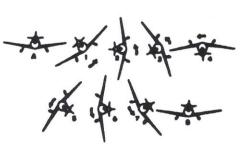
Tall Slide

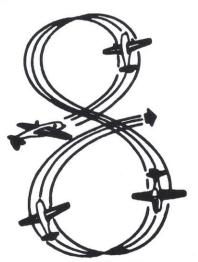


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