

Air Show 2008 Performers



USAF F-16CJ Viper East Coast Demonstration Team

The 2008 Greater Binghamton Airshow welcomes the USAF F-16CJ Viper East Coast Demo Team, based at Shaw AFB, South Carolina, is just one of the six single aircraft Demonstration Teams assigned to Air Combat Command (ACC). The Team is comprised of one Demo Pilot, nine Maintenance personnel, and four Flight Safety Officers. The U.S. Air Force's Air Combat Command Single-Ship Demonstration Teams perform precision aerial maneuvers, demonstrating to the public the unique capabilities of the Air Force's high performance aircraft. ACC Single-Ship Demonstration Team members also exhibit the professional qualities the Air Force develops in the people who fly, maintain and support these aircraft.



The US Navy F/A-18C Hornet East Coast Demonstration Team

After a very memorable performance at our 2007 show we are very happy to welcome back the US Navy F/A-18C Hornet East Coast Demonstration Team.

The F/A-18 Hornet is a twin engine, mid-wing, all-weather fighter and attack aircraft. The F/A-18A and C models are single seat aircraft. The F/A-18B and D models are dual-seated. The Navy uses the B and D primarily for training, while the Marine Corps uses it for attack, tactical air control, airborne forward air control, and reconnaissance. The F/A-18C and D models are the result of an upgrade in 1987 incorporating provisions for improved night attack capability, as well as employing updated missiles and jamming devices.

The Hornet is the nation's first true strike-fighter capable aircraft. It was designed for traditional strike aircraft missions without compromising its fighter capabilities. In fighter mode, the F/A-18 is used primarily as a fighter escort and for fleet defense; in its attack mode, it is used for force projection, interdiction, and close air support.



U.S. Army Special Operations Command Parachute Team, The Black Daggers

Making their second appearance in Binghamton, The U.S. Army Special Operations Command Parachute Demonstration Team is comprised entirely of volunteers from throughout the Army Special Operations community. They have diverse backgrounds and various military specialties. The Team represents the professionalism and dedication of Special Operations Forces. The U.S. Army Special Operations Command, better known as USASOC, was activated December 1, 1989 at Fort Bragg, N.C. USASOC is the Army component of U.S. Special Operations Command. The USASOC Parachute Demonstration Team, or Black Daggers, uses the military variant of the Ram Air parachutes and allows the free fall parachutist the ability to jump with over 100 lbs. of additional equipment attached to him. In addition to the extra weight, the jumper must also withstand the high winds, frigid temperatures and low oxygen common at high altitude, requiring the jumper to be highly skilled. When exiting the aircraft, the jumpers free fall at approximately 120-MPH. They fly their bodies to perform maneuvers using their hands, arms, legs and shoulders to control their flight. The parachutes used are flexible wing gliders.

The 2008 Binghamton Airshow welcomes back the Black Daggers to this year's event.



Angel 7

ANGEL 7 is an L-39C, built in the Czech Republic by Aero Vodochody. The L-39 was used as a jet trainer by numerous air forces throughout Eastern Europe beginning in 1974 and continuing through today. Over 2800 L-39's were built, and almost 300 are registered to non-military owners in the United States.

Because it looks like the Douglas A-4J Skyhawk, the aircraft the Blues flew in the early 1980's, this Aero L-39 was painted in honor of the Blue Angels. There is no association between ANGEL 7 and the Blue Angels or the U.S. Navy.

ANGEL 7 is piloted by Pete Jacobs, who holds a Commercial Certificate for Single and Multi-engine aircraft, including instrument privileges, Experimental Type Ratings for the L-39 and T-28 and a Low Level aerobatic competency card. Pete has been flying since 1964, and has owned and/or operated several sophisticated prop and turbine single and multi-engine airplanes.

Pete has been flying in air shows since 1999, first with his ex-Navy T-28, and more recently with ANGEL 7. Living in a fly-in community in Daytona Beach, Pete says of this experience: "It's wonderful having the ability to work, fly with and learn from Air Force and Navy veterans, airshow performers and career airline pilots. All have been a tremendous source of inspiration and guidance. Since the safe operation of my aircraft is my principal objective and concern, the experience which surrounds me is the best teacher I could possibly have." Pete adds: "It's great to see the pride and patriotism generated by ANGEL 7. I'm proud to display the plane and delighted that it is so well received."



Rob Holland Ultimate Airshows MX-2

Rob Holland has been flying since the age of 18 and has accumulated greater than 5,500 hours in over 100 types of aircraft. He graduated Daniel Webster College in 1997 with a B.S. in Aviation Management and a B.S. in Aviation Flight Operations. Rob currently owns and operates Aerial Advantage Aviation School of Aerobatic Flying, Nashua, NH where he specializes in Emergency Upset Recognition and Recovery, Aerobatic, Spin, and Tail wheel instruction with over 3800 hours of tail wheel time and over 1900 hours teaching aerobatics to students of all skill levels.

He has received multiple first place and subsequent awards in several aerobatic competitions in the United States and Canada, and has performed in AirShows all over the Eastern United States. Rob was the New England Aerobatic Competitor of the year in 2002 and is the Northeast Advanced Aerobatic Champion for 2003. Rob is currently a member of the United States Advance Aerobatic Team.



Michael Hunter's Flight for Diabetes

Michael Hunter's Flight for Diabetes is a non-profit organization founded to provide motivation and inspirational programs for children with diabetes, Increase public awareness of diabetes & raise funds for diabetic youth education

Founder Michael Hunter's story began 20 years ago as a student pilot with a commitment to join the U.S. Air Force. Those plans were quickly shattered when he was diagnosed with diabetes, ending his military career. He was repeatedly told he would never fly again. It was not until 1997 that the FAA changed its policy due to the advances in diabetes control. Finally, in 1999, Michael received his medical approval to fly. After receiving his pilot's license, Michael worked exclusively on aerobatic training. He won the first IAC contest that he entered and has been living his lifelong dream ever since.

His state-of-the-art equipment in the cockpit includes an Accu-Chek Compact blood-glucose meter, used regularly while in flight to prevent an insulin-reaction and an Accu-Chek Spirit insulin pump, which automatically administers insulin to Michael every 3 minutes. Michael's use of these tools and his commitment to control allows him to fly as safely as any other pilot despite his diabetes.



Dr. Smoke Airshows - Ron Saglimbene

The performance highlights the speed and beautiful lines of the Siai Marchetti SF260. It presents the “other side” of aerobatics- smooth flying. The act is all about precision. The aircraft flies loops, Cubans, point rolls and other aerobatic maneuvers down low- making it look easy. Red, white, and green smoke is used throughout the show. This brings a new twist to the display. The crowd appreciates that they are seeing something different. The standard airshow performance is normally ten to twelve minutes long and is designed to keep the aircraft in view of the spectators as much as possible. Years ago, Ron had seen a movie of a European jet team that used colored smoke in their airshow act. Since then, he has had the idea of developing a way of change the color of the smoke trail in smaller piston powered aircraft. It took months of research and planning, but he managed to put it all together in the SF260.



USAF Heritage Flight

The USAF Heritage Flight program was established in 1997 to commemorate the Air Force's 50th anniversary. It involves today's state-of-the-art fighters flying in close formation with World War II, Korean and Vietnam era fighters such as the P-51 Mustang and the F-86 Sabre. The flight and proudly display the evolution of U.S. Air Force air power and to support the Air Force's recruiting and retention efforts. There are 21 pilots in this program. The modern Air Force fighters are piloted by the seven Air Combat Command (ACC) single-ship demonstration team pilots and the vintage warbirds are piloted by 12 civilians, including former Air Force, Army, Navy, and Marine pilots. In addition, two active duty F-4 pilots and an F-22A pilot joined the program in 2005. This year's will feature the F-16C Falcon and F-86E Sabre.



Kevin Russo Airshows SNJ Texan

There is no more distinct sound than that of the radial engine of the North American T-6/SNJ Texan. Tens of Thousands of pilots used this advanced trainer during the 1940s and 1950s for the USAAC, USAAF, US Air Force, US Navy and US Marine Corps. The T-6/SNJ Texan is one of the most plentiful warbirds on the airshow circuit today with hundreds still flying. An airshow crowd favorite, aerobatic pilots, museums, and aircraft enthusiasts all possess these aircraft in their collections. Kevin flies performances in his SNJ-6 Texan all over the eastern United States. Kevin resides in New Jersey.



Iron Eagle Airshows

The Iron Eagles are one of the most exciting and dynamic teams on the Air-show circuit today. These two men have combined their piloting skills into the most challenging and closest formation team that you will see on the Air-show circuit in the world. From their crossfire takeoff, to the switchblade hammerhead and the close head-on maneuvers, missing just feet apart, their fast paced action will always keep you on the edge of your seats. The Iron Eagle Aerobatic Team fly two Super Christen Eagle I Aircraft. They are powered by a highly modified engine producing 320 hp. The aircraft originally came equipped with a 200 hp Lycoming engine, and equipped with 2 seats.

Bill Gordon is lead pilot in the #1 aircraft is from Copake, NY. Billy Segalla, wing-pilot, flying the #2 aircraft is from Canaan, CT.



American Airpower Museum P-40 Warhawk

The Curtiss-Wright P-40 Warhawk was operational from 1937 through the end of World War II. Best known for its service with the Claire Chennault American Volunteer Group, "the Flying Tigers," the aircraft flown by the American Airpower Museum at Republic Airport, New York. Some sixty five years ago, the current home of the American Airpower Museum at Republic Airport was a crucial part of the "Arsenal of Democracy". The demonstration in this aircraft is flown by Dan Dameo.



Firebirds Aerobatic Team

The Firebirds Team flight demonstration combines the graceful aerial ballet of formation aerobatics with radical gyroscopic tumbles and heart stopping head-on madness guaranteed to keep the airshow audience on the edge. The Firebirds fast paced, nonstop performance includes dynamic formation aerobatics, gyroscopic tumbles, head-on, high speed opposing maneuvers with closure rates of over 500 mph and solo segments packed full with torque rolls, knife-edge spins, and lomcevoks. The Firebirds chose Walter Extra's 300S, a German built, 300 horsepower monoplane designed and constructed with just one goal in mind - unlimited aerobatics. With a top speed of over 250 mph, a roll rate in excess of 400 degrees per second, and structural limitations of +10/-10 Gs, the Extra 300S is the perfect airplane for demonstrating flight on the wild side.



Mid-Atlantic Air Museum B-25J Mitchell "Briefing Time"

Founded in 1980, the Mid Atlantic Air Museum (MAAM) was designed to preserve a rapidly disappearing part of our American heritage and history, especially the aircraft and artifacts associated with the people, places, and events of the Middle Atlantic States. To carry out this mission, the Museum seeks to acquire a representative collection of civilian aircraft, restore these aircraft to flying condition, and to provide a permanent home to preserve and display the collection. The Mid Atlantic Air Museum does more than preserve the artifacts of aviation history. By maintaining these historic aircraft in flying condition, the Museum also preserves the maintenance, fabrication, and flying skills of a bygone era. Taking the collection to the public, Museum members are able to reach an ever-growing audience eager to learn of the exploits of flyers of the past and their achievements. Presented in the museum are just a few of the more than 50 aircraft, ranging in age from the late 1920's to 1983, in the Mid Atlantic Air Museum's collection. While many of MAAM's aircraft are unrestored, with some in storage and not visible to visitors, nearly twenty are airworthy, with approximately two-dozen on exhibit at the museum's facility.