No doubt a percentage of our readership is really a viewership. Many people pick up Code One only to look at the photos, or so we are told. We spice the magazine with dynamic and colorful images to compel these people to peruse the text. In that way, we use photos to turn viewers into readers.

This special edition of Code One goes beyond that symbiotic relationship between image and word. With cover-to-cover photos—a single photo per page—it tips the balance to the visual. To enhance the viewing, we are using a higher quality printing process and a better grade paper. The landscape format sets this issue apart and accommodates the horizontal composition of the majority of the content. The publication has been designed to allow viewers to remove pages and post their favorite shots on the walls of their offices, homes, and ready rooms. Left intact, the edition fits in well with the best coffee table books.

Our only criterion in collecting the photos was that the subject involve Lockheed Martin aircraft still flying. We gathered images from regular contributors to Code One: military, freelance, and Lockheed Martin corporate photographers. We also invited the US military’s Combat Camera photographers and members of the International Society of Aviation Photographers to submit. The feedback was daunting. We were forced to select only fifty-nine photos from roughly 500 photos submitted by more than forty photographers. Our selection process favored those efforts. Send us your thoughts and we will pass them along to the contributors. We also welcome you to view even more photos—and our regular Events column—at www.codeonemagazine.com. Thanks, and enjoy.

Eric Hehs, Editor        Jeff Rhodes, Associate Editor
A three-ship of Belgian Air Force F-16s breaks simultaneously in a dynamic maneuver called a banana split.
A C-130H Hercules from the 910th Airlift Wing, Youngstown, Ohio, flies over the Chiricahua Mountains in southeastern Arizona.
Today's U-2S is forty percent larger than the original U-2 and carries four times the payload.
Two F-117 Nighthawks from the 49th Fighter Wing, Holloman AFB, New Mexico, fly formation over White Sands National Monument.
Two F-16s of the Venezuelan Air Force patrol the coastline near Margarita Island in the Caribbean.
The affordable, lethal, and supportable F-35 will satisfy the needs of multiservice customers.
An S-3B Viking from VS-38 pops flares over San Clemente Island, California.
Two F-16s from the 308th Fighter Squadron, Luke AFB, Arizona, climb over the Barry M. Goldwater Range.
LC-130H Ski-Hercs from the 109th Airlift Wing, Scotia, New York, support the National Science Foundation in the Arctic and Antarctic.
The F-104 Starfighter was the first aircraft to hold simultaneous official world records for speed, altitude, and time-to-climb.
A U-2S from the 9th Reconnaissance Wing, Beale AFB, California, prepares to land at home base.
The Portuguese Air Force is one of fifteen air arms that operate the P-3 Orion.
The F-16 provides a low-cost, high-performance weapon system for the United States and twenty-three allied nations.
The F/A-22 Raptor cruises efficiently at supersonic speeds without using afterburners.
A C-130H Hercules of the Hellenic Air Force cruises over the Aegean Sea.
Flying slot with the Thunderbirds provides a dramatic view of the practice range at Indian Springs, Nevada.

TSgt. Sean White
The X-35B achieved the world’s first short takeoff, supersonic dash, and vertical landing in a single flight.
The P-38 Lightning was flown by the top two American aces of all time, Maj. Dick Bong and Thomas McGuire.
The F/A-22 Raptor cockpit enables the pilot to function as tactician, not as sensor operator.
The S-3 Viking, designed for carrier-based antisubmarine warfare, has been adapted to a variety of missions, including over-the-horizon targeting and aerial refueling.
The C-5 Galaxy can fly 2,500 miles nonstop at jet speeds with a full payload.
Block 40 F-16s from the 31st Fighter Wing, Aviano AB, Italy, fly in formation over vineyards in Friuli Venezia Giulia.
A U-2S pilot gets a view of the Sierra Nevadas and Lake Tahoe from 70,000 feet.
The Royal Jordanian Air Force has operated the C-130 Hercules for more than thirty years.
An F-16 of the 192nd Fighter Wing, Richmond, Virginia, flies ready to provide close air support over Baghdad.
Flight deck personnel salute an S-3B from VS-35.

PH3 Mark Rebilas
Today's F-16 engines produce more than 30,000 pounds of thrust.
EC-130H Compass Call aircraft from the 355th Wing, Davis-Monthan AFB, Arizona, perform tactical information warfare.
The F/A-22 Raptor proves worthy every day as it nears initial operational capability.
The C-141 StarLifter has served for more than forty years, flying everywhere from Southeast Asia, to South America, to the Persian Gulf.
The F-117 Nighthawk penetrates high-threat airspace and drops laser-guided weapons against time-critical targets.
The C-130 Hercules, which operates from dirt strips, is the prime transport for airdropping troops and equipment into hostile areas.
The 43rd Fighter Squadron, Tyndall AFB, Florida, trains future F/A-22 Raptor pilots.
The C.27J Spartan is the only military airlifter designed for mid-sized missions, payloads, and budgets.
The Aegean forms a striking backdrop for two Turkish Air Force F-16s.
Kevin Robertson

The F/A-22 Raptor is a revolutionary leap in lethality and survivability.
The C-5 Galaxy, capable of payloads exceeding 260,000 pounds, is the workhorse for US strategic airlift.
Conformal fuel tanks, optional for the latest F-16s, extend mission range, station time, or combat engagement.
The X-35C was the first X-plane to complete a coast-to-coast flight across the United States.
A C-5 Galaxy from the 60th Air Mobility Wing, Travis AFB, California, moves cargo over the Pacific.

© Ted Carlson
Two Belgian Air Force F-16s break formation.
David Drais

The T-50 Golden Eagle will train pilots to fly current and next-generation fighters.
The C-130 Hercules has served in almost every humanitarian airlift worldwide since 1950; the Hercules is flown by more than sixty nations.
The F/A-22 Raptor will provide air dominance and precision ground attack capability to US forces for the next forty years.
New avionics and dual head-up displays make the C-130J Super Hercules easier and safer to operate.

John Rossino
The F-111 Aardvark, which played a pivotal role in the first Iraq war, remains operational with the Royal Australian Air Force.
The F/A-22 Raptor will enable other systems to achieve objectives more decisively.
An F-16 from Hill AFB, Utah, takes off from Nellis AFB, Nevada, for a Red Flag mission.
The C-130J Super Hercules features a new propulsion system and composite six-blade propellers.
Many of the original S-3s are still flying, though the US Navy is expected to retire them in 2009.
The multirole, single-engine F-2 Support Fighter was co-developed for the Japan Air Self-Defense Force.
The P-3 Orion’s long range and long loiter time have proven invaluable assets for the US Navy since 1961.
July fireworks frame an F-16 of the 115th Fighter Wing, the Wisconsin ANG unit from Madison.
The F/A-22 Raptor provides a first-look, first-shot, first-kill capability through stealth, sensor, and advanced weapons technologies.
C-130 Hercules have been built in more than seventy versions, including aerial tankers like this KC-130J.
The F-117 Nighthawk is the first operational aircraft designed to exploit low-observable stealth technology.
The Royal Netherlands Air Force Solo Display Team F-16 wears tiger stripes.
Dorsal fairings distinguish these advanced F-16 Block 52s of the Hellenic Air Force.
The Royal Air Force operates the C-130J Super Hercules from RAF Lyneham in North Wiltshire.
Giampaolo Agostinelli | Agostinelli’s photos have appeared in Volare, Rivista Italiana Difesa, and Rivista Aeronautica. He has published several books, including Vipers in the Sky and Where Sea Meets the Sky. His latest book, The Sky Over Venice, features the Venetian coastline as a backdrop to a variety of Italian aircraft. 
www.flyingbuys.com

Derk Blanset | Blanset’s photos have appeared in Aviation Week & Space Technology and Airman. He arrived at his career in aviation photography—after stints in news, fashion, and fine art—when he decided to focus on subjects that do not talk back. He is now on the photo team that covers F/A-22 Raptor operations at Edwards AFB, California.

T Sgt. Ben Bloker | Bloker’s photos have appeared in Combat Edge, Air Force Magazine, and Airman. His second flight at Langley was to chase an F/A-22 during the first flight centennial celebration at Kitty Hawk, North Carolina. Bloker has photographed from ten different types of military aircraft during his fourteen-year career as a photographer.

Cmdr. Chris Buhlmann | Buhlmann’s images have appeared numerous times on the cover of The Hook, Approach, and Naval Aviation News. A US Navy pilot/aviator for nearly nineteen years, he began taking a camera in the air with him in 1988 while in the Philippines on his first deployment. He has logged more than 1,700 hours of flight time and 324 carrier landings.

Ted Carlson | Carlson’s photos have appeared on more than 200 magazine covers, including issues of Flight Journal, Naval Aviation News, Wings of Gold, and Combat Aircraft. He has flown in almost every type of US military aircraft during his twelve years of photographing flying subjects. www.fotodynamics.net

SMSgt. Lance Cheung | Cheung’s photos have appeared in Air Force Magazine, Air Force Times, and Air & Space Smithsonian. As director of photojournalism for Airman, the official magazine of the US Air Force, Cheung has traveled far and wide—from the North Pole during an Operation Deep Freeze airdrop to the South Pole for the Amundsen-Scott research station.

Tony Chong | Chong’s photos have appeared in World Airpower Journal and Aviation Week & Space Technology. He began photographing aircraft as a means of documenting colors and markings for the aircraft models he made on his job in the aerospace industry. His model making started with building plastic airplane models when he was eight.

Richard Cooper | Cooper is editor of Combat Aircraft and deputy editor of Aircraft Illustrated. When he has the opportunity, he uses his photographic skills to capture quality shots of aircraft in their last days of service. Among his latest subject matter are the F-104s of the Italian Air Force at Grazzanise AB.

Greg Davis | Davis’ work has appeared in Combat Aircraft, Air Forces Monthly, Aviation Week & Space Technology, and Air Force Magazine. He began his photography career as an aircrew member assigned to Combat Camera while serving in the US Air Force. He participated in combat missions over Bosnia, Kosovo, and the Middle East.

John Dibbs | Dibbs has logged more than 800 air-to-air photography sorties from more than 120 different aircraft types. He has authored eleven books, including the Flying Legends series. He shoots in all arenas of flight—fast jet, warbird, and civilian. He is currently working on a new book on the US Air Force. www.planepix.com

David Drais | Drais has photographed the F/A-22 at Edwards AFB, California; the X-35 demonstration and evaluation program at both Edwards and NAS Patuxent River; the T-50 flight test program in Sacheon, South Korea; the F-16 in flight testing at Fort Worth, Texas; and F-16s from several US Air Force and ANG units. He is an aerial photographer with Lockheed Martin Aeronautics Company in Fort Worth.

Françoise Guile | Guile’s aircraft photos have appeared in several European aviation photography forums. She began photographing aviation subjects in 2004 after meeting the pilots of the French Air Force aerobatic team, Patrouille de France, at an air show. Her previous photography experience was in nature photography.

James Haseltine | Haseltine’s photos have appeared in Aviation Week & Space Technology and Air International. Most recently, he was an aerial photographer at Edwards AFB, California, where he photographed the F/A-22 Raptor and other advanced aircraft and systems.

Jamie Hunter | Hunter’s photos have appeared in such publications as Combat Aircraft, International Air Power Review, Flug Revue, Jane’s Defence Weekly, and Naval Aviation News. He favors fast jets because they are the most challenging and dynamic subjects. In addition to being an aerial photographer, Hunter is also editor of Jane’s Aircraft Upgrades and news editor for Aircraft Illustrated. www.aviacom.co.uk

Joe McNally | McNally has photographed cover stories for Life, Time, Newsweek, Sports Illustrated, Fortune, and New York Magazine. His “Future of Flying” cover article in the December 2003 issue of National Geographic was the first all-digital shoot for the magazine. McNally also freelances for magazines, advertising agencies, and graphic design firms in the United States and abroad. www.joemcnally.com

Lt. Col. Jeff Olesen | Olesen’s photos have appeared in Air Combat Command’s Leading Edge and in the base newspaper of Beale AFB. As a US Air Force U-2 pilot since 2000, he takes advantage of wide angle lenses and a view of the earth from altitudes that often exceed 70,000 feet.
Joe Oliva | Joe Oliva’s photos have been published in Aviation Week & Space Technology, Air & Space Smithsonian, and Combat Edge, as well as in Air National Guard national marketing campaigns and on US Air Force Web sites. He is based in Wisconsin where he works extensively with the Wisconsin Air National Guard and the US Air Force Reserve Command. www.jetpix.com

Michael Pliskin | Pliskin’s advertising, editorial, and annual report images have appeared in Air Show Network, Aircraft Owners and Pilots Association Magazine, and Flight International, as well as in publications for United Airline Services and Rockwell-Collins. He has photographed for entertainment industry clients and nonprofit organizations. www.pliskindesigns.com

PH3 Mark Rebilas | Rebilas’ photos have appeared in ESPN The Magazine, USA TODAY, and Car and Driver. He has covered everything from the Daytona 500 to the Indy 500 to the NCAA football national championship game. As a US Navy photographer, he was named the 2003 Pacific Fleet Navy Photographer of the Year.

Tom Reynolds | Reynolds’ photos have appeared in various aviation magazines, books, and company marketing materials. As a flight test photographer for Lockheed Martin Aeronautics Company, he has photographed every F-16 block upgrade tested at the Air Force Flight Test Center at Edwards AFB, California, as well as such F-16 variants as the F-16XL and MATV/VISTA.

Kevin Robertson | Robertson’s photos have appeared in various aviation magazines, books, and company marketing materials. He is currently the senior photographer for Lockheed Martin Aeronautics Company at the F/A-22 Combined Test Force at Edwards AFB. Previously, he worked at Northrop Grumman as a flight test photographer on the F-20 and B-2 programs.

Antoine Roels | Roels’ photos have appeared in Air Forces Monthly, J-Wings, and Wingspan. He was the official photographer of the Belgian Air Force before retiring in 2003, when he founded International Aviation Photography Agency. He has logged almost 3,000 flying hours for air-to-air photography in more than eighty types of aircraft. www.iapa.be

John Rossino | Rossino has more than sixty magazine covers to his credit, including Aviation Week & Space Technology, Air Force Magazine, and BusinessWeek. As a photojournalist for Lockheed Martin Aeronautics Company in Marietta, Georgia, for more than twenty years, he has traveled the globe photographing aircraft in more than thirty countries.

Eric Stijger | Stijger’s photographs have appeared in Air Forces Monthly, Air International, and De Vliegende Hollander (the magazine of the Royal Netherlands Air Force). As a frequent contributor to Code One, his most recent assignment involved Italian F-16s at Trapani AB.

Lans Stout | Stout’s photos regularly appear in Code One, most recently as the Fourth Quarter 2004 cover article. Since beginning his career photographing military aircraft in the mid-1980s, he has flown in the A-7, A-4, F-15, F-16, and F-4. He has been a corporate and advertising photographer for most of his career, favoring people shots slightly ahead of fast military jets. www.lansstoutphotography.com

Katsuhiko Tokunaga | Tokunaga’s photos are regularly featured in Koku-Fan, J-Wings, and Code One. He has accumulated more than 1,200 flight hours in more than fifty types of high-performance jets. He has twenty-nine books to his credit, including his latest, Wings, a tribute to the Japan Air Self-Defense Force, which celebrated its fiftieth anniversary in 2004.

Antonios Tsagaratos | Tsagaratos’ articles and photography have been featured in leading aviation magazines around the world. His publishing company, Special Projects, has produced several books, including Hellenic Air Force: A Portrait of Gold, which is a pictorial of Greece’s air force.

Berry Vissers | Vissers began studying at the school of photography in Apeldoorn, Netherlands, during his career as an F-16 crew chief in the Royal Netherlands Air Force. During his last two years in the RNLAF, he served as crew chief for the F-16 demo team. Today, he is chief photographer for Squadron Prints Ltd., which specializes in aircraft profile prints. www.aeroimage.nl and www.squadronprints.com

TSGt. Sean White | White began his career in photography when he joined the Air Force as a photographer in 1992. He has covered US operations in Saudi Arabia, Kuwait, Bosnia, Kosovo, Cuba, and Bahrain. He joined the Thunderbirds in June 2001 and has logged more than 150 flying hours with the US Air Force demonstration team.

Andy Wolfe | Wolfe’s photos have appeared in Aviation Week & Space Technology, Combat Aircraft, and Air Forces Monthly. An employee of Lockheed Martin Aeronautics Company in Fort Worth, he spends his vacation time traveling and producing freelance photo stories.
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SPECIAL PHOTOGRAPHY ISSUE

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