

EUROFIGHTER
WORLD

PROGRAMME NEWS AND FEATURES
NOVEMBER 2025


**Dubai
Airshow**
SPECIAL
EDITION



 **Eurofighter
Typhoon**

1 MILLION FLYING HOURS

NOTHING COMES CLOSE

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Design & Production
images.art.design. Werbeagentur GmbH
www.iad-design.de

Printed by
Pinsker Druck und Medien GmbH
www.pinsker.de

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November 2025

**Eurofighter
Typhoon**

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Climbing Fast

Orders, innovation and the path to one million hours

As Eurofighter closes in on the landmark achievement of one million flying hours, CEO Jorge Tamarit-Degenhardt reflects on a transformational year for the programme.

From new international orders and production ramp-up to Eurofighter's growing role in European defence sovereignty. In this exclusive interview, he shares insights on what's been achieved so far and why the next chapter will define the future of European air power.



Six months ago, you outlined ambitious priorities for Eurofighter – accelerating production, regaining supply chain control, and capturing future opportunities. Are you making progress?

Absolutely! We're making significant progress – and doing it fast. You may recall I was very insistent that speed matters in today's environment, so I'm pleased we're climbing at this rate.

We announced that we were accelerating the production rate to 20 jets per year, and even eyeing 30, as we would be expecting additional orders kicking in. Six months on, we have secured large orders like Germany's Tranche 5, with 20 jets, and the optional 8 from last year's deal with Italy.

Then, of course, came the news that the Turkish Air Force will become the 10th nation to operate the Eurofighter following an agreement between the UK Government and the Republic of Türkiye for 20 aircraft and an associated weapons and integration package.

This milestone strengthens Europe's defence capabilities and reflects the fact that the Typhoon is not only a world-class weapon system but also a powerful diplomatic platform. It shows it is bringing nations together, strengthening alliances, and fostering long-term cooperation across Europe and beyond.

That's quite a list. More than a hundred Typhoons to deliver!
→



We are really living a step change, one that proves that the Eurofighter Typhoon is not a legacy platform. It's far more than a weapon system, it's a tool of diplomacy and an instrument of foreign policy.

I honestly expect these latest orders will be followed by more, especially exports, as well as the full execution of the weapon system Mid Life Upgrade we knew as LTE (Long Term Evolution).

This obviously represents a challenge, as we are ramping up production in an environment where we are competing against other programmes which are doing the same, often with much larger volumes, especially in the commercial arena.

When, on top of that, you add the inherent demands of obsolescence, natural in a programme in its midlife, and the desperate need for a more streamlined airworthiness process, then yes, the challenge is huge. But it's equally rewarding, fun, beautiful and historic.

That is why, over the past six months, we have also made tangible progress by launching a Eurofighter enterprise-wide transformation project. It is not just another fancy initiative; this time, the world is signalling it is a NO-FAIL mission. These additional orders – for jets that will be operating and supported into the 2060s, and evolving faster than emerging threats – make one thing clear: we cannot afford to fail. We must put everything into making Eurofighter faster, smarter, and stronger.

Eurofighter is about to reach one million flying hours – a remarkable achievement. What does this milestone represent to you and to the whole Eurofighter enterprise?

It's a truly historic milestone that reflects three decades of teamwork, innovation, and commitment from thousands of people across Europe.

One million flying hours is not just a number; it's a testament to the aircraft's enduring performance, adaptability, and relevance in an evolving global security environment. It symbolises the trust placed in Eurofighter by our partner nations and export customers, and the outstanding professionalism of the pilots, engineers, and maintainers who operate and support it every day.

For everyone involved in the programme – past and present – it's a moment of pride and a reminder that Eurofighter is not only a symbol of European technological excellence, but also of long-term international collaboration.

Over these one million hours, air forces worldwide have trusted Eurofighter with QRA duties, complex exercises, and operational missions. What does this level of international confidence say about the platform's reliability and maturity?

We can proudly say that around 80% of Core Nations' operational air missions are executed by the Eurofighter Typhoon. That demonstrates its exceptional mission reliability.

Be it for air policing missions, joint patrol initiatives, combat missions or Quick Reaction Alert, the Typhoon represents the air combat mass for Europe. If we think about its operational presence in the Middle East, we can reach the same conclusions.

The million flight hours milestone says everything. Eurofighter is, without question, one of the most reliable and combat-proven aircraft in the world. One that has consistently delivered Air Power to the Air Forces operating it, since its introduction.

That level of confidence doesn't happen by chance – it's built through experience, continuous improvement, and the robustness of the industrial and support network behind it. Today, Eurofighter stands as a cornerstone of NATO and allied air defence, fully interoperable and adaptable to a wide range of mission requirements. It's a platform you can trust, every hour of every day.

How is Eurofighter contributing to the Readiness 2030 initiative to rearm Europe, and what role are you playing in European defence sovereignty discussions?

When we talk about defence, there are three fundamental concepts at play: deterrence, sovereignty and socio-economic return.

Starting with deterrence capacity, the Eurofighter Typhoon executes 80% of the air combat missions in Europe. It provides credible, rapid-response air power that underpins both national and collective defence. But, beyond its operational performance, it also strengthens deterrence through its technological, industrial and political dimension.

It represents a shared European capability, sustained by a cooperative supply chain and technological base that reinforces strategic autonomy and alliance cohesion. To put it in one word, sovereignty.

And, if we reflect on the socio-economic impact, we know the Eurofighter Typhoon sustains more than 100,000 jobs across more than 400 suppliers in Europe. That's massive, isn't it?

Therefore, Eurofighter plays a critical role in strengthening Europe's defence readiness and sovereignty. Through the Readiness 2030 initiative we're working closely with our partner nations to ensure their fleets are mission-ready, equipped with the latest capabilities, and supported by a resilient European industrial base.

Beyond readiness, Eurofighter is a living example of European defence cooperation in action – an operational, scalable, and upgradeable platform that keeps skills, technologies, and decision-making within Europe.

We're also an active participant in discussions shaping the future of European air power and sovereignty. Our experience managing a four-nation programme gives us unique insight into what works.

We know how to harmonise requirements, share investment, and deliver operational advantage collectively. That experience will be invaluable as Europe develops the next generation of combat air systems.

As we celebrate one milestone, what's your vision for the next million hours of Eurofighter?

The next million hours will be about evolution – keeping Eurofighter at the heart of combat air capability, while bridging next-generation combat systems.

Our focus is multi-faceted. First, we must ensure operational readiness of the combat mass of Europe and the Middle East. At the same time, we aim to ensure the platform remains future-ready – integrating next-generation sensors, weapons, connectivity, and electronic warfare systems to guarantee air dominance well into the 2060s.

Ultimately, the next million hours will build on the legacy of the first – combining proven performance with future potential. Eurofighter's story is far from complete; in many ways, it's just entering its most exciting chapter. ←



Türkiye Signs Landmark Deal for Eurofighter Aircraft

The Turkish Air Force will become the 10th nation to operate the Eurofighter Typhoon following a landmark agreement between the UK Government and the Republic of Türkiye for the procurement of 20 Eurofighter aircraft and an associated weapons and integration package.

Announced during the UK Prime Minister's official visit to Ankara in October, the £8 billion agreement is the first new order for UK Eurofighter Typhoons since 2017 and represents the largest fighter jet export deal in a generation, securing thousands of skilled jobs across the UK supply chain and strengthening NATO's collective defence posture. →



UK Prime Minister Keir Starmer signs an agreement with Türkiye's President Recep Tayyip Erdoğan as Türkiye buys 20 UK Typhoon fighter jets securing 20,000 UK jobs. Picture by Lauren Hurley / No 10 Downing Street

“Türkiye joins our community of partner nations dedicated to advancing air power and safeguarding our shared skies.”

Eurofighter Chief Executive Jorge Tamarit Degenhardt

The UK Government says the deal will help sustain a 20,000-strong workforce across production sites in Warton, Samlesbury, Bristol and Edinburgh.

“This landmark agreement with Türkiye is a win for British workers, a win for our defence industry, and a win for NATO security,” said Prime Minister Sir Keir Starmer. “At either ends of Europe, the UK and Türkiye are vital to tackling the challenges of our time and this will allow our Armed Forces to work even closer together as we deter threats and protect our national interests.”

The Turkish Air Force will join a community of Typhoon operators that includes the UK, Germany, Spain, Italy, Austria, Oman, Qatar, Kuwait and Saudi Arabia. Deliveries to Türkiye are expected to begin in 2030. Eurofighter Chief Executive Jorge Tamarit-Degenhardt hailed the news, saying: “We are truly delighted to welcome the Republic of Türkiye as a member of the Eurofighter programme. Türkiye joins our community of partner nations dedicated to advancing air power and safeguarding our shared skies.”

“This milestone strengthens Europe’s defence capabilities and reflects the fact that the Typhoon is not only a world-class weapon system but also a powerful diplomatic platform – bringing nations together, strengthening alliances, and fostering long term cooperation across Europe and beyond.”

“It’s a moment of pride for everyone involved – from our partner nations and industry teams, especially the United Kingdom and BAE Systems, to the thousands of people whose expertise and commitment make Eurofighter a success story of international collaboration.”

Strategic Cooperation and Industrial Strength

Under the agreement, BAE Systems will manufacture major airframe components, conduct final assembly of the aircraft, and lead weapons integration at its sites in Lancashire. The weapons package will be

provided primarily by MBDA, with capabilities including the Meteor beyond-visual-range air-to-air missile.

BAE Systems Chief Executive, Charles Woodburn, described the deal as “The start of a new chapter in our longstanding relationship with this important NATO ally.”

“Typhoon is an export success story and demonstrates how investment in defence can fuel significant economic growth and returns across the UK,” he added. “Today’s announcement extends Typhoon production and preserves crucial sovereign skills which underpin the UK’s defence and security.”

Defence Secretary John Healey: “This is another major export deal for the UK and is the biggest jet export deal in a generation. It will pump billions of pounds into our economy and keep British Typhoon production lines turning long into the future.”

“This deal goes far beyond the procurement of aircraft. It is the leading edge of the growing defence and industrial partnership between our two nations.”

Supporting Sovereign Capability

The Eurofighter programme continues to play a vital role in the UK’s industrial base. Nearly 6,000 jobs directly support the programme at BAE System’s sites in Warton and Samlesbury.

In the South West, Rolls-Royce in Bristol produces critical modules and components for the Typhoon’s EJ200 engines and leads their maintenance. More than 800 jobs are also supported in Scotland, including at Leonardo in Edinburgh, which manufactures the aircraft’s advanced radar.

The Eurofighter programme contributes £1.6 billion to the UK economy annually and is widely regarded as one of the nation’s most successful defence exports, generating £1.4 billion in exports each year. From the UK Government’s original £12 billion investment, the programme has already returned more than £30 billion to the UK economy.

The new agreement also strengthens NATO’s strategic posture in a key region, enhancing interoperability between allied air forces and ensuring Türkiye is equipped with a proven, advanced combat air capability.

“Türkiye is an important NATO ally and the gatekeeper to the Black Sea,” said Defence Secretary Healey. “By equipping them with top-of-the-range Typhoon fighter jets, this deal will strengthen NATO deterrence and help make us all safer.” ←



“This landmark agreement with Türkiye is a win for our defence industry, and a win for NATO security.”

Prime Minister Sir Keir Starmer



UK Prime Minister Keir Starmer meets with BAE Systems Warton staff as Türkiye buys 20 UK Typhoon fighter jets securing 20,000 UK jobs. Picture by Lauren Hurley / No 10 Downing Street



Germany Strengthens Eurofighter Fleet with 20 New Jets

Germany reaffirmed its long-term commitment to the Eurofighter programme with an order for 20 additional aircraft.



The new aircraft will feature cutting-edge capability upgrades. Airbus will equip the jets with the latest sensors, including the electronic E-Scan radar, enhancing situational awareness and target acquisition.

In parallel, the Arexis electronic warfare system from Saab will be integrated into both the new and existing German Eurofighter fleet, significantly expanding the aircraft's operational flexibility in complex air environments.

Signed at the final assembly site of Airbus in Manching, the deal marks another important step forward for Europe's largest defence collaboration.

The new jets will replace part of the German Air Force's ageing Tornado fleet, with deliveries scheduled between 2031 and 2034. →



The agreement follows the Quadriga contract for 38 aircraft and comes at a time when the programme is fast approaching the significant milestone of one million flight hours.

“This order is excellent news for the Eurofighter programme and our industrial partners,” said Jorge Tamarit-Degenhardt, CEO of Eurofighter at the signing ceremony. “It secures continuity in production, sustains critical skills across the supply chain, and reinforces Germany’s long-term commitment to sovereign European air power.”

**“The
20 Tranche 5 jets
and 52 EJ200
engines will
help safeguard
German and
European skies
and strengthen
NATO’s
dominance in the
air domain.”**

Jorge Tamarit Degenhardt,
CEO of Eurofighter

Air Vice Marshal (ret.) Simon Ellard, General Manager of NETMA, highlighted the strategic importance of the contract: “The 20 Tranche 5 jets and 52 EJ200 engines will help safeguard German and European skies and strengthen NATO’s dominance in the air domain. This signature represents the result of extensive collaboration across nations and industry partners.”

Germany’s order follows additional commitments by other Eurofighter nations. In late 2024, the Spanish Air Force signed for 25 jets, and the Italian Air Force confirmed an order for 24. Together, these decisions signal strong momentum across the programme and growing alignment on long-term capability development. ←





One of the centre's most powerful assets is the human centrifuge – a vast rotating machine that simulates up to 9G in a controlled environment.

Training

Under Pressure

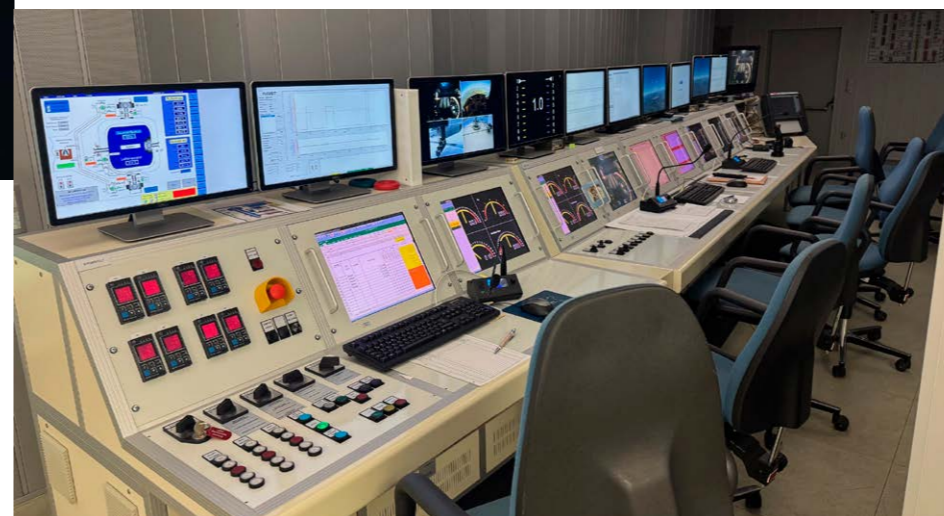
How Eurofighter Pilots Train for the Extremes

The world tilts violently as the pilot pulls hard into a high-G turn. Sharp. Aggressive. Brutal. But gravity is fighting back. At 9G, the body feels nine times heavier.

An 80kg pilot becomes a 700kg bear in a flying suit. Breathing becomes a battle. Vision begins to tunnel. Arms turn to concrete.

The heart strains to pump blood to the brain. Any lapse, just a few seconds of unconsciousness, could mean catastrophe. There's no time to think, only to act. They execute the Anti-G Straining Manoeuvre – a disciplined, learned sequence of muscle contractions and breathing – while trusting their body and training to hold the line. Instruments are everything. Instincts can deceive.

This is what it means to fly a Eurofighter. And this is why the training starts long before a pilot pulls back the stick. →





The Physiology Behind Performance

Flying a high-performance aircraft like Eurofighter to its limits is a test of skill and of the human body. But how do you ever train for something so extreme?

The answer for German Air Force pilots is to go through their paces at the Aviation Physiology Training Centre in Königsbrück. There, pilots, medics and aircrew train for the silent threats of modern combat flying: G-forces, oxygen deprivation, disorientation and the psychological load of night flying. It's no exaggeration: this training saves lives.

One of the centre's most powerful assets is the human centrifuge – a vast rotating machine that simulates up to 9G in a controlled environment. Watched by a team of experts and medics, pilots are strapped in and learn what their body feels like under extreme acceleration and can practise the techniques that will keep them conscious and in control during combat.

"You try to breathe, but I could barely get any air inside my lungs," said one pilot in training.

"The moment you pull the stick full back, the G-force just hits you. You feel your face moving. You try to breathe, but I could barely get any air inside my lungs," said one pilot in training. "I had to hold out for three seconds before I could breathe again."

"You go from zero to 7.5G in about a second. It's a force you can't describe unless you've felt it. Everything in your body shifts down. Even your face feels like it's moving."

Even seasoned aviators are surprised by the physical demand. Without the right response – and without trust in their training – G-LOC (G-force induced loss of consciousness) is just seconds away.

Another suite at the Königsbrück facility houses the high-altitude simulation chamber. Here, the training team can replicate conditions pilots might face at 25,000 feet. Under controlled settings, pilots experience hypoxia, the gradual lack of oxygen that impairs thinking and judgment. →





They learn to recognise their personal warning signs, because in the air, awareness is everything.

"In the beginning, I was nervous," recalls the trainee. "I'd never experienced hypoxia before. But then my heart started racing. I wasn't sure if it was nerves or lack of oxygen. When my fingers started to tingle, I knew – that was hypoxia."

"We were part of a study where we had to arrange coloured pellets while hypoxic. There were 16 colours, but in the dark I could only see four. I'm sure I made loads of mistakes."

"The tests are hard; they are designed to be. And I will make a lot of mistakes, but I will also learn a lot, too. I think I'll come out of the experience not just a better pilot – but a better person."

Elsewhere, there is a disorientation simulator which plunges participants into darkness, fog or blinding flashes, training them to ignore their instincts and rely on their instruments.

Meanwhile, night vision and image intensifier training exposes aircrew to the eerie, distorted world of low-light operations – a space where confidence can quickly erode without preparation.

Beyond the Cockpit

The Königsbrück centre doesn't just serve pilots. It's a hub for advanced aeromedical training – from evacuation coordination officers to aeromedical technicians and flight surgeons. Personnel from across Europe train together here, learning to manage everything from altitude sickness to combat trauma under pressure.

The facility is powered by a 52-strong team – including flight surgeons, engineers, instructors and technicians – who bring a deep blend of scientific knowledge and operational experience. Their work is precise, personal and mission-critical.

In the cockpit, there's no time for hesitation. No time to read a manual or second-guess a decision.

Every muscle memory, every response, every breath has already been trained – over and over – in places like Königsbrück.

Because when a Eurofighter pilot rolls into a turn at 9G, they're not just battling physics – they're drawing on every ounce of training, reflex and resilience to stay conscious, stay focused, and bring the jet – and themselves – home. ←



Personnel from across Europe train together here, learning to manage everything from altitude sickness to combat trauma under pressure.

Eurofighter Effect

Jobs, Growth and Prosperity



When we think of the Eurofighter Typhoon, the image that comes to mind is often the aircraft itself – fast, agile and proven. But behind every sortie lies another equally important story: the industrial ecosystem that sustains it.

Across Europe, the programme is not just defending skies, it is fuelling economies and sustaining tens of thousands of highly skilled jobs.

According to the latest independent analysis, the Eurofighter programme supports more than 100,000 jobs across Europe. In the UK alone, the Typhoon enterprise sustains over 20,000 roles across the supply chain. These are not abstract numbers; they represent apprentices starting careers, technicians honing specialist skills, and engineers at the forefront of digital innovation.

This economic footprint is just as remarkable. The programme contributes significantly to national economies in partner

Eurofighter in Numbers:

100,000+ Jobs Supported

The Eurofighter programme sustains more than 100,000 skilled roles across Europe.

400+ companies

In the supply chain, from major primes to specialist SMEs.

€58 billion

The GDP contribution to the four core nations' economies over next decade under baseline assumption.

€14 billion

tax revenues generated for partner governments over next decade.

9 nations

Worldwide operate the Eurofighter Typhoon, underpinning both economic and strategic partnerships.

nations – UK, Germany, Italy, and Spain. From tax revenues and exports, through to the resilience of small and medium-sized suppliers.

From factories in Lancashire to avionics labs in Bavaria, the programme sustains a network of European expertise that few other defence projects can match.

And, as Typhoon continues to evolve – with capability upgrades programmes already underway – the next generation of workers becomes equipped with new skills, while firms reap the economic benefits.

The Eurofighter story is more than defending the skies. It is also about defending livelihoods, building economic resilience, and demonstrating the power of European collaboration. As governments debate budgets and priorities, this much is clear: every Typhoon flying overhead is also lifting communities on the ground.

Source:
Eurofighter Impact Assessment (2024)



Two Decades of Thunder

Display Team

RAF Typhoon Display Team Marks 20th Anniversary

20 years ago, Squadron Leader Matthew Elliott climbed into the cockpit of a Tranche 1 Typhoon and made a little bit of aviation history.

His display at the Royal International Air Tattoo (RIAT) in 2005 marked the debut of what would become one of Britain's most celebrated military aviation teams - the RAF Typhoon Display Team.

Now, in 2025, the team celebrates a remarkable milestone: two decades of showcasing the UK's premier multi-role fighter to audiences across the globe. Leading this anniversary season was Squadron Leader Nathan Shawyer, a pilot whose journey from Devon airshow spectator to Typhoon display pilot embodies the inspirational power these aerial demonstrations hold.

Shawyer's path to the cockpit began like many before him: at an airshow. Face turned to the skies, he was dazzled as the jets performed impossible-looking manoeuvres.

Growing up, he was a keen member of 1064 Air Cadets, attending countless airshows that only strengthened his resolve to join the RAF as a fighter pilot.

"You've probably heard this from other pilots," says Nathan, "but it really was about going to airshows, looking up, and seeing jets performing in the sky, thinking 'wow, that looks incredibly fun - I'd love to have a go at that myself.'" →



Fact File: Squadron Leader Nathan Shawyer

Squadron Leader Nathan Shawyer Fact File

Role

- RAF Typhoon Display Pilot 2025

Squadron

- 29 (Reserve) Squadron, RAF Coningsby

Aircraft Flown

- Grob Tutor (Elementary Flying Training)
- Tucano T1 (Basic Fast-Jet Training)
- Hawk T2 (Advanced Fast-Jet Training)
- Tornado GR4 (First frontline aircraft - last RAF pilot trained on type)
- Typhoon FGR4 (Current aircraft)

Operational Experience

- Iraq Operations - Led Tornado GR4 pair over Mosul at minimum fuel (2018)
- International Deployments - Falkland Islands, Estonia, Romania, Middle East
- Training Role - OCU instructor teaching next generation of Typhoon pilots
- Current Role - 2025 RAF Typhoon Display Pilot

Career Highlights

- Last RAF pilot trained on Tornado GR4
- Joint Commanders Commendation recipient (2018)
- Participated in Royal ceremonial duties (King's Birthday Flypast 2023)
- Selected for prestigious Typhoon Display Team role

Display Philosophy Focuses on showcasing two key Typhoon capabilities

- Agility - Aggressive 9G turns demonstrating manoeuvrability
- Power - High-speed passes highlighting EJ200 engine performance
- Signature Move - Crowd rear arrival, starting behind spectators before high-speed overflight

In Numbers

- RAF Service: 16 years (2009-present)
- Age when joined: 18 years old
- Display Season: 20th anniversary of RAF Typhoon Display Team
- Squadron Heritage: 29 Squadron formed 1915, over 100 years of operations

Display Team

His CV is impressive. After joining the RAF in 2009, aged just 18, Shawyer progressed through the traditional training pipeline before achieving a unique distinction. "I was actually the last ever RAF pilot to be trained on the Tornado," he reveals.

His frontline service on 31 Squadron at RAF Marham included a particularly dynamic sortie over Mosul, Iraq, in 2018, leading a pair of Tornados to support friendly forces whilst operating at minimum fuel. This action earned him a Joint Commanders Commendation.

The end of the Tornado era in 2019 opened a new chapter as Shawyer transitioned to the Typhoon, completing his operational conversion on 29 Squadron before joining 3(F) Squadron. His frontline tour was characteristically busy, including deployments to the Falklands, Estonia, Romania, and the Middle East.

Returning to 29 Squadron as a flying instructor in 2022, Shawyer found himself teaching the next generation of Typhoon pilots how to "fly and fight" in Britain's most advanced fighter. He says: "As an instructor on the operational conversion, my role is to teach the young guys and girls that are coming through the flying training system how to fly Typhoon, most importantly, how to fight with your Typhoon." In 2023 he also had the privilege of taking part in the "CR" flypast for His Majesty the King's Birthday celebration down The Mall in 2023.

Engineering Excellence

Of course, behind every successful display lies a team of dedicated engineers, and 2025's anniversary season showcases this perfectly. The engineering teams - christened Moggy, Blackjack, and Gina in homage to previous display aircraft paint schemes - represent the cream of RAF technical expertise.

These highly skilled personnel face tough competition for selection, with successful candidates earning the privilege of travel-

ling across the European and Asian continents supporting the display programme.

What makes this year particularly significant is the operational readiness of the display aircraft. Unlike previous seasons that featured specially painted show jets, 2025's Typhoons are front-line ready. This is a reflection of today's uncertain security environment, where the RAF must be prepared to "fly and fight" at a moment's notice.

Operational Heritage

The choice of 29 Squadron to host the display team carries deep historical significance. Formed in 1915, the squadron has



operated virtually every major RAF fighter type, from DH2s over the Western Front to Phantoms in the Falklands. It became the first operational squadron to receive the Tornado F3 in 1987 and played a crucial role in Operation Desert Storm.

Since taking delivery of its first Typhoon in June 2004, 29 Squadron has served as the RAF's Typhoon Operational Conversion Unit, training multi-role pilots and engineers whilst contributing to the Quick Reaction Alert mission that guards UK airspace 24/7.

Today, the UK's Typhoon force operates from nine RAF squadrons split between

Lossiemouth and Coningsby, with aircraft standing QRA duty in the UK and Falkland Islands. It has proven itself in operations over Libya, Iraq, and Syria, whilst reinforcing NATO air defence in the Baltics and Black Sea regions.

The international dimension extends to 12 Squadron - the UK's first joint squadron since World War II - which trains Qatari pilots following their nation's Typhoon purchase.

Looking Forward

Squadron Leader Shawyer was able to bring a carefully crafted display philosophy to the anniversary year.

With creative freedom to design his routine, he focused on two key areas: "You start very much from a blank canvas, and you get to decide what you best think shows off the Typhoon in the best possible light.

"For me, it was first, the agility of the aircraft - those really aggressive 9G turns that you'll see plenty of in the display this year. But also the power. The Typhoon's got some incredible EJ200 engines that really accelerate you across the crowd line."

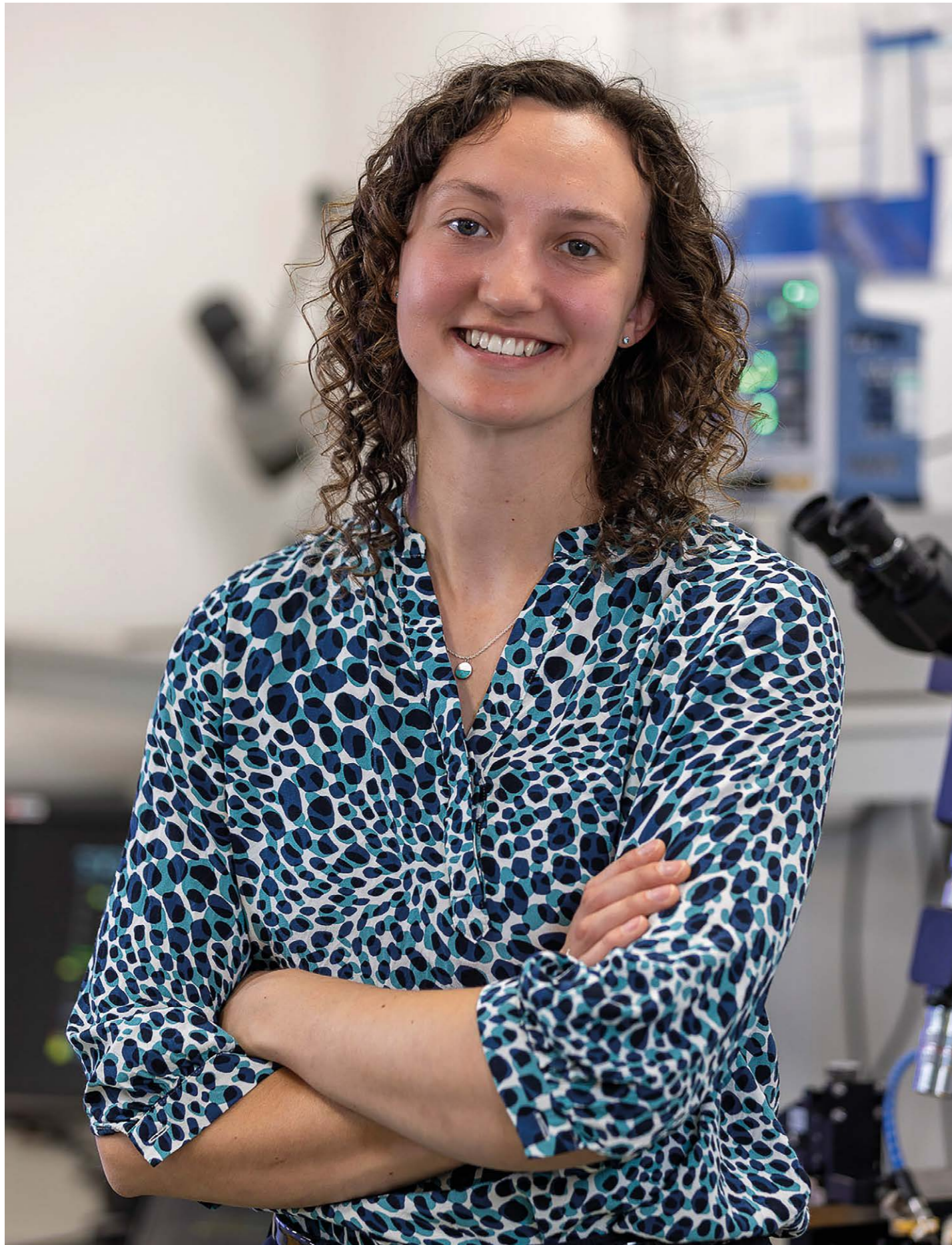
The anniversary celebration acknowledges an unusual quirk of timing - whilst 2025 marks 20 years since the first public appearance, it's actually the 21st anniversary year. The 2020 season's cancellation due to COVID-19 created this numerical anomaly, making 2025 genuinely the team's 20th display season.

From that first flight by Matthew Elliott to today's anniversary celebrations, the RAF Typhoon Display Team has consistently demonstrated not just the aircraft's capabilities, but the professionalism and dedication of the Royal Air Force itself. As they take to the skies this season, twenty years of thunder continues to inspire the next generation of aviation enthusiasts - just as it once inspired a young Nathan Shawyer watching from a Devon airfield. ←



"For me, it was first, the agility of the aircraft - those really aggressive 9G turns that you'll see plenty of in the display this year."

Nathan Shawyer



Eurofighter Expert: Maia Hely

"A lot of companies say they do cutting-edge work, but Leonardo really does. I'm part of a team that is genuinely pushing the boundaries."

Maia Hely works at Leonardo's Edinburgh site on the cutting-edge radar technology that is at the heart of the Eurofighter Typhoon's defence capabilities.

In the latest Eurofighter Expert series, Maia shares her route into engineering, her day-to-day role, and how rowing helps her stay balanced outside of work.

What first drew you to this field—was it the technical challenge or something else?

I've always wanted to understand how things work. I chose to study Mechatronics at the University of Glasgow because it is a mix of mechanical, electronic, and control engineering. I wanted to understand how these interconnected elements fit together in complex technology systems.

How did you end up in your current role?

As part of my degree, I took an honours microwave engineering course. Some of the theory was very demanding but I found it very interesting, and I wanted to learn more about the practical applications. I applied to Leonardo for a Master's project in this area to get hands-on experience - and I've never looked back!

After graduating in 2023, I joined the MMIC team (Monolithic Microwave Integrated Circuits). We design and test the

technology used in the front end of the radar. It's been a great opportunity to work on the ECRS Mark 2 radar for the Eurofighter Typhoon.

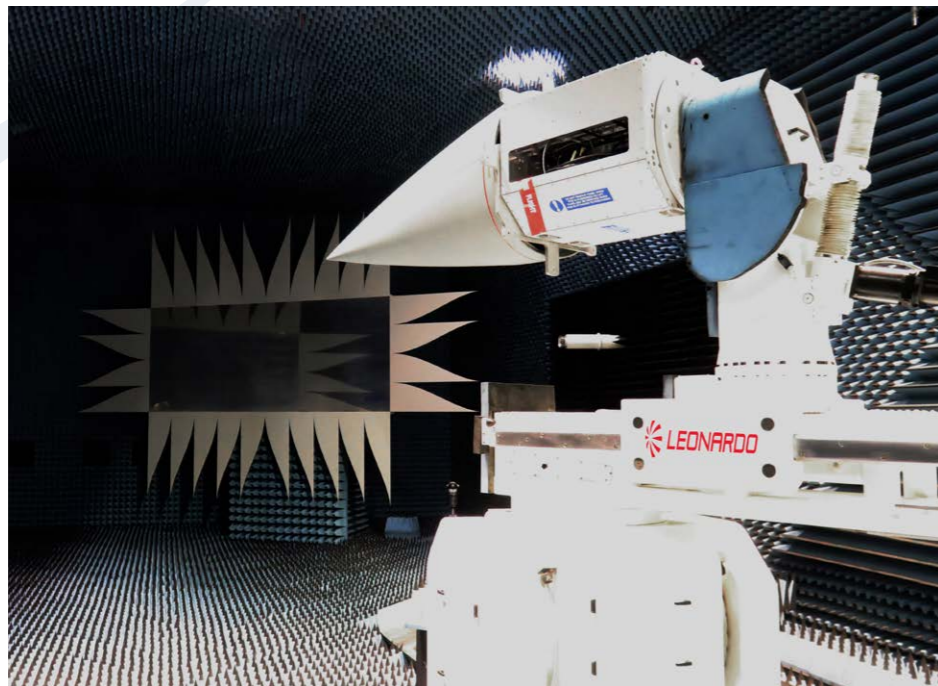
Did you know much about radar systems or Eurofighter before joining Leonardo?

Not a lot. The university microwave course was very theoretical and mathematical. It was only after I joined Leonardo that I discovered the multiple practical applications and the level of innovation in this field.

A lot of companies say they do cutting-edge work, but Leonardo really does. I'm part of a team that is genuinely pushing the boundaries.

What does your day-to-day role involve?

It really varies, which I enjoy. Early on, I was working mainly in the lab creating setups for MMIC testing, writing code, and automating test routines. Because of this testing, I learnt a lot about the →



Eurofighter ECRS MK2 Radar
Under testing in CATR facility Edinburgh, UK

fundamentals of how our devices work. More recently I've moved into design work modelling our devices and using simulation tools, often for early-stage future concepts.

For the Mk2 radar project I've been working on environmental testing and qualification, which involves more collaboration with other departments. It is exciting to be involved with the Eurofighter project working on something that's going into production. There's something very tangible about it. You can see the end product, you know who it's for.

How important is collaboration in what you do?

It's essential. The Eurofighter radar is such an advanced technical project and multiple specialists have to contribute. Once a prototype is tested, the data we get back from that process informs what can be improved. Working together with the customer, we look to ensure the capability meets their operational needs. It's a loop – constantly learning, evolving, and improving.

What skills are essential in your role?

A willingness to learn, and the ability to talk to people and ask questions. You need to be able to connect the dots from the tiny

technical details to the bigger context, and stay adaptable. And something else I've learned, you have to stay calm. You will encounter problems and that can be daunting at times. But finding solutions to problems is actually what engineering is all about. When you realise this, you appreciate that problems are not bad, they are just part of the process of developing new technology.

A thorough approach is also essential to get accurate test results. For meaningful data, calibration is key. You have to ask: are these results from the device itself, the test system, or the environment? It takes time and care.

Finally, teamwork. Being around people helps me learn – you pick up small tips from conversations, things that wouldn't come up over email or video calls. I prefer being in the office or the lab. It helps me understand how everything fits together, from individual components to the aircraft radar system itself.

How does it feel to be part of the Eurofighter programme and developing a radar that will be in service for years to come?

It feels very different from other projects I've worked on because of the scale and the collaboration with a big team. There's a real ambition, drive, and enthusiasm

in the team. Everyone wants to deliver something excellent. Ultimately, it's about enhancing pilot capability and delivering advanced systems they can rely on.

Personally, it is exciting to be here during the design and development phase. These projects are long and don't come around often. They will be used for a long time too. I feel very lucky to be part of this transitional and innovative phase.

And how do you relax away from work?

I row competitively. I took up the sport at university and competed for Scotland and GB. I had a break while finishing my degree, but when I moved to Edinburgh, I joined a local rowing club to get back into it.

It's great to meet people outside of engineering and be competitive in a different way. It actually helps me switch off. You can't think about lab tests when you're rowing. You just focus on the technique or the sound of the water – it's almost mindfulness.

I think the two sides – engineering and rowing – complement each other. I couldn't do either as well without the other. Last year, I was able to row for Scotland at the Home International Regatta while working at Leonardo, which was fantastic. The company was really supportive. ←

"I prefer being in the office or the lab. It helps me understand how everything fits together, from individual components to the aircraft radar system itself."

Photos:
© Leonardo S.p.A. and subsidiaries



Jen Richley
Operational Factors Manager in Front-End Development

Exploring Manned- Unmanned Teaming

In this instalment of Eurofighter World, Jen Richley, Operational Factors Manager in Front-End Development here at Eurofighter, breaks down one of the most exciting developments in modern air power: Manned-Unmanned Teaming. From distributed sensing to next-generation autonomy, Jen explains what it means, how it works, and why it matters for the future of air combat. →

"It's not just about how many jets you send anymore – it's about where your brains, eyes, and firepower are best placed. And Typhoon is built to lead that fight."

Jen Richley



What exactly is manned-unmanned teaming?

At its heart, it's about combining the strengths of piloted aircraft with the versatility of uncrewed systems to get the best of both worlds. Think of it as a force multiplier. Instead of one aircraft doing everything – sensing, analysing, and attacking – you can spread those tasks across multiple platforms.

In practical terms, it's about deciding where to put the brains, where to put the eyes, and where to put the stuff that goes boom.

Why use uncrewed systems in the first place?

There are three main advantages. First, you get distributed sensing, so uncrewed platforms can gather data from different positions in the battlespace, building a much richer picture. Second, you can accept more risk. It means you can send drones closer to danger without putting pilots in harm's way. And third, uncrewed aircraft are cheaper and smaller, so you can use more of them and cover wider areas without using up your limited number of crewed aircraft.

How do the crewed and uncrewed aircraft work together in practice?

They operate as part of a wider network. The uncrewed platforms, which are often referred to as 'loyal wingmen', might focus on collecting sensor data, while the piloted aircraft interpret that data and make key decisions.

You can think of it like a distributed brain. The Typhoon can stay at a distance, receive off-board cues from the uncrewed platforms, and then act – whether it's employing weapons or directing the mission. It's all about faster, smarter decision-making.

Are these uncrewed aircraft fully autonomous?

No, most uncrewed systems today are remotely piloted, meaning there's still a person at the controls, even if it's from a container on the other side of the world.

But we are moving towards more autonomous tasking, which means telling a group of platforms to perform a job, like surveillance, and letting them figure out how best to do it.

There's always going to be a balance between human control and automation, especially when it comes to life-or-death decisions like employing weapons.

Where does the Eurofighter fit into all this?

Eurofighter Typhoon is perfectly placed. With its powerful sensors, data links, and flexible stores options, it can act as the command node in a networked battlespace, including issuing orders, analysing information, and employing weapons from a distance.

And thanks to the neat way safety-critical computing items are segregated, it's easy to integrate new capabilities. It can receive real-time targeting updates from uncrewed platforms and use that to cue standoff weapons. What teaming means for Eurofighter is that it doesn't have to be right on top of the target. It can launch from afar based on data collected by other members of the team.

Is this already happening, or still a future concept?

The concept has been around for a while, but we're now at the point where it's becoming a reality. Pilots are already working alongside remotely piloted systems. Trials and development are well underway across the air forces, and within the Eurofighter's lifetime, we'll see this kind of teaming become routine.

Eurofighter will unquestionably be part of that mix. It will be operating alongside fifth- and sixth-generation assets in a system-of-systems environment. If your aircraft can share or receive data, it can be part of manned-unmanned teaming. It's that simple. ←



Who Needs Tom Cruise?

Behind the scenes of the new Eurofighter movie



It began as a simple brief: create a new, 'emotional' film that would showcase the Eurofighter Typhoon at its very best. What was created - and launched to the world in September 2025 - is a fresh three-minute, pulse-racer that feels more Hollywood blockbuster than corporate movie.

The inspiration is clear. As one of the creative team, from UK-based production company Mocha, says, "After Top Gun: Maverick, the bar was set sky high. Audiences now expect to see the real thing - jets up close, flying hard, captured for real."

That became the mantra: pack the film with as much genuine Typhoon action as possible but without the Hollywood budget! Working closely with the team at BAE Systems in Warton in Northwest England, they managed to pull it off, with epic results. →



To achieve it, however, the team would need access to aircraft, crews, and pray for the right weather conditions. They secured two Typhoon jets and a Piper Aztec camera ship. With advanced rigs mounted beneath the aircraft, the team captured astonishing air-to-air footage. Every moment mattered.

Hard Yards

For low-level flying, the crew headed to the Lake District, also located in England's Northwest region, with its dramatic valleys and ever-changing weather.

Taking significant volumes of cinema-grade lenses, and a heavy tripod, the team made the 120-minute climb up a Lakeland fell.

"They told us no one had tried a challenge like this before," said Tom Clarke, Eurofighter's Head of Communications, "but to get those few incredible shots, it had to be done this way."

The risks were real. Dense cloud threatened visibility, and there was only one day, one moment to capture the sequence needed. But when the Typhoon finally roared through the valley, the result was breathtaking.



"Having a Typhoon thunder directly overhead at speed leaves you feeling exposed and awestruck," said one of the Mocha production team. "It was raw, it was real – and it proved what the jet can do."

For the makers and everyone involved in the production, the finished film delivers exactly what the brief asked for: ultra-high

definition footage of Typhoon that showcases the jet's superior capability. For Eurofighter, it's the Typhoon story brought to life: cinematic, emotional, and unforgettable.

Go to eurofighter.com to watch the movie and the "Making of" documentary that accompanies it. ←



"For Eurofighter, it's the Typhoon story brought to life: cinematic, emotional, and unforgettable."

Cobra Warrior Unpacked

If there's such a thing as 'perfect flying conditions', then Exercise Cobra Warrior truly put its 60+ combat aircraft participants to the test.

Held over three weeks - and seemingly all four seasons - Cobra Warrior brought together NATO and allied air forces for a series of large-scale, multinational missions across the UK and parts of the North Sea, with three Eurofighter Typhoon squadrons, playing a central part.

The bi-annual event sees the Royal Air Force host partner nations for an exhibition in warfighting scenarios, affording participants the opportunity to test their resolve alongside allies and against simulated adversaries - the least of which being the British weather. →



Exercise

A multinational effort

The latest iteration of Cobra Warrior featured aircraft and crews from the Royal Air Force, Italian Air Force, German Air Force, Canadian Air Force and the United States Air Force. Collectively, they launched complex missions involving up to 70 aircraft at a time.

These missions combined fast jets, intelligence platforms, heavy air mobility assets, helicopters and even 300 ground troops working in northern England. In total, as many as 80 aircraft could be in the air at once, making Cobra Warrior one of the largest and most integrated training events in Europe.

“Typhoon has been involved in every mission you can imagine.”

Group Captain Paul Hanson, Exercise Director

Typhoon played a central role in the simulations, with between 30-40 Typhoons flying on any given day from bases in the UK, with squadrons from Grosseto in Italy and Neuburg in Germany hosted at Coningsby and Waddington respectively.

“It was a unique opportunity to train with our allies and be ready for future scenarios,” explained ‘Cavallo’, Commander of Italy’s 9th Squadron from Grosseto.

“It helped us improve our mutual understanding and interoperability, so when we deploy together on real missions, we are already prepared.” →



Photo: © UK MOD Crown Copyright 2025

What is Cobra Warrior?

Cobra Warrior is one of the largest and most complex air training exercises in Europe. It’s run by the Royal Air Force, held twice a year, and lasts around three weeks.

Who takes part in Cobra Warrior?

The exercise brings together aircraft and personnel from across NATO and partner nations. In 2025, participants included the UK, USA, Germany, Italy, and Canada, flying from multiple RAF bases.

What kind of training does it involve?

Participants face the toughest simulated threats both in the air and on the ground. Scenarios cover air-to-air combat, suppression of enemy air defences, air-land integration, electronic warfare, plus cyber and space effects.

How big is the exercise?

On any given day, between 60-80 fast jets are airborne, supported by tankers, intelligence aircraft, transport planes, helicopters, and hundreds of troops on the ground.

Where does it take place?

The training area stretches across the North Sea, northern England, and southern Scotland. It measures roughly 150 by 80 nautical miles making it one of the largest exercise airspaces in Europe.

Why is Cobra Warrior important?

It’s the final phase of the UK’s Qualified Weapons Instructor (QWI) Course. Graduates become the tactical leaders and instructors in their air forces, shaping the next generation of fighter pilots.



Group Captain Paul Hanson, Exercise Director

“The exercise allowed us to evaluate the Typhoon weapon system in a really complex scenario.”

Cavallo explained



Eurofighter at the Core

The Eurofighter Typhoons were tasked with a full range of missions, from air superiority and escort missions to employing cruise missiles, free-fall weapons and close air support for troops on the ground. They worked seamlessly alongside U.S. F-15E Strike Eagles, F-35As and a B-52 bomber flying from RAF Fairford.

"Typhoon has been involved in every mission you can imagine," said Group Captain Paul Hanson, Exercise Director. "It's a class-leading platform and it has been knocking it out of the park."

For Italian crews, Cobra Warrior was also an invaluable opportunity to put their aircraft to the test. "The exercise allowed us to evaluate the Typhoon weapon system in a really complex scenario," Cavallo explained. "Pilots had the chance to face different events and counter-threats and see how the aircraft performs at an operational level. It's impressive."

Building for the future

Cobra Warrior also reflected the reality of Europe's changing airpower mix. With more than 500 F-35s due to be stationed in Europe in the coming years and similar numbers of Typhoons, integration between 4th and 5th generation platforms is critical. Cobra Warrior provided an unrivalled environment to rehearse that partnership.

For Italy, the UK, Germany and their allies, the lessons are clear: interoperability and shared tactics are the key to future coalition success.

As Cavallo put it: "The best part of Cobra Warrior was the chance to train with our allies - the RAF, the Luftwaffe, the Canadians, the U.S. Air Force. We learn from each other and we are ready to face the future together." ←

"Typhoon has been involved in every mission you can imagine."

Group Captain Paul Hanson

Dirk Leads Vienna Office

Eurofighter has underlined its commitment to supporting Austria's long-term defence planning and maintaining operational excellence with the appointment Dirk Schubert as Head of the Vienna Office.

Dirk brings more than 20 years of experience on the Eurofighter programme. For the past five years, he has served as Austria In-Service Programme Manager at Eurofighter Jagdflugzeug GmbH, where he managed the country's ISS3 and ISS4 support contracts.

Dirk said: "I'm truly honoured to take on this role. My goal is to bring renewed energy and a fresh perspective while ensuring continuity in the trusted relationships we've built in Austria over many years."

Dirk's experience spans multiple international Eurofighter programmes. Following his career in the German Air Force, one of his first roles on the programme was as ILS Manager for Austria's Entry into Service phase.

"I've worked closely with many of Austria's key stakeholders for over two decades. These long-standing relationships are built on trust, which is essential for working together to address challenges and explore opportunities for improvement."

Looking ahead, Dirk said supporting Austria's operational needs will remain a top priority. "We know the Austrian customer will continue to operate this programme for many years to come."

Austria's Eurofighter fleet continues to deliver high levels of operational readiness, supporting both national air policing and international missions. ←



"I've worked closely with many of Austria's key stakeholders for over two decades."

Dirk Schubert

Eurofighter wows crowds in Vienna
The Eurofighter Typhoon full scale replica (FSR) was at the heart of the Austria National Day celebrations, which took place in Heldenplatz, Vienna, in October.

Eurofighter Lands in Downtown Madrid

This year, there were extraordinary scenes in central Madrid.

A Eurofighter appeared in the heart of the capital, right outside the Spanish Air and Space Force Headquarters in Moncloa... or at least, that's how it looked.



In reality, it didn't drop in from the skies – it arrived by truck. The full-scale 1:1 model, typically seen at international airshows, rolled into the city on two articulated lorries, before being assembled with precision and care in Moncloa Plaza. For two weeks, the Eurofighter stood proudly on display, bringing cutting-edge European air power directly to the public.

Led by Airbus in close collaboration with the Spanish Air and Space Force, the installation followed a successful showing at FEINDEF 2025, Spain's leading defence and security exhibition. The model featured at the event, before moving into the city centre for two weeks. The response was overwhelming. Nearly 18,000 people – families, influencers, press crews and aviation enthusiasts – visited

the Moncloa display. Many took photos, engaged with the aircraft's story, and learned more about its mission and capabilities.

Behind the scenes, a dedicated team of around 30 Airbus employees and volunteers from Marketing, Sales, Communications, and Employment Branding brought the initiative to life. The project also included technical talks for university groups and a promotional campaign across the Madrid Metro network. It was, in every sense, a logistical and communications mission worthy of flight status.

Crucially, the Spanish Air and Space Force played a leading role too by offering up the iconic space in Moncloa, coordinating logistics, managing access and security, and supporting the full assem-

bly and teardown effort. The result was a model example of how national defence and industry can work hand in hand to inform, engage and inspire.

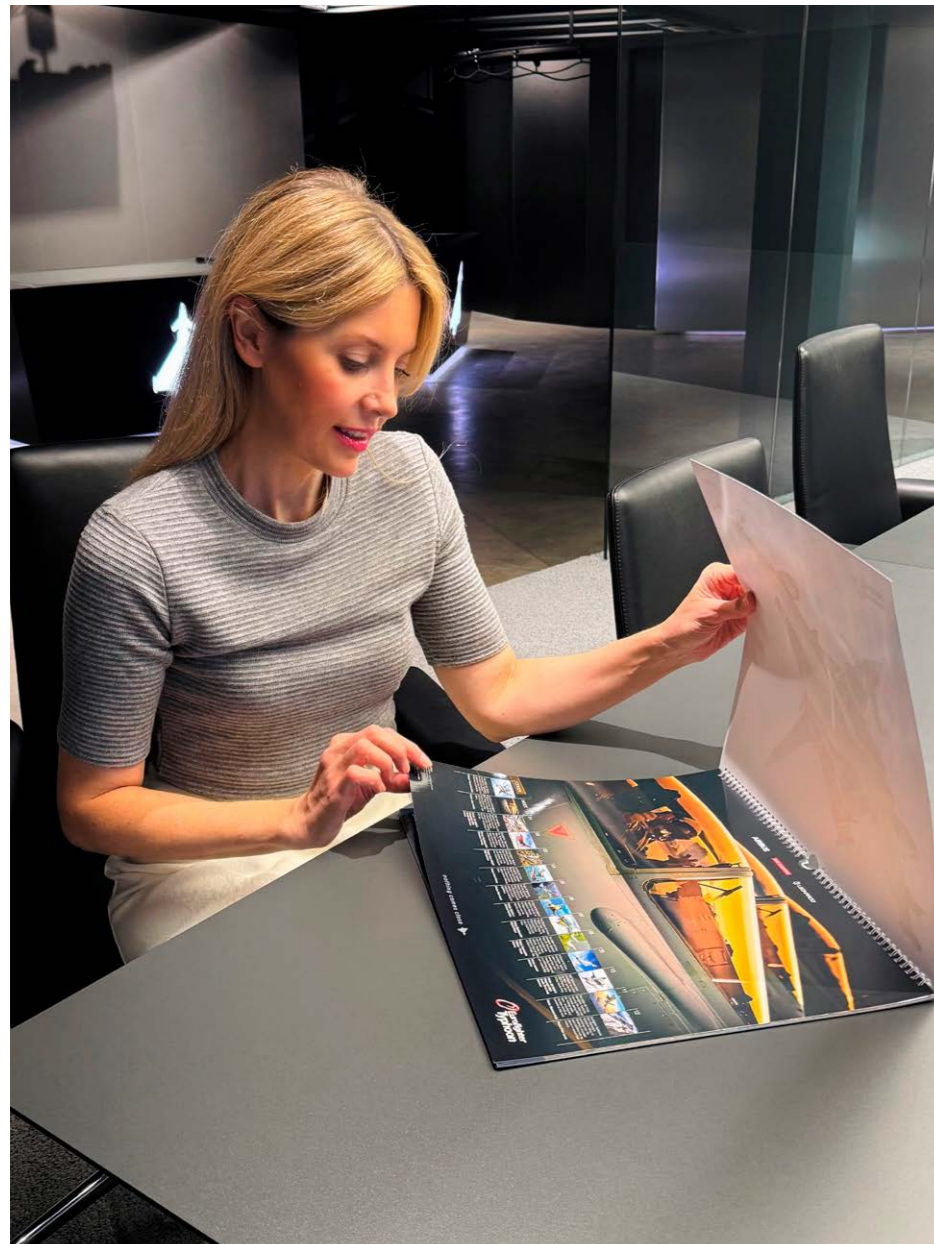
As one of NATO's most deployed air defence platforms, the Eurofighter continues to secure European skies, with Spain contributing significantly through missions such as Baltic Air Policing. For Airbus and its partners, Madrid's Moncloa display wasn't just a public outreach success. It was a visual symbol of partnership, progress and pride.

After the success in Spain's capital, one question remains: where will it land next?

Photos: © Andres Entero



The Making of the Eurofighter Calendar



Each year, the Eurofighter Typhoon calendar becomes one of the most talked-about items in the aviation community - not just for its stunning imagery, but for the story it tells.

We speak with Martina Schmidmeir, who leads the creation of the calendar, to find out what goes into producing this sought-after collector's item.



Martina, what makes the calendar such a sought-after item in the aviation world each year?

People want to see Eurofighter in action, and that's exactly what our incredible air-to-air images deliver. The Eurofighter Calendar captures the aircraft in such captivating moments, and there's something special about that. It always makes me happy to see the calendars hanging on our customers' or partners' office walls.

Can you walk us through the process - when does planning for the next calendar typically begin?

Throughout the year, we receive images from talented aviation photographers, but we actually start the process in the springtime by collating the artwork collection. Then we move into the creative selection process for the 14 photos, which consist of the 12 calendar months, one cover image, and one index page. We work closely with multiple teams, including our graphic design partners who coordinate the printing, to ensure the best quality possible.

What's the most challenging part of bringing it all together?

For me, it's narrowing down the images to just 14 from a long list of about 30. It's never easy. Often, it comes down to the smallest details - a subtle quality that makes one image stand out.

How do you decide which images make the cut for each month - are there any rules?

We want each image to showcase the Eurofighter at its most powerful, with multiple elements all coming together. If they do - whether it's over the sea, mountains, or desert - it has the potential to make the cut. We are also keen on the great paint schemes our customers are flying. Personally, I'm always drawn to photos where you can see the pilot in the cockpit - they really highlight the human side of the aircraft. And formation shots can be incredibly powerful.

There's always a great mix of environments - mountains, deserts, air-to-air shots. Is that a conscious strategy?

Yes, it is. We select images that best reflect the scenarios and environments in which Eurofighter operates. For example, snowy mountain images are great for December to February, whereas images of Eurofighter flying over the desert or the sea are ideal for the summer months.

How do you work with air forces and photographers around the world to get the imagery you need?

Over the years, we have established strong relationships with renowned aviation photographers, including those from the Air Force and our partner companies, who supply us with stunning imagery. Additionally, our global spotter community also contributes a variety of impressive Eurofighter shots.

Do you have a favourite image or theme from this year's calendar? One that really stands out to you?

The January image is a standout; it features the RAF No. 29 Squadron jets over central London on the 80th anniversary of VE Day. The image was taken from a Red Arrows Jet flying alongside it, and the result was a truly unforgettable image.

What's the reaction like when the calendar is released - both inside the programme and outside?

The calendar is a 12-month picture success story for many of the people involved in its creation. There is also a lot of excitement in the build-up to the release. The photographers are always thrilled to see their images in the calendar. Overall, it's a rewarding experience for people both inside Eurofighter and beyond. ←



Since its surprise launch in 2023, The Fighter Show has become one of the most successful social media formats in the European defence sector. Hosted by Eurofighter's Florian 'Flo' Taitch, the series has unlocked behind-the-scenes access to the Eurofighter Typhoon and its community – from pilots and engineers to air base crews and legends of the programme.

With over 30 episodes now live, we sat down with Flo to hear how the show started, what keeps it fresh, and where it might go next.



The Fighter Show Phenomenon

Flo, The Fighter Show is very much your brainchild – where did the idea originally come from, and what were you aiming to achieve?

When I joined Eurofighter, it quickly became clear that over the years, our external communications had been narrowed to a very small target audience. This overlooked the large fighter jet fanbase and the opportunity social media presents to attract talent into the armed forces and the wider defence industry.

We want to win hearts and minds – because ultimately, it's their aircraft. Whether they fly it, work on it, or admire it from the ground, it's the Eurofighter that keeps their skies safe, day and night. The Fighter Show opens doors that are normally closed to the public and asks the questions people are curious about, but don't often get the chance to ask.

When you launched the show in 2023, did you ever imagine it would become a long-running series with more than 30 episodes?

Absolutely not – even though we believed from day one that The Fighter Show was the right idea at the right time. When you launch something like this in a highly conservative sector like defence, you're usually just hoping to make it past the first episode.

Internally, we kept the project under the radar in the early stages. Even today, the show is run by a very small but passionate team. Externally, the Royal Air Force was one of the first to recognise its value. They understood that for their people, their followers, and their recruitment, the show could be a real asset. Thankfully, they put a lot of trust in us – even before the first episode went live. →



But if you'd told me back then that we'd end up creating the most successful social media format in the European defence industry, I would've laughed and called security to escort you out!

The show has become a hit across nations on YouTube. What's the secret to its success?

It's a question we ask ourselves, too. Social media data gives us some insights, but I believe the key is the balance between entertainment and education, which is exactly what younger, modern audiences expect.

We've consistently delivered high-quality, up-close content for over three years. That makes us stand out in a sector not typically known for visual storytelling. And, of course, people love the Eurofighter. That helps.

How have you kept it fresh over the years?

As a team, we follow a simple recipe: let the audience feel the passion we have for the Eurofighter and the people behind it. Never settle for average. With every production, we go all-in. And perhaps most importantly, don't take ourselves too seriously.

Was there a moment when you realised The Fighter Show had become "a thing"?

During filming, you're often too focused to reflect. But one moment stands out – it was the start of season two. We were in Poland with the Italian Air Force detachment on NATO Air Policing duties.

We arrived at the base just as the jets were returning from patrol and stood by the shelters. Two pilots saw us, jumped out of their Eurofighters, and ran over – even before handing back their jets.

They said almost in unison: "Thanks for what you're doing for us." I was taken aback – because really, I should have been thanking them. But they explained: "We're not allowed to talk much about our work at home. Thanks to the Fighter Show, we can show our friends and families what we actually do."

That's when I knew we'd created something special – and fought for the right cause.

You've had some brilliant guests. Who's been the most memorable, and why?

It's hard to pick just one – we've built great relationships with many guests – but the most memorable for me was the great Peter Weger.

Peter piloted the first-ever flight of a Eurofighter prototype back in 1994. At the age of 82, we invited him for our Christmas episode – and he immediately said yes. After filming, we were in the studio, wearing Christmas hats, wishing everyone a Happy New Year, when he looked at me and said with a smile: "Am I now a showman like you, Flo?"

What's been your personal favourite episode – for the story, the laughs, or the challenge?

The most rewarding – and challenging – episodes are the ones where I'm personally involved. When we asked the German Air Force if we could cover their sea survival training for pilots, they replied: "Of course – but only if you take part in the course yourself."

It took some effort to dive out of a helicopter wreck or jump into the freezing North Sea in full pilot gear. But the camaraderie was incredible – the German pilots treated me as one of their own.

"The Fighter Show opens doors that are normally closed to the public."

In fact, it nearly backfired. The crew on the ship almost forgot to help me into my gear before throwing me into the water – they assumed I was a real pilot who already knew how!

What kind of feedback do you get – from inside the programme and from fans outside?

Often, the strongest scepticism comes from within. But from the start, the response from customers – from Air Chiefs to pilots to maintenance crews – was overwhelmingly positive. And then the viewer numbers went far beyond expectations, so any concerns quickly faded.

Today, it's funny – at air bases and shows, people come up to chat. It's 10-year-old fans, aviation spotters, and retired veterans alike. That tells us the Fighter Show resonates with anyone who loves military aviation.

And as a lifelong communicator, I find it especially rewarding that journalists and PR professionals – even from direct competitors – have recognised our efforts. We've won several awards, which shows the impact we've had.

If you could make one dream episode, what would it be?

That's easy. In over 30 episodes, we've shown how the Eurofighter is built, what it's made for, how pilots train, what equipment they use – even how they go to the toilet during a flight.

At some point, it will be time to take the Fighter Show audience on board – and show them, first-hand, what it feels like to fly the Eurofighter. ←



Princess meets the team behind the Typhoon



Photos: © PA Images / Alamy Stock Photo

HRH was shown around a Typhoon aircraft by Wing Commander Luke Wilkinson.

Catherine, Princess of Wales, took the controls of a Eurofighter Typhoon – virtually – during her first official visit to RAF Coningsby, one of the UK's most vital Quick Reaction Alert (QRA) stations.



Catherine was given a comprehensive insight into the station's role in protecting UK airspace and supporting NATO missions overseas. But it was in the Typhoon Future Synthetic Training facility – inside a state-of-the-art simulator – where the royal visitor turned heads.

"She seems to be a natural pilot," remarked Group Captain Paul O'Grady after the simulator flight. "We might have to get her qualified in a Typhoon, if she's up for it."

RAF Coningsby is home to the frontline Typhoon squadrons responsible for the RAF's southern QRA mission – a 24/7 readiness posture that ensures the UK's skies are constantly protected.

Appointed Royal Honorary Air Commodore of the base in 2023, Catherine met with operational personnel and families, learning more about their work both at home and on overseas deployments.

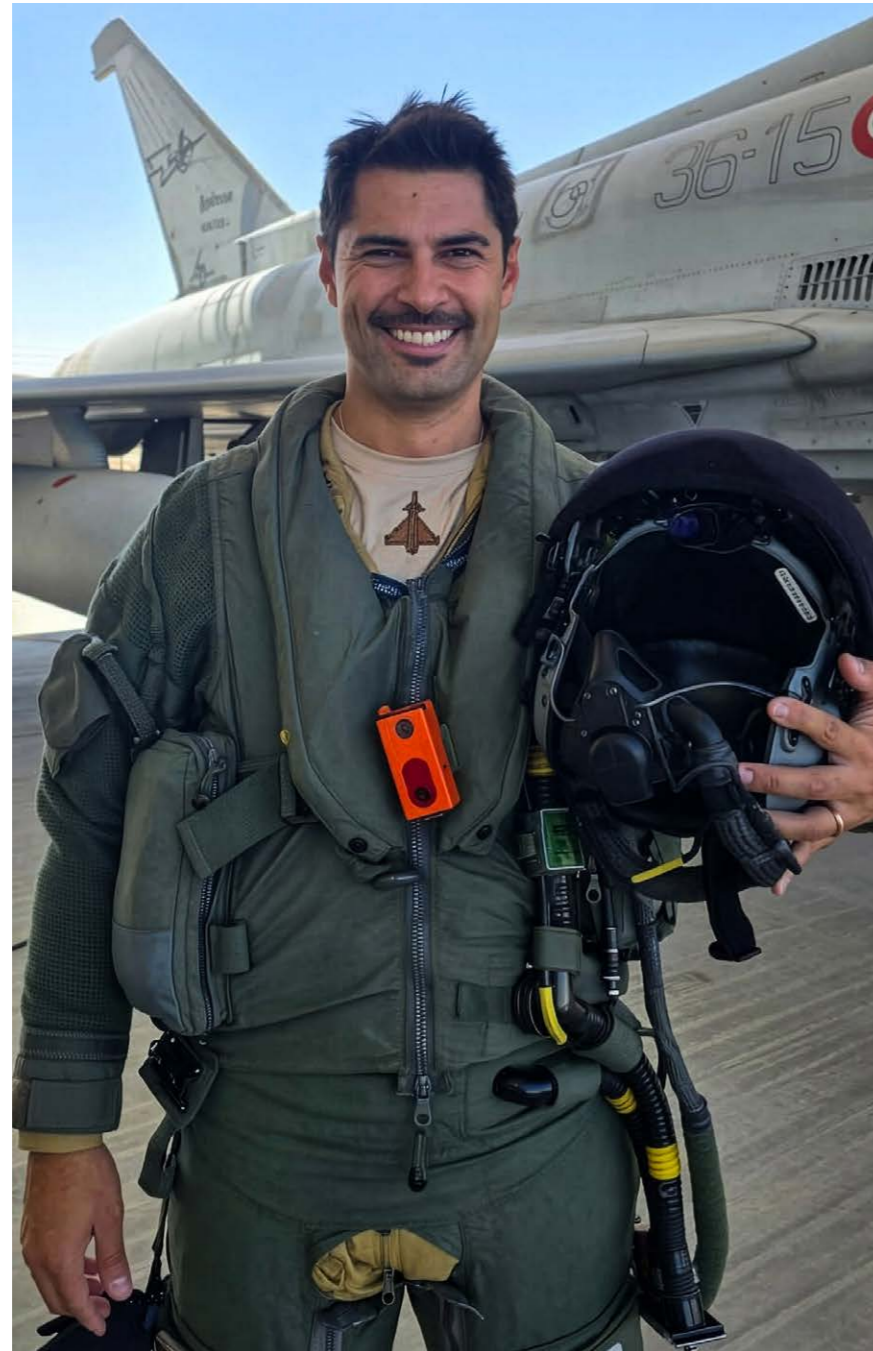
She was shown around a Typhoon aircraft by Wing Commander Luke Wilkinson, taking time to speak with pilots about recent missions, including deployments supporting NATO operations in Poland.

Catherine also met trainees from the RAF's pilot pipeline, including several who had previously trained at RAF Valley in Anglesey – a base with personal significance. While her husband, the Prince of Wales, trained there as a search and rescue pilot, the couple lived on the island.

←

Call Sign

"G-Tano"



The Quick-fire Pilot

Q + A

What's your role and call sign (or nickname, if applicable)?

My nickname is "G-Tano" and I am the XII Fighter Squadron Chief of Ops Section. I am also a Eurofighter Typhoon Weapon Instructor, responsible for pilot training and standardization at the 36 Fighter Wing of Gioia del Colle, Italy.

What was your first impression the day you worked with Eurofighter Typhoon?

I was definitely surprised by its unique manoeuvrability and its incredible power and thrust. Something you don't find anywhere else.

What's one mission or career moment you'll never forget?

It is about not only a precise moment or mission. For sure I will never forget all the real activations, known as "Alpha Scramble", I have done during Operational Deployment to assure NATO Airspace Integrity. For instance, a great opportunity to witness the incredible capabilities of Eurofighter was given during a Quick Reaction Alert (QRA) mission when I was tasked to scramble in the Baltic region to intercept five MIG 31 "Foxhound" that were approaching NATO Airspace without proper authorizations or not complying with traffic regulations. In this sense, I can say that the training of a pilot from the 36th Fighter Wing takes place daily, striving to plan complex missions with a high training content and always keeping up with the new tactics arising from the modern geopolitical scenario. What has been said requires great spirit of sacrifice, a quality that is inherent in the modern fighter pilot.

Which piece of kit or skills is your "Superpower" on the job?

The spirit of sacrifice is the foundation of our professionalism. Every day, we are called to perform our role with extreme precision and punctuality. That said, we all learn every day, with great sacrifices, passion and concentration. Well, I think that credibility, commitment and standardisation are my "Big 3s" on the job. Nevertheless, in flight as on the ground, nothing could be achieved better without the incommensurable value added by teamwork and commitment to shared values.

What advice would you give to someone starting in military aviation today?

If I had to speak to potential aspiring pilots, I would tell them to believe in their potential and to pursue their dream. Naturally, professional goals and successes are built with patience, consistency, and passion, carefully considering daily choices and focusing on their overall preparation. Furthermore, an additional piece of advice is to never feel accomplished: the ability to constantly put yourself back in the game allows for the best approach to a career profile as a Military Pilot Officer. In summary, be passionate about your job, have a defined objective to pursue, aim high.

If you could describe Typhoon in one word, what would it be?

Talking about the Eurofighter Typhoon, allow me to say that it is not just an aircraft: it is an icon of industrial excellence, capability, and technology. A multirole aircraft, a true "ace of the skies", designed to excel in air defence. But its true strength lies not only in its versatility, but also in its ability to see and "feel" every suspicious trace or potential threat. It is a 4th generation fighter jet designed with advanced avionic systems that represent the state of the art in European aeronautical technology. To describe it in one or at most two words, I would say "White Tiger": elegant, graceful, powerful and lethal...unbeatable! <

1 MILLION FLYING HOURS

Congratulations to our **Air Forces**
for their incredible achievement!

