

## Pilot introduction

### ◆Yoshihide Muroya

Date of Birth : Jan 27th 1973

Home : Fukushima Japan

Family : Married with 3 daughters

Total flight time : 2300 hr (850hr/Aerobatics)

### In 1995, (22 years old)

At the [Breitling world cup](#) held at TAJIMA airport Japan he met [Jurgis Kairys](#) and [Patrick Paris](#), and was shaken by the highest aerobatics flight technique in the world displayed by them there.

From that time, he defined becoming a pilot with the highest technique in the world as his objective and started his career.

### In 1997, (24 years old)

Studied under RANDY GAGNE in America and started to train in aerobatic flight in earnest.

His technique improved spectacularly.

He participated in his first competition (sportsman class) in June, and then the world championship (advanced class) in July.



### In 1998, (25 years old)

Started flying air-shows in Japan in an Extra 300L and a T6 Texan and his popularity started to grow.



### In 2002, (29 years old)

Introduced a [Su-26](#) and launched the enterprise "[Team deepblues](#)", a competitive sports aerobatics and display team.



**In 2003, (30 years old)**



Competed in the world championship (unlimited class), but he was keenly aware of the incommensurable level. Although he couldn't get a good result in this competition, he could deepen exchange with the top pilots of the world. It was the biggest benefit for him.

In Japan, [Robert Fry](#) joined his team and they started to perform formation air-show routines using a [Super Decathlon](#).

Muroya also set up an incorporated nonprofit organization named the [Fukushima Flight Association](#) at the [Fukushima Sky-park](#).



**In 2004, (31 years old)**

A Su-29 was obtained for real formation flight and Muroya and team began the air-show routine using two Sukhois. In autumn, they formed the "Air Bandits" formation team of three Sukhois with [Jurgis Kairys](#) who had been a team supervisor for 2 years. Their formation flight earned praise from many people at the display venues.



**In 2005, (32 years old)**

Successfully organized and implemented the second version "POCARI SWEAT" Sky Typing advertising campaign throughout Japan. The original of course had so much influence on his aim to be a pilot. Married in October.



### In 2006, (33 years old)



Participating in [the AL AIN \(UAE\) air-show](#). He widened his appeal outside Japan.

In October, he made the Red Bull Air Race pilot and originator, [Peter Besenyei](#)'s event in Japan a success and received recognition by Besenyei as a potential air race pilot.

At Fukushima Sky-park, the nonprofit organization Fukushima Flight Association was certified to manage the airport by the city Mayor. He started action to bring new energy and life to Fukushima Sky-park.

1<sup>st</sup> Daughter was born.

### In 2007, (34 years old)

Signed a sponsorship contract with Red Bull Japan and obtained an [EXTRA300S](#) for display purpose.

He continued training using his Su-26 at the Red Bull training facilities in Madrid Spain.



In June, Participated in the unlimited world championship in Granada Spain with his Su-26.

In November, participated in [FAI World Grand Prix 「Haute Voltige」](#) in Motegi Japan (Unlimited, Fly with music) alongside the world's top solo pilots.

Participated in Air-shows all over the world (UAE, Australia, South Africa, and New Zealand).

### In 2008, (35 years old)

Training started under the auspices of Red Bull with the aim to participate in the Red Bull Air Race. 8 Training camps were held over 7 months. By amazing coincidence, the trainer was none other than Patrick Paris who had won the same [Breitling world cup in 1995](#) that Muroya had seen in Japan and that had lead to his decision to be a top skilled pilot.



Competed in the European championships held in the Czech Republic in July. In September, earned the super license needed to participate in the Red Bull Air Race at "[Red Bull Qualification camp](#)" held in Madrid Spain.

In November, competed in FAI World Grand Prix "Haute Voltige" in Motegi Japan winning the audience popularity vote award. In November, it was formally announced what he would enter the [Red Bull Air Race](#) from 2009.

2<sup>nd</sup> daughter was born.

### **In 2009. (36 years old)**

Competed in the Red Bull World Championship as the first Japanese and also the first Asian pilot. Muroya set up his race season plan concentrating on mastering the basic racing skills during the first half of the season, and improved step by step.



In [the final race at Barcelona Spain](#), he took 6<sup>th</sup> place and received high praise for his efforts. Completed 28 air show events including the Red Bull World Championship races.

3<sup>rd</sup> daughter was born.



Organized the first Japanese aerobatic competition to help people wanting to fly aerobatics, while also setting it up as a safety training program with the aim of opening the sky up to people who want to participate in sky sports.

In December, was awarded the "Faust challenging award" that is given to the most active and achieving adventurers.

During the northern winter time, Muroya has spent time in NZ to work on the race plane modification, and to get off season training. Also he has taken the opportunity to participate in air-show activity in NZ.

Until now, he has held some 170 air-shows over 12 years without incident.

He will continue to strive for excellence in airmanship at the highest level. Also by making himself as a bridge between the ground and sky he hopes to make sky sports more accessible as popular participation sports for more people.

◆ **ROBERT ERIC FRY**

Date Of Birth 14 Feb 1952

Auckland , New Zealand



Robert Fry was born and raised in Auckland, NZ. He started sailing at an early age and excelled in sailing to National Championship winning level by 18yo. After completing high school studied engineering for 2 years before going to Japan at the age of 21.

From 1973, he was working in Tokyo, involved in the export of Japanese Foodstuffs, import and sale of yachts, yacht fittings and equipment. , involved in company management relating to the export and import to and from Japan of specialty metal alloy materials for several industries including the automotive sensor industry, yacht fittings etc.

At the same time he was racing in all the major world ocean races as helmsman or skipper of various Japanese racing yachts including Admirals Cup/Fastnet races. He won Japan National Match racing competitions 4 times and competed successfully in many World Championships, also worked for the newly formed Nippon Challenge Americas Cup syndicate.

Raced as helmsman, tactician and navigator in various Nippon Challenge related races. Helped organize for Chris Dickson to join the syndicate as skipper for the 1992 Cup to be held in San Diego.

Stepped down to the position of "Shore Boss" for the last 6 months of the San Diego campaign to be in charge of the repair and maintenance of the teams racing yachts going into the Cup competition. Sailed as skipper of the teams "sparring partner" yacht prior to cup racing. Continued with the sailing team after the 92 Cup working towards the next challenge for 1995.

In 1992, earned a Private Pilot License in San Diego and built an amateur home built kit plane, became interested in aerobatics.

In 2001 started flying in Japanese air-shows with Yoshi Muroya. 2003 obtained Su29 for use in aerobatic training and air-shows in Japan.

– present semi retired to New Zealand flying airshows internationally with the “Air Bandits” formation team in Sukhoi and Yak aircraft.

Since 2009, he has been participating in Red Bull Air Race world championship as a team coordinator of Team MUROYA. Holding current FAA, New Zealand and Japanese PPL licenses. Fluent in spoken Japanese.

## ◆ Jurgis Kairys

Date of Birth 6 May/1952

Official website <http://www.jkairys.com/>



He is a Lithuanian by nationality.

When he was still little, he often saw that the airplanes were repeating take-off and landing at the airport in his neighborhood, and he has started getting interest in the airplane. He graduated from the school which trained an aircraft engineer, and he had ever worked as an aircraft mechanic.

But, he began the training of the flight at a local flight club, because he had been interested in operating an aircraft strongly. After that, the aerobatic training as well.

His outstanding ability and strong will made him the member of the national team. After that, he became a member of USSR team and participated in the acrobatic conference held all over the world.

His great ability as the specialized knowledge in the field of an aeronautical engineering and his sensibility to operate the aircraft was recognized by Sukhoi-design-office in 1982. He was requested to join the development of the series of Sukhoi-26, 29, 31 and he handled from it to the test flight.

At last he completed the masterpieces of the aircrafts. That overwhelming performances yield an excellent result as follow, Nowadays, the aircrafts made by Sukhoi account for 80% of the aircrafts used at the unlimited class competition of the world. He is good at the flight of the free-style. And he always keeps pursuing the possibility of the new-model aircraft, his own possibility as well.

Those are his advantages which only he has. He developed various maneuvers like "KAIRIS wheel", "Small loop", "Cobra", "Hovering" and so on.

Recently he is developing the original new-model aircraft of "JUKA". It is at once a next challenge and a new quest of the creation.

Now, he is devoted himself to tune up this new aircraft.