

Speedi

Wings & Wheels

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August / September 2017

Issue No: 33

News

Events

Features

Show Reports

Reviews



WINGS OVER CAMARILLO

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as Full Size
Single Page

**166 PAGES OF ACTION
INCLUDING A 65 PAGE EAA SPECIAL**

FREE!
Online
Magazine

THIS MONTH: AirVenture 2017 Wings over Camarillo Air Show and Much More

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Moon Rise From the Space Station

From his vantage point aboard the International Space Station, NASA astronaut Randy Bresnik pointed his camera toward the rising Moon and captured this beautiful image on August 3, 2017. Bresnik wrote, "Gorgeous moon rise! Such great detail when seen from space."

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Editorial Team: North America Editor – Steve Wood West Coast Contributors - Jim (Flybum) Pratt, Tim Sowell Canada - Jim Swan Cruisin' & Hot Rod's - Gary Rosier UK Team - The Gremlins at Kew

Editorial

Welcome to the August / September 2017 issue of *Speedi Wings & Wheels*.

Take a look at our 'Content's page to find out more about what's in this issue.

The magazine is published bi-monthly during the last week of February, April, June, August, October and December.

In this issue we are featuring EAA AirVenture 2017 - Plus much more . . .

Take a look at the next page - the magazine index - for more details

Blue Sky's and Safe Flying.

*Speedi Wings & Wheels is a wide screen format magazine
Best viewed in full screen single page HD mode*

C-17 Flight Line

Photo by Boeing

7 *AirVenture 2017 - 65 pages*

Speedi

Wings & Wheels

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52nd International Paris Air Show Paris-Le Bourget 19-25 June 2017

A success for innovation. A new record for orders.

* Aircraft: 140 aircraft including the Airbus A321neo, Airbus A350-1000, Boeing B787-10, Boeing B737 Max9, Kawasaki P1 maritime patrol aircraft, Mitsubishi MRJ90, Lockheed Martin F-35 fighter plane at Le Bourget for the first time. Dassault Aviation’s Rafale and Falcon 8X, the Airbus A380 and A400M, the Airbus Tiger and NH90 Caiman helicopters were popular with the public.

“This 52 nd Paris – Le Bourget Air Show was a remarkable success with a record number of exhibitors and 150 billion dollars’ worth of orders announced, despite the slight drop in the number of visitors. The impressive demonstration flights of Dassault Aviation’s Rafale, by a French Air Force pilot, of Dassault Aviation’s Falcon 8X, the presentations of the A380 by the



French aerobatic demonstration team, the Patrouille de France, the Airbus A350-1000 and A400M, and other aircraft delighted the French President as well as the public from the first to the last day of the show” declared Emeric d’Arcimoles, the Paris Air Show’s Chairman and CEO. “The Careers Plane



exhibition which has now amalgamated with GIFAS’ Job-Training Forum, enabled 55000

mainly young visitors to discover forty or so aeronautics and space sector careers through French aerospace group employees. There are immediate recruitment needs for these jobs. Paris Air Lab, the new attraction that puts the spotlight on the research and innovation efforts of the major groups and institutions such as start-ups, attracted 50000 visitors” he added.

The 53rd International Paris - Le Bourget Air Show, the world’s biggest aerospace fair, will be held from 17–23 June 2019.



Solar Spectacular Seen From Earth and Space

22 August 2017

On 21 August, observers situated along a 115 km-wide swath stretching from Oregon to South Carolina in the US were under this path of totality. The eclipse shadow took about 1.5 hours to cross the continent, with the peak totality lasting for about 2 minutes 40 seconds



While ground-based observers experienced the awe-inspiring view of a total solar eclipse yesterday, astronauts aboard the International Space Station, and our Sun-watching satellites, enjoyed unique perspectives of this spectacular sight from space.

Thanks to a quirk of our cosmos, the Moon’s average distance from Earth is just right for it to appear as the same size in the sky as the significantly larger Sun: the Sun’s diameter is 400 times wider than the Moon’s, but it is also 400 times farther away.

When the two align such that the Moon slides directly between Earth and the Sun, it appears to cover our star completely, temporarily blocking out its light and creating a total solar eclipse for those along the narrow path cast by the Moon’s shadow.

A team of astronomers from ESA imaged the eclipse from the US and captured phenomena such as beads of light shining through gaps in the lunar terrain, and the glittering ‘diamond ring’ effect as the last and first slither of sunlight glints through immediately before and after totality. They also imaged the Sun’s extended atmosphere, the corona, which is visible to the naked eye only during totality when the rest of the Sun’s light is blocked out.

Astronomers at ESA’s Spaceport in Kourou, French Guiana, enjoyed a partial eclipse after totality had finished in North America. On the north-eastern coast of South America, it was one of the last places to observe the eclipse before it ended worldwide.

Lucky observers in the westernmost parts of Europe also captured a few

moments of the partial eclipse at sunset, including astronomers observing from ESA’s European Space Astronomy Centre near Madrid, in Spain.

Meanwhile, from their unique vantage point about 400 km above Earth, astronauts aboard the International Space Station, including ESA’s Paolo Nespoli, viewed partial eclipses and the Moon’s fuzzy shadow on the surface of the planet. The space station traversed across the path of totality three times on its 90 minute-long orbits around the Earth.

Also orbiting Earth 14.5 times a day in its 800 km altitude polar orbit is ESA’s Proba-2 satellite, which was predicted to see the Moon pass four times through its field-of-view, with three partial eclipses. Further away, some 1.5 million kilometres from Earth towards the Sun, the ESA/NASA Solar and Heliospheric Observatory, SOHO, captured views of the Sun’s activity and extended coma.

For SOHO, eclipses are business as usual: it permanently blocks out the light from the Sun’s disc in order to see fine details in the corona and features in the Sun’s extended atmosphere.

These space-based images provide useful context for the ground-based astronomers, offering wide views of the corona and the Sun’s activity at the time of the eclipse, and at a range of wavelengths. This helps to link the features seen at a range of scales, giving an insight into the Sun’s dynamic activity.

Setting the Spaceplane Stage

Aug. 23, 2017

ly frequently, travel safely, land on (most) runways, and operate economically: such are the guiding principles for 21st century spaceplanes, cargo-carrying aerospace workhorses routinely launching to low-Earth orbit for space station resupply and crew transfers. Fans disconsolate after retirement of NASA's shuttle fleet can take heart: The next generation in reusable space vehicles is set to debut.

A new spaceplane stage has been set by decades of NASA work done at Langley Research Center on horizontal-landing, or HL, lifting bodies. Sporting a design reminiscent of the upward-flexing pectoral fins on breaching manta rays, HL vehicles feature rudimentary wings. As the craft settles through Earth's atmosphere from orbit the chubby, cigar-like fuselage generates lift from more air pressure on the bottom than on the top.

Flying Wingless First championed for flight testing by NASA engineer H. Dale Reed in the early 1960s, the HL concept went through a number of design changes and improvements, eventually resulting in a series of experimental piloted aircraft. The Northrop HL-10 – referring to the tenth design evaluated by Langley engineers – was built to assess specific structural refinements. Langley laboratories and wind tunnels hosted



a variety of early studies on scale models before any full-scale craft were constructed.

The HL-10 would be one of five “heavyweight” lifting body designs flown at NASA's Flight Research Center (now known as Armstrong Research Center) from July 1966 to November 1975 to demonstrate a pilot's ability to maneuver and safely land a wingless vehicle. The information the lifting-body program generated contributed to a database crucial to the genesis of the space shuttle program.

A New Kid Spurred by the Soviet Union's development of its subscale, unmanned BOR-4 – a testbed for the country's would-be Buran space shuttle – by the 1980s Langley had set to work on a HL-10 successor, known as the HL-20, or “Personal Launch System (PSL).” The effort's goals were straightforward: to assess the feasibility of low operational costs, make improvements to flight safety, and evaluate the possibility of

conventional-runway landings. Yoked to the PSL research was wind tunnel testing and human-performed landing scenarios created in Langley simulators.

By 1990s, a 29-foot full-size, non-flying HL-20 model was built by the students and faculty of North Carolina State University and North Carolina A & T University to study crew-seating arrangements, habitability, equipment layout and how best to enter and exit. Although never flight-tested, the PSL did ultimately deliver: its design would be the basis for development of Sierra Nevada's Corporation's (SNC) Dream Chaser.

Mission Flexibility In January 2016 SNC was one of three companies awarded contracts to ferry cargo from 2019 through 2024 to the International Space Station (ISS). Under the terms of NASA's Commercial Crew Program, and as part of a Space Act Agreement, SNC is able to use agency wind >>



>> tunnels for Dream Chaser studies and experiments. That's where Langley came in, mounting a Dream Chaser scale model in its Unitary Plan Wind Tunnel for extensive aerodynamic data gathering, which was subsequently added to the spacecraft's performance database.

Although a quarter of the size of any of the now-retired space shuttles, Dream Chaser can carry as

many as seven crew members. Although there is but one basic spacecraft airframe, there are two system variants optimized for either manned or unmanned missions. SNC asserts the Dream Chaser can be reused 15 or more times, more than any other current operational space vehicle. The company also touts the spacecraft's flexibility in remote sensing, satellite servicing, and even “active debris removal,”

otherwise known as space-trash cleanup.

A second round of Dream Chaser flight tests at NASA's Armstrong Research Center is slated to continue through the end of the 2017 calendar year.

Jim Schultz

for NASA Langley Research Center

Dream Chaser Spacecraft Arrives at NASA Armstrong

Jan 26, 2017

Sierra Nevada Corporation delivered its Dream Chaser spacecraft on Jan. 25, 2017 to NASA's Armstrong Flight Research Center in California, located on Edwards Air Force Base. The spacecraft will undergo several months of testing at the center in preparation for its approach and landing flight on the base's 22L runway.

The photo below shows the Dream Chaser arriving at NASA Armstrong.



AirVenture 2017









HISTORY *Restored*

Future:

A permanent home in Wichita, Kan., at Eisenhower National Airport will serve as a working hangar and B-29 education center to **HONOR** the men and women who sacrificed so much for the freedom of others, **EDUCATE** today's and future generations on the contributions made by the Greatest Generation during wartime, and to **CONNECT** people with their rich heritage and offer warbird enthusiasts the thrill of experiencing a B-29 up close.



A Home for Doc





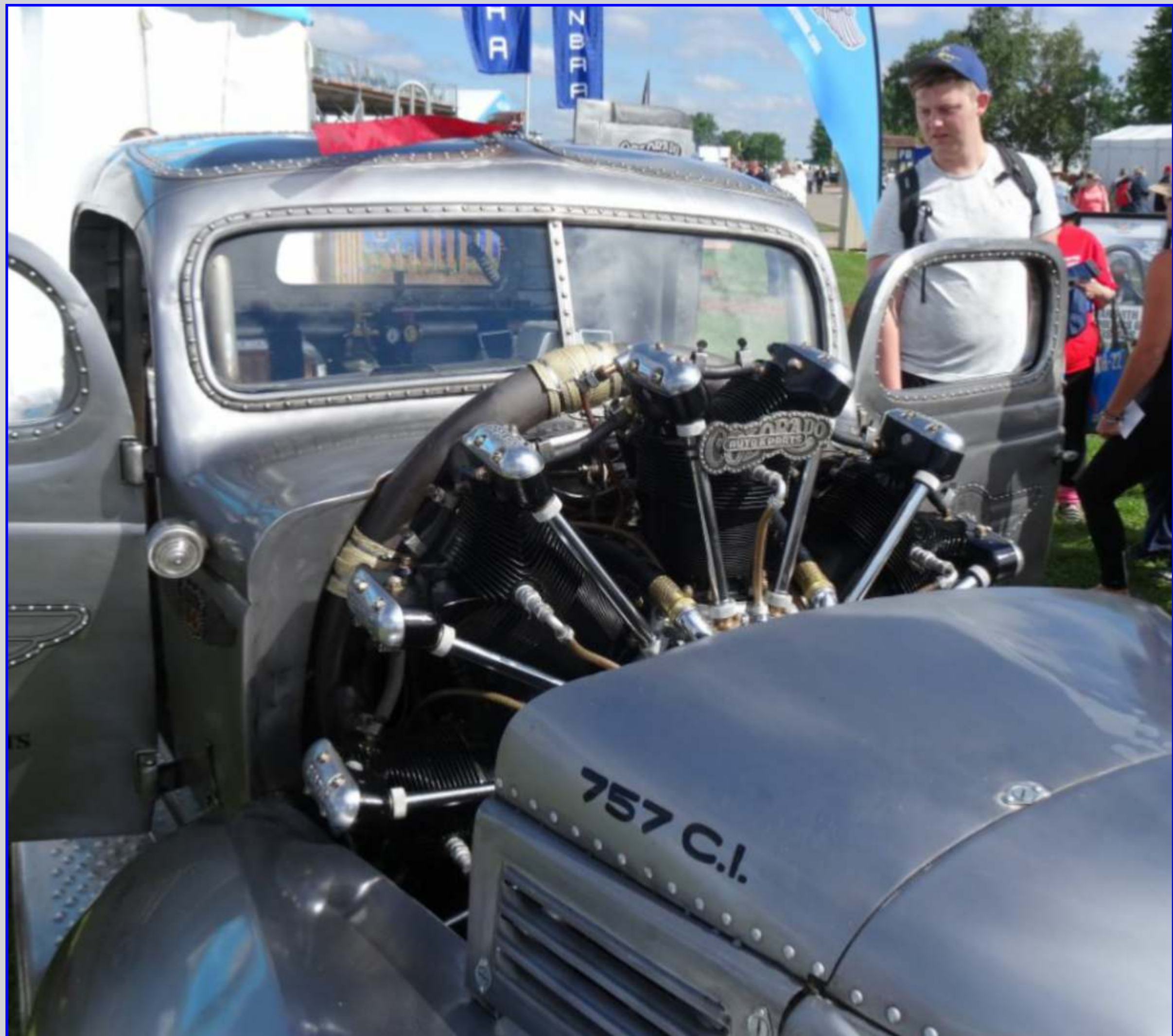




Our AirVenture photographer Don Eller poses with his 'new' toy!









- DRIVELINE -

- 7 CYLINDER, JACOBS R-755-A2 RADIAL
- 300 H.P. @2200 RPM FULL THROTTLE
- 757 CUBIC INCH - 12.40 LITERS
- BORE-5.25" - STROKE-5"
- COMPRESSION - 6.1
- FROM A CESSNA 195, MAYBE 1954
- TH 400 AUTO TRANS
- 2200 TRUE STALL CONVERTER
- CASALE V-DRIVE
- FRANKLIN QUICK CHANGE REAR END





Spruce Creek resident and AirVenture Cup racer Keith Phillips





















































FLY ABOVE THE REST

THE WORLD'S BEST SELLING
PISTON ENGINE OIL

















































DAHER

Replica of the Morane-Saulnier Type L / MS 3

Two seater - metal spar, plywood frame, fabric covered

Powerplant:	Rotec R-2800 110hp
Wingspan:	11,1 m 36.5ft
Length:	7,25 m 23.9ft
Height:	3,3 m 10.9ft
Empty weight:	420 kg 925lbs
Maximum estimated speed:	120 kph 74.5 mph





SPEEDI'S BLOG

WELCOME TO
SPEEDI'S Blog.



Big news at Spruce Creek Fly-in has been the re-paving of the runway. It was a huge job and the runway is 4000 ft long, plus runway extensions, and some 175 ft wide. There are some photos of this mammoth task in this issue on pages 73 through 95.

In addition, the runway has been re-designated as 06 / 24, compared to the previous 05 / 23. This is due to the constantly changing 'magnetic north'. No doubt this will take a bit getting used to and many years calling for approaches to 05 and 23.

The crew carrying out the work did a great job, coming in under budget and ahead of the projected finish date. Of course, part of this success was due to the new 'management team' on the Airport Committee and

Public Works at Spruce Creek.



The total solar eclipse was big news too in the aviation world in North America. I was back in the UK at the time so missed all the fund and games. I had seen a similar eclipse in

Spain some 30 years ago and it was a weird sight and experience. Many pilots were determined to view the eclipse from the air and a bit like my view of a night shuttle launch back in 2000 (before the post-911 restrictions), the view must have been awe inspiring.

Talking of the Space Shuttle - ever since that very first viewing pre-dawn at Titusville, Florida when I was aboard a classic Johnson Rocket, watching a rocket launch, I've been very fortunate to see many more.



As a journalist I been as close as anyone can get to a launch, apart from the launch crew, both for day launches and more spectacularly for night launches. I've even seen a second launch from the air.

Then there was the time, after Atlantis, the very last Shuttle to launch, had returned to Earth, that I was behind the scenes at the Kennedy Space Centre. Imagine my surprise and delight when myself and a small number of other journalists were told we could, if we wished, go inside Atlantis as by then it had been de-commissioned. 'If we wished' was a bit of an



understatement and it was a fantastic experience to get to sit the the Commanders seat - see the photo bottom left.

Big weather news right now in the USA is the aftermath of hurricane Harvey. This has

devastated west Texas and my heart goes out to those who have been affected.

Living near Daytona Beach in Florida means I have seen my fair share of hurricanes. Including some which have gone directly overhead our area. It is rather eerie when, at night, the hurricane force winds suddenly go calm and you can look up and see the stars. Of course this means it is the 'eye of the storm' so the calm does not last for long.

The photo top right shows the after effects of Hurricane Mathew.





NEW FROM THE Barn is a regular feature about the happenings at the largest (and greatest) fly-in community in the world - Spruce Creek Fly-in. Situated on the Space Coast of Florida, just 7 miles south of the famous Speed City of Daytona Beach, Spruce Creek is a very special place. Our North America editor, Steve Wood, has lived there for since 2001, so he should know. We hope you enjoy this regular feature about a very special aviation community.

Spruce Creek Airport Information - Courtesy of the Spruce Creek POA Website - www.scpoa.com

The Spruce Creek Airport is the heart of the Spruce Creek Fly-In Community. The Airport is a private airport owned and operated by the Spruce Creek Property Owners Association (SCPOA). The Spruce Creek Airport Authority Committee through the SCPOA Board of Directors has the authority and the responsibility to oversee the operation of the Spruce Creek Airport. The SCPOA employs a full time, 24-7 security staff. The Airport runways, taxiways and aircraft parking areas are regularly patrolled and are under continuous video surveillance by the Security staff 24 hour a day.

All flying activities at the Spruce Creek Airport are regulated by the FAA and by the recommended procedures published in the Aeronautical Information Manual (AIM). In addition, a limited number of local rules and procedures have been established to promote a safe and enjoyable airport. All resident, tenants and invitees are encouraged to cooperate and abide by these procedures.

SPRUCE CREEK AIRCRAFT ARRIVAL & DEPARTURE PACKAGE - The airport management provides information to assist all pilots operating in and out of the Spruce Creek Air, viewed or printed with Adobe Reader. [Download PDF](#)

AIRPORT SAFETY VIDEO – The airport management recommends that all Spruce Creek Fly-In residents and airport users view this very good airport safety video. Click [Here](#) Airport Info Quick List.

TEL 386/760-5884 or Airport Manager cell see below.

FAX 386/761-7808 AFTER 1700386/756-6125 (Security)

VORTAC OMN112.6 MHz 165°R/13.9 DME

VORTAC ORL 112.2 MHz 020°R/35.6 DME

FSS St. Petersburg122.2 MHz

APCH CNTRL Daytona Beach ...125.35 MHz (South) 125.8 MHz (North)

INSTR APCH (Rwy 05)GPS (Private, Residence Only)

CTAF..... 122.975 MHz (pilot actuated lights 3-5-7 clicks)

AWOS..... 121.725 MHz

FUEL 100LL & JET A (self serve and truck delivery)

FUEL 386 257-7791 (on field) or 129.7 MHz (forward request to Spruce Creek)

Airport Manager - Joe Friend: 386 872-1430



IN OUR 'NEWS from the Barn' section we will be featuring news and photos from Spruce Creek Fly-in, the world's greatest aviation community. With over 1600 homes, and not all of them are hangar homes, and home to over 3000 people, there are over 650 airplanes based at Spruce Creek. But it's not all about aviation at Spruce Creek - there's golf, tennis, motorcycling and much more, as well as a Country Club and the Downwind restaurant right alongside Beech Boulevard - a major taxiway in the center of the airport. EAA Chapter 288 (Daytona Beech)

meets at Keith Phillip's hanger on the other major taxiway - Cessna Boulevard. Then there's the Gaggle Flight, which is quite something in its own right. Every Saturday morning (and sometimes on Wednesday too) members of the Gaggle Flight meet at The Big Tree which sits right in the middle of the airport. Upwards of 30 aircraft depart in flights of 3 or 4 (and sometimes more) flying out to breakfast. The arrivals back are usually spectacular, with overhead breaks the norm. Our North America editor, Steve Wood, is part of Goofy Flight - named after his GlaStar

which has the special registration N-600FY. Steve even has 'goofy' smoke on his airplane which can 'puff' or be continuous at whim. Everyone has great fun at Spruce Creek Fly-in which perhaps explains why there's a sign inside the main entrance which reads "Caution - Children And Adults At Play".



7FL6 RE-PAVING



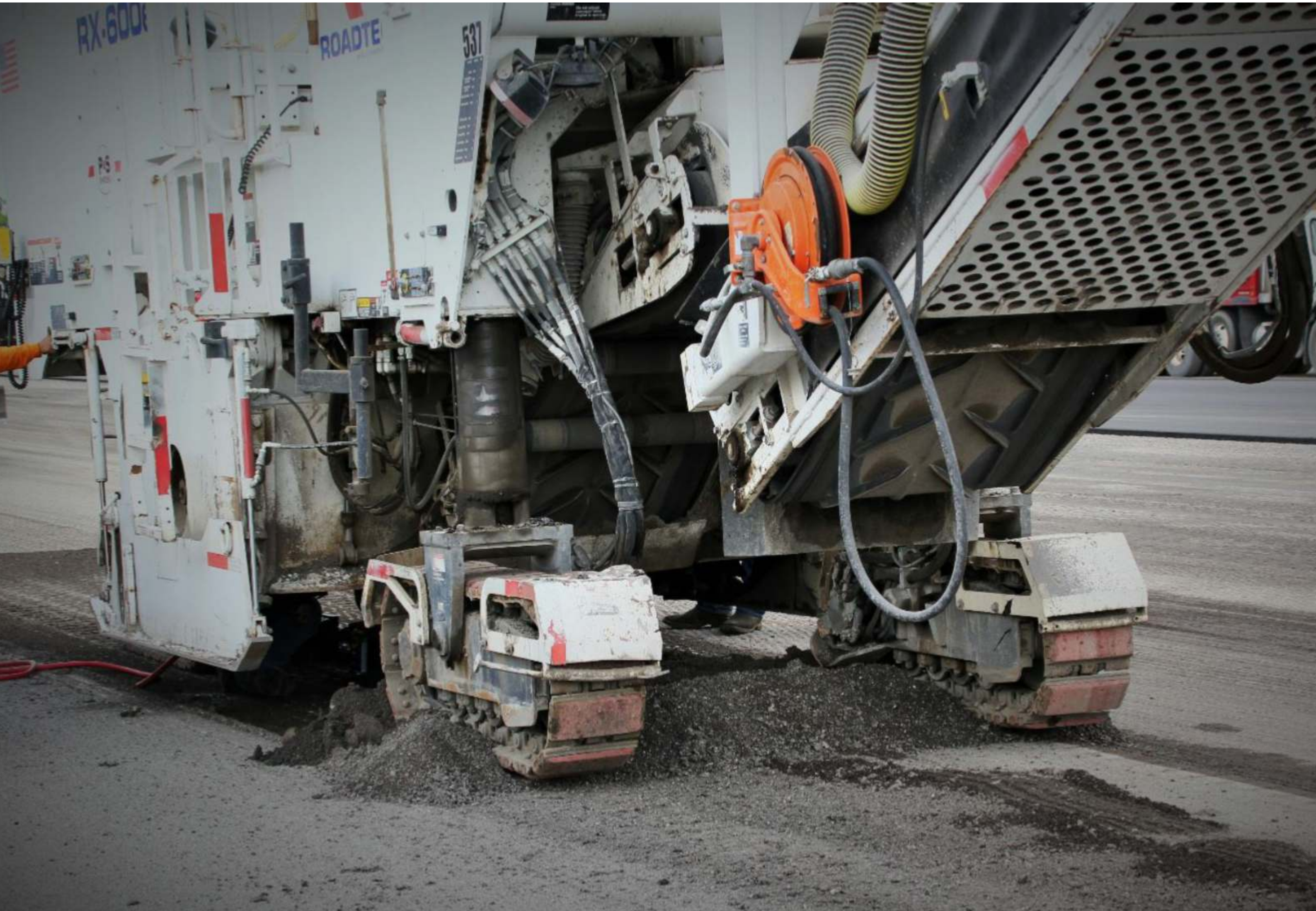








































37TH ANNUAL

WINGS OVER CAMARILLO

AIRSHOW

CAMARILLO AIRPORT, CAMARILLO, CA.

Present by California Aeronautical University

SATURDAY AUGUST 19TH AND SUNDAY AUGUST 20TH

Part 1



Photos for this feature by Jim (Flybum) Pratt

Wings Over Camarillo 2017

The *Wings Over Camarillo* air show was a huge success again this year. Saturday morning started out with low overcast but it cleared by show time with the coastal temperature staying below 80 degrees. It is one of those air shows where you will need to do quite a bit of walking to cover everything including the museum, the car show, and the aircraft on ground display. Vendors were plentiful although I could not find a hamburger stand.

It was announced ahead of time that there would be a Veteran’s tent established once again and this time they planned to honor Vietnam Veterans. Each veteran was given a gold medallion and a bumper sticker stating that the person was a Vietnam Veteran. It was only the second time since the sixties that I had taken part in such an honor. The first time was at the town square at Disneyland about four years ago. Made me think of how easy I had it, floating on the South China Sea aboard the aircraft carrier “USS Ranger” while the ground troops were roughing it in the jungles of South Vietnam. This was back in the mid-sixties.

The military had a aircraft on display, but oddly enough, the only one that flew was an Army Apache helicopter. On the ground were a C17 Globemaster, a C130 Super Hercules, an E-2 Hawkeye, two F-18 Hornets, and an A-10 Thunderbolt (Warthog). Not sure why they didn’t perform.

Civilian aircraft on display that did perform were the AT6s and SNJs (Condor Squadron), 3 P-51s (Man of War, Miss Kandy, Red Tail), Navion Formation Team, Hellcat, Bearcat, Yak-3, Zero (not a replica), P-38, P-63, B-25 and PBJ, Ryan formation team, T-34 formation team, C-47, T-33. A Russian L-29 was on display. The West Coast Ravens formation team had a mechanical issue that caused their demonstration to be cancelled on Saturday just before takeoff. Also, the P-38 did not fly on Saturday.

The World War II war birds did several flybys including a mock dogfight between the American aircraft and the Zero. Nothing like the sound Mustangs, Hellcats, Bear Cats, and Zeroes mixing it up in the air.

Individual Performers included:

Vicki Benzing – born and raised in California, she is a legend on the air show circuit. She is a highly experienced pilot, is a sky diver with over 1100 jumps, an air show performer, races at the Reno Championship Air Races, and competes in aerobatic contests having placed in the top 10 in the US National Aerobatic Championships. She is qualified to fly in the jet class at Reno and received “Rookie of the Year” in that class. She holds a PhD in Physical Chemistry from UC Berkley. She has logged over 6000 flight hours. She flies the Extra 300S at the air shows.

John Collver – John flies the most recognizable SNJ in the U.S., “War Dog”. He has 14,000 hours in 50 types of aircraft. He is an aerobatic instructor and has competed in that arena. He formally flew for Northrop/Grumman corporation supporting the military. “War Dog” is a very photogenic aircraft and I have noticed over the years that it doesn’t take a bad picture. Not sure about John.

Judy Phelps – Judy is a Master Certified Flight Instructor – Aerobatic, CFI-Instrument. She has logged over 7000 hours. She was chosen 2011 National Flight Instructor of the Year and 2008 Woman Pilot of the Year by the Ninety-Nines. She flies the Pitts S-2.

Sammy Mason – a local young man from Santa Paula, he is the youngest performer at Wings Over Camarillo and the youngest member of the USA Advanced Aerobatic Team in 2013, West Coast Advanced Champion 2014. He started flying aerobatics at 15 (what?). He also flies a Pitts S-2.

Summary:

This was another great air show. It was well-organized and had a smooth flow to the program. No waiting for the next act. Traffic to and from the show was uninterrupted. Highly recommended.



























Fieseler Storch

75% Scale Replica
Crisquet Aviation, Bogota Colombia

Top Speed.....87 mph
Cruise.....75 mph
Stall.....21 mph (no holding)
Take off roll.....75 ft
Landing roll.....75-100 ft
Max Gross.....1320 lb
Empty weight.....868 lb
Wing Span.....34 ft 8 in
Length.....34 ft 5 in
Wing area.....172 sq ft
Engine.....Rotax 912 UL-S
4 cyl, 4 cycle, 100 hp

Fieseler F1 156 Storch

The Fieseler F1 156 "Storch" (German for Stork) was the first production aircraft designed for military operations in the STOVL mission. To this day, its overall performance and ability have not been equaled by a production fixed-wing airplane.

The aircraft was designed and built to respond to a 1942 Luftwaffe requirement for a general-purpose airplane that could take off and land off an unimproved surface in an emergency close to the front. The Fieseler design by Dipl. Ing. Reinhold Messerschmitt (and his design team Messerschmitt and Gieseler) was selected by the Luftwaffe. It was an unconventional design with many innovations and was powered by a 200-hp Argus AS 10C, a radial V-engine, air-cooled engine. Its performance (111 ft takeoff distance) was achieved by the use of high-lift devices such as leading edge flaps, ailerons, and aileron flaps, and a device that allowed the wings to be extended.

It served the Luftwaffe in all theaters of WW II and continued its combat production throughout the war. Over 2,000 were produced for the Luftwaffe and Germany's allies during the war. Production was transferred from the Fieseler factory in Kassel, Germany in 1942, to the Messerschmitt factory in Regensburg, Germany in 1943. In 1944, the Messerschmitt factory in Regensburg was bombed by the Allies, and the production of the Storch was moved to the Fieseler factory in Kassel. The last Storch (F1 156) was built in 1945.

The aircraft served in a variety of roles, including reconnaissance, liaison, and transport. It was also used for medical evacuation, and as a light attack aircraft. It had a maximum speed of 87 mph, a range of 1,000 miles, and a maximum altitude of 10,000 feet. It was a very effective aircraft for its time, and its design was a major influence on the development of the STOVL aircraft.

In 1945, the aircraft was captured by the Allies. It was then used by the Allies for training purposes. The aircraft was then used by the Allies for training purposes. The aircraft was then used by the Allies for training purposes.





















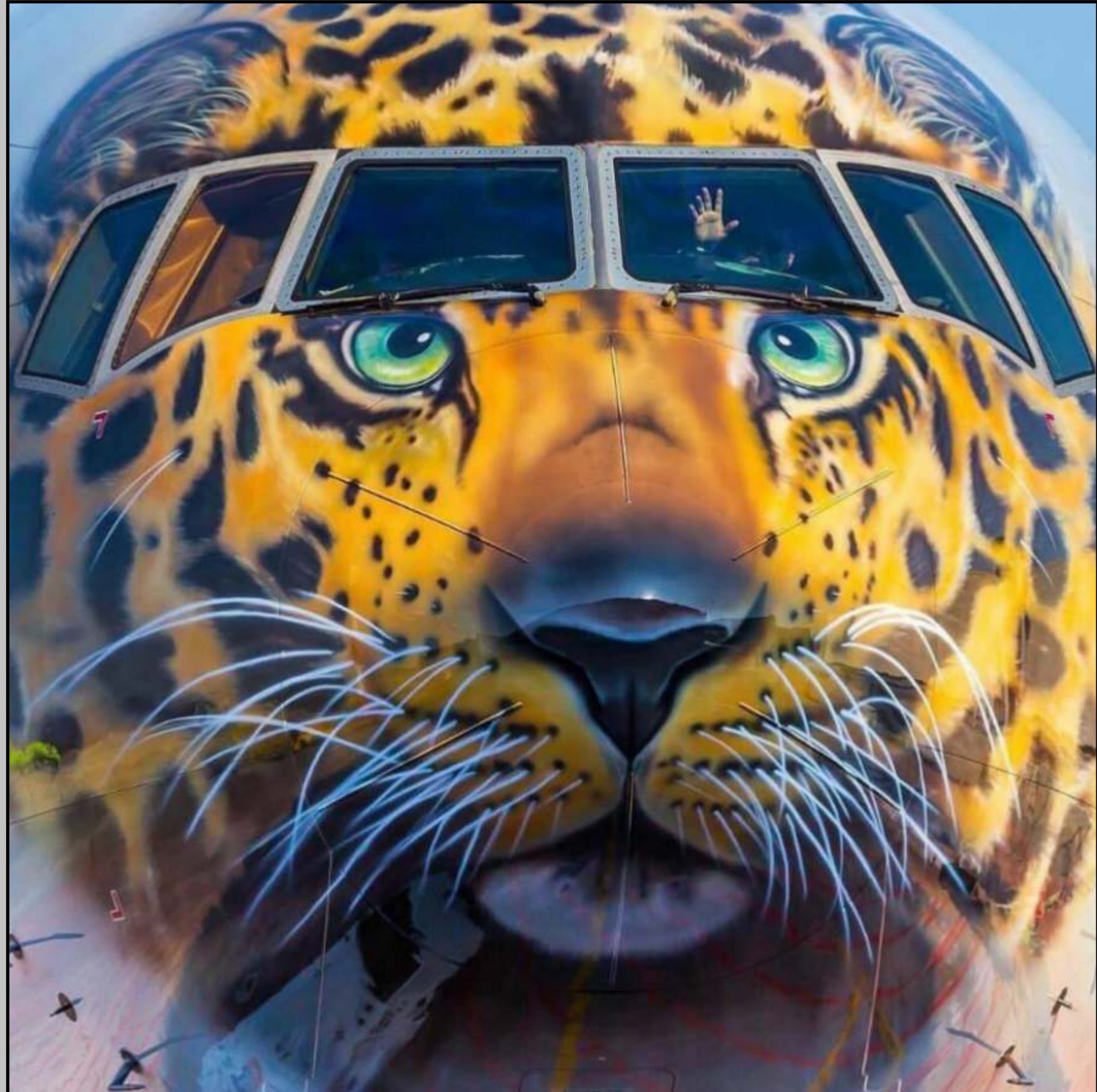




NOSE ART & NUMBERS



In this regular Nose Art & Number feature we showcase our readers Nose Art and Special Registration Numbers. Just send in your pics, along with a bio (around 150 words) about your nose art or special registration to noseart@speedi.tv - and don't forget, spread the word.



Study of an ultra-stylish luxury-class cabriolet

A revelation of luxury: Vision Mercedes-Maybach 6 Cabriolet

Aug 19, 2017 – Stuttgart/Pebble Beach

At this year's gathering of the most magnificent classic cars at Pebble Beach in California, Mercedes-Benz is once again set to present a highlight: the Vision Mercedes-Maybach 6 Cabriolet is a car which, with its sensual, emotionally appealing design and innovative technical concept solutions, defines the ultimate in luxury of the future. At the same time the two-seater model pays homage to the glorious "automotive haute couture" of hand-finished, exclusive cabriolets.

The glamorous cabriolet reinterprets classic, emotional design principles in an extravagant way and combines intelligent beauty with classic, aesthetic proportions and a reduced, technoid appearance – a perfect embodiment of the design philosophy of Sensual Purity.

The Vision Mercedes-Maybach 6 Cabriolet is designed as an electric car. The drive system has an output



of 750 hp (550 kW). The shallow underfloor battery allows a range of over 200 miles (500 kilometers according to the NEDC).

The elegant cabriolet is set to make its debut at the Monterey Car Week, which will take place on the Monterey Peninsula in California from August 15 – 20, 2017. The final event will be the traditional Pebble Beach Concours d'Elegance, which this year takes place on August 20.

"The Vision Mercedes-Maybach 6 Cabriolet takes modern luxury into the realms of the ultimate in luxury, and is the perfect embodiment of our design strategy. Breathtaking proportions combined with a luxurious "haute couture" interior help to create the ultimate experience," explains Gorden Wagener, Chief Design Officer of Daimler AG.

Exterior: powerful structural elements with a sharp feature line

Measuring almost 20 feet (6 meters) in length, the Vision Mercedes-Maybach 6 Cabriolet incorporates the classic proportions of art deco design with its extremely long hood and puristic, flowing lines, and at the same time completely reinterprets these aesthetic principles. The curved body



boasts a sporty, stretched design which is characterized by powerful structural elements in conjunction with the sharp feature line. This side feature line defines the upper vehicle body, from the radiator grille across the entire length of the vehicle through to the rear.

The strong contrast between the dark blue paintwork in "nautical blue metallic" and the chrome highlights increases the fascinating relationship between the clearly defined areas with organically shaped fenders and the chrome trim elements, which sit at the top on the edge of the fender as well as in the middle of the trunk lid, where they also incorporate the vertical tail lamps. This benefits the interpretation of the Mercedes-Maybach radiator grille, which with its fine, vertical struts accentuates the front end. The grille was inspired by a pinstriped suit. The radiator grille rests on two aerodynamically shaped supports on the outer right and left of the bumper.

The newly designed 24-inch light-alloy wheels feature a center lock. This is painted in rose gold and as such reflects the color shade used on all electric vehicle studies from Mercedes-Benz.

The extended, round "boat tail" format of the Vision Mercedes-Maybach 6 Cabriolet's rear recalls a luxury yacht, and narrow tail lamps which emphasize the width of the vehicle are integrated in its outer edges. Further distinctive features at the rear include the diffuser with aluminum frame and the air outlets behind the wheel arches.

The transition between the vehicle rear, the area of the trunk lid and the interior boasts a flowing design. Crystal white high-quality nappa leather creates an exciting contrast to the dark paint finish. The custom-made fabric top with interwoven rose gold threads has been perfectly coordinated with the look of the vehicle.

Interior: 360° open-air luxury lounge

With the luxurious interior of the Vision Mercedes-Maybach 6 Cabriolet, Mercedes-Benz demonstrates a new synthesis of intelligence and emotion. At the same time, the designers have combined the unique tradition of the brand with a previously unknown high-tech experience.

The generous, flowing design idiom brings exterior and interior together in a holistic design. The formal flow of the areas from the rear into the interior gives rise to a typical yacht feeling. A light wing flows in a curve across the door trim and the center tunnel into the seat landscape, creating a 360° open-air luxury lounge.

The new "inside out" spatial design adds a particularly special feature.

The sitting surface forms a horizontal plane, transitions into the vertical plane of the doors and finally becomes the underside of the dashboard wing.

In addition to the flowing contours, the material composition produces a luxury experience of the highest order. Here, too, the interplay of the contrasts is both hot and cool. The brand's hallmark authentic materials and colors are used, such as rose gold on the trim elements, or the surfaces which come into contact with the skin, featuring a lavish,



quilted crystal white nappa leather finish. In this luxury technique, familiar among other things from Chesterfield furniture, the leather is put into folds in a diamond pattern and secured to the frame with buttons. In the case of the Vision Mercedes-Maybach 6 Cabriolet, this traditional seat upholstery boasts a futuristic interpretation: each individual button of the quilting depicts a delicate Mercedes star, backlit in blue. The open-pore wood floor with inlaid aluminum underscores the lounge sensation and the connection to yachting.

Above the 360° luxury lounge, the display strip links doors, dashboard

and the rear area. All display elements are integrated into the continuous glass trim part. By way of contrast, classic round dials, such as the instrument cluster, are positioned prominently. The combination of digital displays with real needles is also totally on trend. By using "hyperanalogue" elements, the designers are responding to the need of people to experience analogue luxury in what is an increasingly digital world. As a classic borrowing from aviation, three air vents are positioned beneath the wing which appear to float like engines.

Another highlight comes courtesy of the floating, transparent center tunnel, which visualizes the drive system's electrical energy flow for the passengers by means of blue fiber optics.

The main driving functions as well as information relevant to the location (e.g. restaurant recommendations or information on points of interest) are shown on the windscreen via two head-up displays.

Emission-free driving: electric drive system generating 750 hp (550 kW)

The Vision Mercedes-Maybach 6 is designed as an electric car. Thanks to its four compact permanent magnet synchronous electric motors, it features all-wheel drive. The flat battery sits in the underbody. The drive system has an output of 750 hp (550 kW).

BMW and EA Debut the All-new BMW M5 in Need for Speed Payback

21.08.2017 - Cologne,

Electronic Arts and the BMW Group debuted the all-new BMW M5 (fuel consumption combined: 10.5 l/100 km [26.9 mpg imp]*; CO2 emissions combined: 241 g/km*) in Need for SpeedTM Payback, the action driving blockbuster releasing this fall. This marks first time BMW has revealed a car through a videogame partnership, unveiling the new BMW M5 at gamescom, Europe's biggest trade fair for interactive games and entertainment. The new BMW M5 builds on the traditional concept of a luxurious four-door business sedan by

appealing to drivers with a taste for high speed and adrenaline. Need for SpeedTM Payback players will be among the first to experience the new M xDrive all-wheel drive as they tear through the city streets and diverse landscape of Fortune Valley this fall.

"The new BMW M5 is a stunning car," said Marcus Nilsson, Executive Producer at Ghost Games. "With immense horsepower and torque combined with gorgeous design, our players are going to love getting behind the wheel of the new M5. Whether it's pulling off intense heist missions, or outrunning cops in epic pursuits or just cruising the

open world, this car embodies performance, speed and desire, making it one of the pinnacle rides in Need for SpeedTM Payback."

The M5 takes the BMW M-series into new territory, with 441 kW/600 hp, peak torque of 750 Nm and 10.5 l/100 km fuel consumption combined/ 241 g/km CO2 emissions combined, which promise supreme propulsive power and formidable performance. The new M xDrive developed by BMW M GmbH is the



most engaging all-wheel-drive system yet to grace the high-performance segment and will be on display across various terrains in Need for SpeedTM Payback.

"The M is not only synonymous for the world's most powerful letter, but has also become a synonym worldwide for the prototype of the Ultimate Driving Machine. Take a look at the new BMW M5: its power output, torque and acceleration, the M specific all-wheel drive system M xDrive and its stunning design make our all-new toy the perfect feature for Need for Speed," said Frank van Meel,

President BMW M Division. "While the M5 won't be officially released until next spring, Need for Speed players can drive it first and exclusively in Need for SpeedTM Payback. We at BMW M are really proud of this collaboration."

"Young, enthusiastic and 100% devoted to their passion: This is not only true for BMW M fans but also for millions of gamers around the globe, who love Need for SpeedTM. BMW is joy and excitement for

cars, whether it is in real life or digital," said Hildegard Wortmann, Senior Vice President Brand BMW. "With this cooperation BMW can reach out to a new audience that is truly digital. This is a perfect example for a fruitful cooperation in modern marketing with benefits for everyone and a new

milestone after the BMW M2's debut in 2015's Need for SpeedTM."

BMW and Need for SpeedTM share a long tradition together. Already in 1999 the BMW M5 was part of the first Need for SpeedTM. BMW was part of the history of Need for SpeedTM ever since: Whether it was the BMW M3 in 2005's Need for SpeedTM Most Wanted, the BMW M3 GTR in Need for SpeedTM Shift in 2009, and many other appearances of BMW M4, M6 and many alike. Just recently the new BMW M2 entered the stage in 2015's Need for SpeedTM.

THE MINI ELECTRIC CONCEPT

* Concept follows introduction of the first electrified production MINI, the MINI Countryman Plug-in Hybrid



30.08.17

Debut of the MINI ELECTRIC CONCEPT – fully-electric, iconic design and exciting driving dynamics +++ Taut, clean cut surfaces produce a minimalist impression +++ World premiere at IAA Cars 2017, Frankfurt, public display from Saturday 16th September +++ Production version will be unveiled in 2019 +++ Concept follows introduction of the first electrified production MINI, the MINI Countryman Plug-in Hybrid

* Debut of the MINI ELECTRIC CONCEPT – fully-electric, iconic design and exciting driving dynamics

- Taut, clean cut surfaces produce a minimalist impression

* World premiere at IAA Cars 2017, Frankfurt, public display from Saturday 16th September

* Production version will be unveiled in 2019

Almost 10 years after MINI E laid the foundations for production-standard battery electric vehicles within the BMW Group, MINI is now offering a window on the future of urban electric mobility. With a focus on driving excitement and inspiring design, it moves the brand's urban tradition into the electric age and in doing so spices up the conventional notion of electric mobility. A production version of the MINI ELECTRIC CONCEPT will be unveiled in 2019.

The MINI ELECTRIC CONCEPT will debut at IAA Cars 2017 in Frankfurt, and be on public display from Saturday 16th September. This debut follows the launch of the brand's first ever electrified production model, the MINI Countryman Plug-in Hybrid earlier in 2017.

"The systematic electrification of the brand and product portfolio is a mainstay of the BMW Group's NUMBER ONE > NEXT strategy. The MINI ELECTRIC CONCEPT offers a thrilling preview of the all-electric production vehicle. MINI and electrification make a perfect match," remarked Harald Krüger, Chairman of the Board of Management of BMW AG.

An innovative, zero-emissions solution to the current challenges facing personal mobility, the MINI ELECTRIC CONCEPT combines a drive system that is always quick off the mark with a precision-tuned suspension. The drivetrain and performance characteristics offer an enthralling drive on both city streets and country roads that is typical of the MINI product range.

The perfectly streamlined design provides an optimal balance between agility and weight, enabling the MINI ELECTRIC CONCEPT to offer a maximised range in combination with the brand's unique driving dynamics.

"With its characteristic go-kart feel and powerful electric motor, the MINI ELECTRIC CONCEPT is great fun to drive while also being completely suitable for everyday use – and producing zero emissions to boot. That's how we at MINI envisage electric mobility in tomorrow's world," said Peter Schwarzenbauer, Member of the Board of Management of BMW AG, responsible for MINI, Rolls-Royce and BMW Motorrad.

ROLLS-ROYCE MOTOR CARS DELIVERS ON A BESPOKE COLOR CHALLENGE STEMMING FROM A BEAUTIFUL FLOWER

Royce 'Dawn in Fuxia' was unveiled by Torsten Müller-Ötvös, CEO, Rolls-Royce Motor Cars, as part of the company's activities at the 2017 Pebble Beach Concours d'Elegance, the world's premier celebration of luxury and automobiles.

The 'Dawn in Fuxia' is finished in a

wanted something completely different than any of the other cars commissioned at the time. I knew the designers had a lot of creativity that I wanted to explore," said Mr. Fux. "I love the heritage of the Rolls-Royce brand and I love these cars. I always challenge my fellow owners to push the Bespoke envelope."

In total, Mr. Fux has commissioned ten other Rolls-Royce vehicles, each highly personalized to his exact specifications.

"Michael is a very special patron of Rolls-Royce Motor Cars," stated Mr. Müller-Ötvös. "Rolls-Royce designers love working with him because he constantly challenges them to take their work to an even higher level, delivering a true work of art."



A Rolls-Royce 'Dawn in Fuxia' for Collector Michael Fux.

20.08.2017

Rolls-Royce Motor Cars heralds a colour palette with more than 44,000 options for the most discerning patrons. However, there is one client for whom the available options are not enough. Today, at The Quail, an Automotive Experience, in Pebble Beach, California, renowned car collector Michael Fux added another Bespoke colour to this palette with the addition of his eleventh Rolls-Royce Motor Car commission to his personal collection. The Rolls-

vibrant color matched to a flower that Mr. Fux found last year during his visit to Pebble Beach. Mr. Fux had just been presented with one of the first highly personalized Dawns in the world in his eponymous colour 'Fux Blue.' He then presented fuchsia petals from the Pebble Beach lawns to the Rolls-Royce Bespoke Design team with a challenge to them to create a second Bespoke Dawn. One year later he returns to Pebble Beach to see the end result in a familial ceremony presented by Rolls-Royce.

"When I commissioned my first Bespoke Rolls-Royce in 2005, I

In 2016, Mr. Fux took delivery of his first Dawn finished in 'Fux Blue' with a stunning Arctic White interior. Other colours he has commissioned remain in the Rolls-Royce Colour Collection reserved exclusively for Mr. Fux, which include:

- * Fux Fuxia
- * Fux Blue
- * Fux Intense Jade Pearl
- * Fux Aequus Green Jade Pearl, Cornish White Jade Pearl two-tone
- * Fux Deep Purple
- * Fux Candy Red

BMW at the IAA Cars 2017 in Frankfurt. Highlights in brief.

08 / 2017

Show premiere for the BMW Concept 8 Series - photo right. This enthralling design study, unveiled for the first time at the Concorso d'Eleganza Villa d'Este, will now also whet the appetite of visitors to the IAA Cars 2017 show in Frankfurt ahead of the presentation of the new BMW 8 Series Coupe in 2018. Supremely dynamic driving characteristics, exclusivity and modern luxury come together to create the traditional essence of a full-blooded BMW coupe. Dramatic exterior underlines the car's high performance character. Interior design exudes emotionally powerful interplay of sporting prowess and luxury.



reloaded" in Germany shortly after its world premiere at the Concorso d'Eleganza in Pebble Beach. Modern reinterpretation of a time-honoured concept in BMW's distinctive style, updated for the present day. Focussed proportions, set-back seating position and

pointers for the production model due in 2018.



World premiere of the new BMW 6 Series Gran Turismo - photo above. New version of the innovative vehicle concept first enshrined by the BMW 5 Series Gran Turismo, with its unique combination of luxurious ride comfort, modern functionality and coupe-style lines. Reduced weight, enhanced driving dynamics and efficiency, unsurpassed sporting elegance, comfort and connectivity.



Show premiere for the BMW Concept Z4 - photo above. First appearance of the "roadster

muscular wedge shape send a message of unadulterated driving pleasure. Design study offers clear

GONE CRUISIN'

Gary's Hot Rods & Cruisers



Welcome to Gone Cruisin', our regular feature on the cruisin' scene brought to you by Gary Rosier. Primarily from in and around Central Florida, but we'll be including interesting events around the USA. More pics from Gary at <http://www.carsplaneslandscapes.com/>

Silver Bullet



SILVER BULLET

Dave and Pat Abernathy of Ormond Beach, Florida own this true code 136 Malibu Sport Coupe. Its color is Cortez Silver with black SS stripes with a black vinyl top.

Bought in 2011 (Cars-on-line.com), the story goes back all the way to 1969. Dave was working for the Sherriff's Department, a newly married young man and was excited by the new 1970 Chevelle ads that he kept seeing in both Red and Silver. He liked the silver with a black vinyl roof best and just had to have one, so made a deposit and came home to tell his young wife! He said "Honey, I have a surprise for you! She said - me too! You go first he said and she immediately told him she was pregnant

with their first child! Needless to say, he went back to the dealer and got his deposit back. Over 40 years later, he spied this Chevelle for sale in Sarasotta, Fl and purchased it as it was advertised with just over "300 miles since a frame-on rebuild".

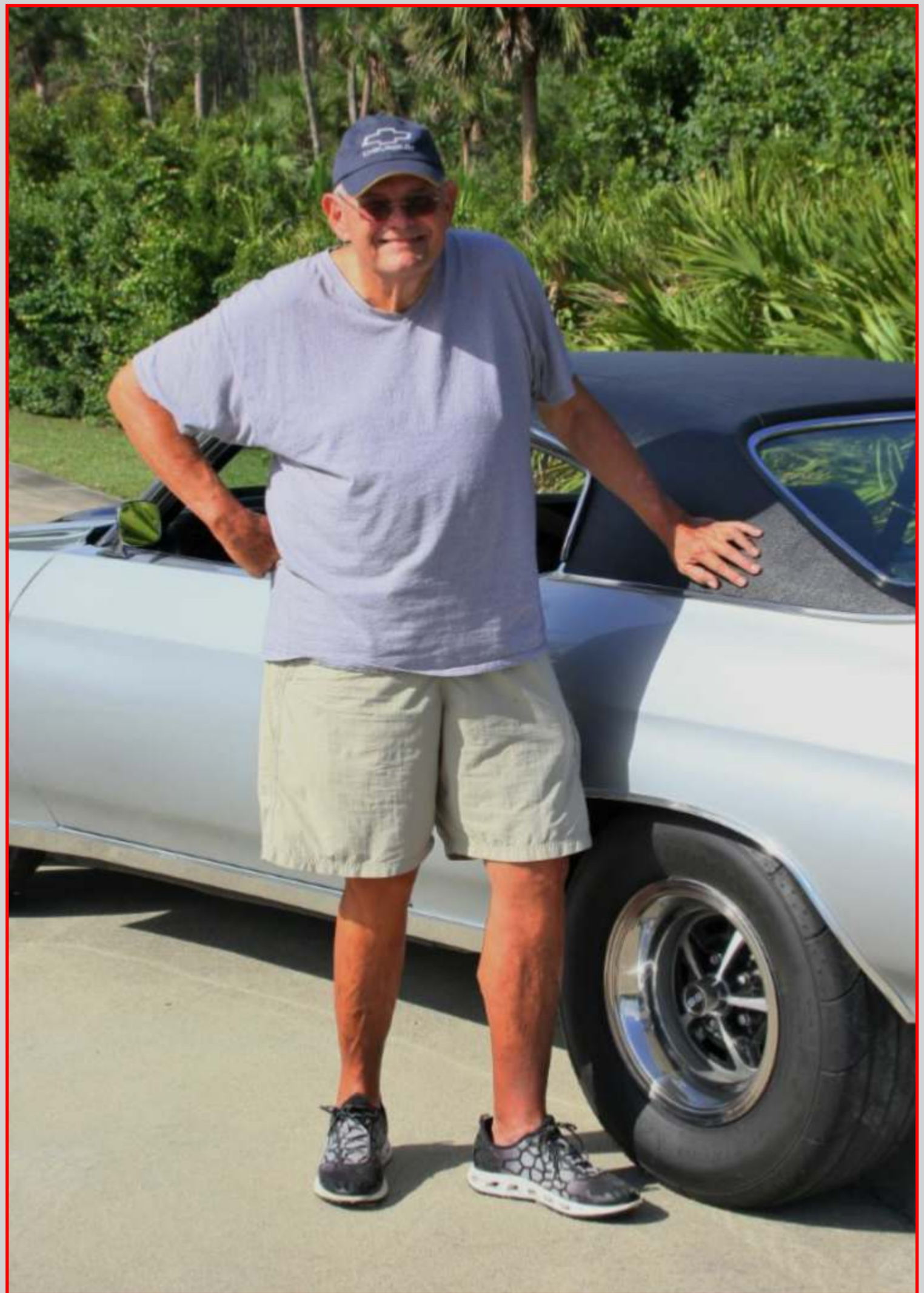
Dave had other plans tho and had a custom street/race stroker motor of 548 cu inches built. It was a balanced and blueprinted DART "Big M" Sportsman block with all the goodies! SCAT forged crank and rods, AFR CNC Aluminum heads and so much more!

A GM TH400 auto trans with a TransGo Performance shift kit and FTI 3,000 stall converter/B&M line lock transfers all that power

(Dyno'd at 673hp and 683 FPT) to a GM 12 bolt posi with 3:73 gears fitted with all Moser upgrades. Wilwood power boosted brakes with slotted/drilled rotors helps bring this silver bullet to a safe stop.

The interior is Black vinyl GM classic SS bucket seats with TMI Sport seat padding and covers, SS floor console, Horsehoe floor shifter, SS guage package (tac/spd/clk), GM Tilt, BowTie sport wheel, Lizard skin floor insulation, Boom-Mat interior firewall, floor and door panel insulation.

While Dave has no plans on drag racing this car, he loves to take it out and give it a good thrashing - smoking the hides quite regularly and to the delight of many! "Hi-Yo, Silver, AWAY!" You bet!



























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