Speedi
Wings & Wheels

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June / July 2019

Issue No: 44



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FREE! Online Magazine

THIS MONTH: Daytona Truck Meet Planes of Fame Air Show Travis AFB Air Show and Much More

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NASA Image of he Day - From Day Into Night on the International Space Station

NASA astronaut Christina Hammock Koch @AstroChristina posted this image of Earth taken from aboard the International Space Station. She said: "A couple times a year, theInternational Space Stationorbit happens to align over the day/night shadow line on Earth. We are continuously in sunlight, never passing into Earth's shadow from the Sun, and the Earth below us is always in dawn or dusk. Beautiful time to cloud watch.

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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 June / July 2019 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 the Planes of Fame Air Show - Plus much more . . .

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

Blue Sky's and Safe Flying.

The Speedi Team

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

Air New Zealand Selects Boeing 787-10 Dreamliner for Future Growth

June / July 2019 - Issue No: 44

7 Planes of Fame 2019 - 34 pages



Speedi Wings & Wheels

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Cover Photo: Jim (Flybum) Pratt

By Steve Wood - Staff Writer

AV NEWS

Snippets of Aviation News

www.speedi.tv

D-Day Squadron Successfully Participates in Official D-Day Commemoration Ceremonies



June 10th, 2019 – The D-Day Squadron flew in the official 75th commemoration of the Invasion of Normandy. This event was attended by the President of the United States, Donald J. Trump and the President of France, Emmanuel Macron, and featured 60 surviving veterans, many of which took part in the largest seaborne invasion in history.

“One of our primary goal of our efforts was to honor the veterans of the Greatest Generation that sacrificed so much so that we could enjoy the freedoms we have today,” stated Moreno Aguiari, Director of Marketing and Public Relations for the D-Day Squadron. “It is our sincere hope that this flight was a fitting tribute to those that fought and died 75 years ago, and that those precious few that are still alive today looked to the skies and felt that everyone that who took part in one of the most pivotal moments in our history were properly honored.”

Fighters of the French Air Force and the United States Air Force flew a missing man formation, followed by a transport aircraft, from North to South over the ceremony, followed by 12 C-47s, including aircraft of the D-Day Squadron, flying from West to East. The flyover was completed by 8 C-130s of the United States Air Force flying from North to South.

This event is one of the capstones of an effort that was almost 2 years in the making. Fifteen C-47 and DC-3 aircraft crossed the Atlantic to take part in the 75th anniversary of the D-Day invasion. The aircraft flew the original "Blue Spruce" route, departing from Oxford, Connecticut (KOXC); stopping to refuel in Goose Bay Airport (CYYR) in Newfoundland, Canada, Narsarsuaq Airport (BGBW) in southern Greenland, Reykjavik Airport (BIRK) in Iceland and refueling a final time at Prestwick Airport (EPIK) on the Western coast of Scotland before they made the final leg to Duxford Airfield (EGSU) north of London.

The aircraft then flew in formation on June 5th, 2019, dropping paratroopers in many of the same locations where they landed on the night on June 5th, 1944, followed by the overflight of the official D-Day commemoration ceremony on June 6th, 2019. The D-Day Squadron will be leaving Normandy shortly to attend the 70th anniversary of the Berlin Airlift. Be sure to keep up with the latest news and events as the D-Day Squadron continues on the next leg of its historic journey.

International Airlines Group Announces Intent to Buy 200 Boeing 737 MAX Airplanes

Purchase would include 737 MAX 8 and MAX 10 jets

New aircraft to be deployed across International Airlines Group, including Vueling, LEVEL



LE BOURGET, France, June 18, 2019 /PRNewswire/ -- One of the world's largest airline groups announced today it plans to build its future fleet with the Boeing 737 MAX with an intention to purchase 200 MAX jets. International Airlines Group (IAG) and Boeing [NYSE: BA] said the two companies have been in discussions regarding the opportunity and signed a letter of intent at the Paris Air Show in a deal that would be valued at more than $24 billion, per list prices.

IAG is the parent company of Aer Lingus, British Airways, Iberia, Vueling and LEVEL that fly more than 113 million passengers a year combined. The group has been a long-time operator of Boeing twin-aisle airplanes. Earlier this year, IAG group committed to and finalized a major order for Boeing's newest long-haul model, the 777X, to complement its fleet of current-generation 777s and new 787 Dreamliners. In the single-aisle segment, IAG and its affiliates used to operate Classic 737 aircraft. Today, its fleet is almost exclusively Airbus A320 family aircraft. IAG CEO Willie Walsh has said the group would consider the 737 MAX as part of diversifying its future fleet to spur competition.

"We're very pleased to sign this letter of intent with Boeing and are certain that these aircraft will be a great addition to IAG's short-haul fleet," said Willie Walsh, IAG chief executive. "We have every confidence in Boeing and expect that the aircraft will make a successful return to service in the coming months having received approval from the regulators."

In selecting the 737 MAX, IAG says it will fly a combination of the 737 MAX 8, which seats up to 178 passengers in a two-class configuration, and the larger 737 MAX 10 jet, which can accommodate as many as 230 passengers. The airline did not disclose a specific split between the two MAX models, though it anticipates deploying the aircraft at a number of the group's airlines including Vueling and LEVEL.

When a final agreement is reached, it will be posted to Boeing's Orders & Deliveries website.

"We are truly honored and humbled by the leadership at International Airlines Group for placing their trust and confidence in the 737 MAX and, ultimately, in the people of Boeing and our deep commitment to quality and safety above all else," said Boeing Commercial Airplanes President & CEO Kevin McAllister. "We are delighted that the IAG team recognized the superior qualities of the 737 MAX and has indicated an intention to return to the Boeing 737 family. We look forward to building on our long-standing partnership with IAG for many years to come."

Stop Press:

The latest information on the B737 Max grounding is that all aircraft are to stay grounded until December 2019 at the earliest . . .

Airbus launches longest range single-aisle airliner: the A321XLR

18 June 2019 - Paris Air Show

* **The latest evolution of the A321neo with 4,700nm range**

* **Bringing 30% lower fuel burn per seat than previous-generation aircraft**

* **Combining single-aisle economics with long-haul widebody cabin comfort**

Following the very positive feedback from the market, Airbus has launched the A321XLR to complement its best-selling A321neo Family. The A321XLR thus becomes the next evolutionary step which responds to market needs for even more range, and creates more value for the airlines by bringing 30% lower fuel burn per seat than previous-generation competitor aircraft. Starting from 2023, the aircraft will deliver an unprecedented Xtra Long Range of up to 4,700nm – 15% more than the A321LR and with the same unbeatable fuel efficiency.



With this added range, airlines will be able to operate a lower-cost single-aisle aircraft on longer and less heavily travelled routes – many of which can now only be served by larger and less efficient wide-body aircraft. This will enable operators to open new world-wide routes such as India to Europe or China to Australia, as well as further extending the Family's non-stop reach on direct transatlantic flights between continental Europe and the Americas. For passengers, the A321XLR's new Airspace cabin will provide the best travel experience, while offering seats in all classes with the same high-comfort as on long-haul widebody aircraft.

The A321XLR has been designed to maximize overall commonality with the A321LR and the rest of the A320neo Family, while introducing minimal changes needed to give the aircraft an Xtra Long Range with increased revenue payload. The changes include: the new permanent Rear Centre Tank (RCT) for more fuel volume; a modified landing gear for an increased maximum take-off weight (MTOW) of 101 metric tonnes; and an optimised wing trailing-edge flap configuration to preserve the same take-off performance and engine thrust requirements as today's A321neo. In particular, the new optimised RCT holds more fuel than several optional Additional Centre Tanks (ACTs) did previously, while taking up less space in the cargo hold – thus freeing-up underfloor volume for additional cargo and baggage on long range routes.

The A320neo Family is the world's best-selling single aisle aircraft with over 6,500 orders from more than 100 customers since its launch in 2010. It incorporates new-generation engines and Sharklet wing-tip devices plus other improvements which together bring double-digit fuel savings over its predecessor, the A320ceo Family.

GULFSTREAM G550 FLIES RECORD BETWEEN U.S. AND U.K. ON SUSTAINABLE ALTERNATIVE JET FUEL



SAVANNAH, Georgia, May 18, 2019 — Gulfstream Aerospace Corp., an industry leader in sustainability, today announced it has set another city-pair speed record on sustainable alternative jet fuel. The record, achieved Friday by the Gulfstream G550™, connected Charleston, South Carolina, with Farnborough, England, a distance of 3,591 nautical miles/6,651 kilometers, at an average speed of Mach 0.85 in 7 hours and 13 minutes.

The city-pair record, along with a G550 demonstration flight on SAJF today to Geneva for next week's European Business Aviation Convention & Exhibition, is part of a second industry event designed to promote the development and adoption of SAJF. The first took place in January in Van Nuys, California.

"Our record-breaking flight on the G550 is another example of our aircraft's continued high performance with SAJF," said Mark Burns, president, Gulfstream. "We first used SAJF in June 2011 to cross the Atlantic on a G450 and have used it since 2016 with our corporate, demonstration, Customer Support and flight-test aircraft. This is a fuel that we use in Savannah and the fuel that we recommend – and sell – to our customers in Long Beach, California. It is safe, approved, does not hinder aircraft performance and provides a long-term benefit to the environment.

"As an industry, we must continue to promote SAJF and its benefits and collaborate to find a solution for the infrastructure and economic challenges that impede widespread use of the fuel around the world."

In February, Gulfstream had its first sale and delivery of SAJF to a Gulfstream operator. The customer, a U.S.-based multinational corporation, purchased 20,000 pounds of SAJF from Gulfstream's Long Beach facility for its G550.

This month, Gulfstream is expected to begin regular sales of SAJF to customers in Long Beach. It will also start using SAJF to power large-cabin completion flights departing from Long Beach Airport. California-based World Energy, which has a refinery approximately 10 miles from Long Beach Airport, refines the SAJF provided by World Fuel Services.

The Federal Aviation Administration has confirmed SAJF is safe to use, and Gulfstream has proven that by flying nearly 800,000 nm/1.5 million km and setting five city-pair records on SAJF. SAJF meets the same fuel specification as conventional Jet-A and offers at least the same performance and safety standards. Each gallon of fuel burned achieves more than a 50 percent reduction in C02 emissions, relative to petroleum-based jet fuel, on a lifecycle basis.

Gulfstream's sustainability strategy helps support industry goals established by the NBAA, the General Aviation Manufacturers Association and the International Business Aviation Council. In addition to the goal of carbon-neutral growth by 2020, the industry's targets include an improvement in fuel efficiency and reduction in total carbon dioxide emissions.

Photos for this feature:

Pages 7 through 26 - Jim (Flybum) Pratt

Pages 27 through 40 - Tom Sowell

PLANES OF FAME

AIR MUSEUM

Air Show 2019

Planes of Fame Museum Air Show – Chino, CA
May 4-5, 2019

This has got to be my all-time favorite air show related to the warbirds of World War II, Korea, and Vietnam. The Planes of Fame Air Show has a huge collection of flyable warbirds and most of them are brought out for the public to see during the weekend. The gates open at 8:00 AM and for the first couple of hours access is allowed to the flight line for up-close picture taking. Then flight operations begin and the crowd is moved back behind the fence for safety sake and the flying begins.

This year they managed to field four P-47 Thunderbolts and that is the first time I have seen so many in one place. What beautiful aircraft. The Thunderbolt reminds me of a bumble bee because of its rotund fuselage but the Germans feared it and the Allied pilots loved it. It could take a beating and keep on ticking. It didn't have quite the range of the Mustang.

Of course, there were the usual ten or more P-51s which create a beautiful sight when lined up neatly on the flight line. Nothing like the sound of P-51s in the morning as they start their engines for the *WWII over Europe* demo. We always make it a point to get in the front row to get some good ground taxi shots and to get the full effect of the start of the mission as the P51Bs, Cs, Ds, and H taxi by. To keep things interesting a FW-190 taxis by and departs to enter the fray.

Next, a B-25 bomber and several C-47 transports taxied out and departed to simulate the D-Day Invasion. Also, two P-38s entered the game. The C-47s dropped paratroopers on the field and the battle began. Ground troops from both sides began shooting it out. Later, uniformed German prisoners were paraded by the crowd by allied troops in full battle-dress.

Time for the Navy to get into the act, as Navy Wildcats, Hellcats, and Corsairs scrambled. A TBM Avenger and Dauntless Dive Bomber also departed for the Battle of Midway. An unusual Navy version of the B-24 bomber flew overhead looking for Japanese subs. Also, P-40s departed to intercept a Japanese Zero.

Moving ahead time-wise into the Korean War, Corsairs, a B-26, AD-1 Sky Raider, a Mig-17, some F-80s (T-33s), and Tiger Cats took over. The Tiger Cat, painted dark blue, is an incredibly beautiful twin-engine aircraft and purrs as it passes overhead. A couple of Hawker Sea Furies also participated. The Sanders Sea Fury used a smoke system to demonstrate wake turbulence to the crowd.

The U.S. Air Force F-16 Flight Demonstration Team performed for the crowd, demonstrating the extreme maneuverability of the Viper. The F-16 has been around since the 70s but is still used by a lot of Air Guard units as well as regular Air Force units. It flew a Commemorative Flight with one of the P-47 Thunderbolts.

The crowd was treated to a demonstration of the Reno Air Races with the top racers, Dreadnaught, Voodoo, and Strega strutting their stuff. Makes me anxious for September to get here for the real races.

In Memoriam:

The Planes of Fame Air Museum lost one of its greatest pilots a couple of weeks before the air show. David Michael Vopat was killed on April 22, 2019 while flying the museum's N9MB Flying Wing - photo right. He was the primary pilot and mechanic for this special aircraft. We had seen David fly this aircraft for several annual shows prior to this accident. This year's Planes of Fame Air Show was dedicated to David and a "missing man" formation was flown for David at the show.




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AIR PATROL


14


924
NAVY


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CALIF AIR GUARD


Blondie


981
Honey Bunny


JC
HERE KITTY, KITTY!
NO SMOKING


Bunny


162
162
981


Dreadnought


BOISE
BOISE


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AG470
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ROYAL NAVY
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Striga




79


61-120


14


JD
26997
NAVY
45


924
NAVY


FT-610
USAF


39


Voodoo
Engine By Jose Flores
Vintage V-12's
Aviation Part
World's Fastest Piston Powered Aircraft
531.64 mph C-1e




Kimberly Kaye


HERE KITTY,KITTY !
DANGER
DANGER


Dottie
Mae"


7985
981
Honey
Bunny


BAR
548

SPEEDI'S BLOG

WELCOME TO SPEEDI'S Blog.

June 1944 was a momentous month in history. It had been a long time coming, but the largest seaborne invasion in world history was almost canceled at the last minute due to storms in the English Channel.

Suddenly there was a 'weather window' and on June 6, 1944 the invasion began.

Of course it was not just an invasion of Normandy from the sea, but there were also substantial airborne assets involved.

The Douglas DC3 / C47 played a large part in this airborne attack. They dropped parachutists and towed gliders filled with troops. It was an amazing aircraft and many are still flying today.

Here's what Boeing has to say about the aircraft:

"The military career of the Douglas DC series began in 1936, when the U.S. Army Air Corps ordered a pair of DC-2 commercial transports under the designation C-32. A contract followed for 18 DC-2s in the C-33 freighter configuration and two more as C-34 staff transports. Then, in 1937, the U.S. Army ordered a plane built to its own specifications. It was a hybrid design that combined the fuselage of the DC-2 with a DC-3 tail. This was the sole C-38 prototype, and it led to 35 production versions called the C-39. The C-39 represented the first serious effort by the Army to establish an airlift capability.



By 1941, the old Air Corps had been transformed into the Army Air Forces, and it selected a modified version of the DC-3 — the C-47 Skytrain — to become its standard transport aircraft. A reinforced fuselage floor and the addition of a large cargo door were the only major modifications. Other changes included the fitting of cargo hooks beneath the center wing section and the removal of the tail cone to mount a hook for towing gliders.

As a supply plane, the C-47 could carry up to 6,000 pounds of cargo. It could also hold a fully assembled jeep or a 37 mm cannon. As a troop transport, it carried 28 soldiers in full combat gear. As a medical airlift plane, it could accommodate 14 stretcher patients and three nurses. Seven basic versions were built, and the aircraft was given at least 22 designations, including > the AC-47D gunship, the EC-47 electronic reconnaissance aircraft, the EC-47Q antiaircraft systems evaluation aircraft and the C-53 Skytrooper.

Every branch of the U.S military and all the major allied powers flew it. The U.S. Navy version was the R4D. The British and the Australians designated it the Dakota (a clever acronym composed of the letters DACoTA for Douglas Aircraft Company Transport Aircraft). The aircraft operated from every continent in the world and participated in every major battle. By the end of World War II, more than 10,000 had been built. For all of its official and unofficial names, it came to be known universally as the "Gooney Bird;" General Dwight D. Eisenhower, Supreme Commander of Allied Forces in Europe, termed it one of the most vital pieces of military equipment used in winning the war.

C-47s remained in active military service long after the end of World War II. They played a critical role in the 1948 Berlin Airlift and saw action in the Korean and Vietnam wars."



I was fortunate to fly in one of the actual C-47's which flew in the invasion of Normandy. This aircraft is *Tico Belle,* a C-47 belonging to the Valiant Air Command warbird museum in Titusville, Florida.

Here is their resume of what took place: *"At 0407 hours, 6th June 1944, at about 500 feet and in the face of determined flack from the defending German troops, "Tico Belle" lined up on Landing Zone "O" near St Mere-Eglise and dropped brave men into Normandy and into history."*

Tico Belle went on to serve, and survive, a distinguished record of combat in the Liberation of Europe:

* Normandy - June 1944 – Operation Neptune (D-Day)
* Southern France – July 1944 - Operation Dragoon
* Holland – September 1944 - Operation Market-Garden
* Belgium - December 1944 - Relief of Bastogne (The Battle of the Bulge)
* Germany – March 1945 - Operation Varsity

Sadly, due to engineering issues Tico Belle was unable to take part in the re-enactment of the 75th anniversary of the D-Day invasion. Still, flying in her was a great privilege.

NEWS FROM THE BARN

Spruce Creek Fly-in
The World's Greatest Aviation Community

NEWS 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

Here's a link to Spruce Creek Airport (7FL6) web page - click here

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

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

FAX ..... 386/761-7808 AFTER 1700 ..... 386/756-6125 (Security)

VORTAC OMN .....112.6 MHz 165°R/13.9 DME

VORTAC ORL ..... 112.2 MHz 020°R/35.6 DME

FSS St. Petersburg ..... 122.2 MHz

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

INSTR APCH (Rwy 06) ..... GPS (Private, Residence Only)

Runways: ..... 06 / 24 - 4000 ft x 150 ft

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 129.925 MHz (forward request to Spruce Creek)

Airport Manager - Joe Friend: … 386 275-1894

Photos taken 18 May 2019, by Gary Rosier

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".*






Cessna
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N37LC


NC
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N600FY
GlaStar


N42MH


161
N112XM


N103LF
N112XM


10
N533SX


N13541

Photos for this feature:

Pages 54 through 75 - Jim (Flybum) Pratt

Pages 76 through 95 - Tim Sowell



Thunder Over the Bay Air Show 2019
Travis Air Force Base

Travis Air Force Base Open House is a first for photographers Tim Sowell and Jim Pratt. We made the scenic drive from Fresno to Travis in under 4 hours. It was freeway driving from Fresno to Stockton, then country driving from there to Travis on Highway 12. Travis turns out to be a very large base and it took awhile to get on the base and parked despite arriving early in the morning. The base personnel did a great job of handling the massive amount of traffic. The show was exciting and well worth the trip. The following is an excerpt from the shows program:

About Travis Air Force Base:

Travis is comprised of host unit, the 60th Air Mobility Wing, along with the 621st Contingency Response Wing, the 349th Air Mobility Wing and more than 50 partner organizations, with more than 26,000 Travis active duty, reservists and civilian employees assigned. The 60th Air Mobility Wing is the largest air mobility organization in the Air Force with a versatile fleet of C-5M Super Galaxy and C-17 Globemaster III cargo and KC-10 Extender refueling aircraft. As the host unit of Travis Air Force Base, the wing controls more than $11 billion in total resources and handles more cargo and passengers than any other military air terminal in the United States. Travis is the West Coast terminal for aeromedical evacuation aircraft returning sick or injured patients from the Pacific area.

USAF Raptor Demo Team

The team's home is located at Langley AFB, VA. They are known to perform precise aerial maneuvers to demonstrate the unique capabilities of the fifth-generation fighter aircraft. They team up with Air Force Heritage flight, exhibiting the professional qualities the Air Force develops in the people who fly, maintain and support these aircraft. Leadership included Maj. Paul "Loco"Lopez (F-22 Demo Pilot), MSgt Emanuel Knowlton (F-22 Demo Superintendant) and TSGT Yamil Reyes Sanchez (F-22 Demo Team Chief). The F-22 Raptor is the Air Force's newest fighter aircraft - it has the combination of stealth, supercruise, maneuverability and integrated avionics. The F-22 cannont be matched by any known or projected fighter aircraft.

Patriots Jet Team

The Patriots Jet Team is the largest civilian-owned aerobatic jet team in the western hemisphere. • The team began with the vision of one person, Randy Howell. Howell's mission was to create a six-jet precision demonstration team that could entertain, inspire and educate. In 1999, the first Patriots aircraft was purchased. Additional jets were purchased in 2004, 2005 and 2011. The talented pilots of this group first assembled in 2002. They are based in Byron, CA. The pilots were formerly part of the U.S. Air Force Thunderbirds and U.S. Navy Blue Angels. The pilots have logged over 105,000 hours of flight time and performed in more that 1,500 air shows. The volunteer pilots all share the same passion to entertain audiences at air shows and other events.

U.S. Army Golden Knights Parachute Team

Golden Knights are Army Soldiers first. Started in 1959, Brigadier General Joseph Stilwell Jr. gathered nineteen Airborne Soldiers from various military units formed the Strategic Army Command Parachute Team (STRACT). The intent of competing in skydiving - at that time dominated by the Soviet Union. In 1962, they earned the nickname "Golden Knights". "Golden" signified the gold medals the team had won while "Knights" symbolized the ambition to conquer the sky. The team has conducted more than 16,000 shows in 50 states and 48 countries reaching an average 60,000 people per show. • The team is made of about 95 men and women (four parachute units, an aviation unit and headquarters). The team has earned 2,148 gold, 1,117 silver and 693 bronze medals in national and international competitions. The team has broken 348 world records.

C17 Globemaster Demonstration Team

The Demonstration Team is hosted by the 15th Wing at Joint Base Pearl Harbor-Hickam and 3rd Wing at Joint Base Elmendorf-Richardson, AK. Main mission is to showcase the capabilities of the C-17 Globemaster III. Showcases next level flight with precision and speed. The team is made up of a four-person team.

USAF Thunderbirds

The Thunderbirds are officially known as the U.S. Air Force Air Demonstration Squadron. They were officially activated June 1, 1953 at Luke AFB, AZ. Current home for the U.S. Air Force Thunderbirds is Nellis AFB. Their mission is to plan and present precision aerial maneuvers to exhibit the capabilities of modern, high-performance aircraft and the high degree of professional skill required to operate those aircrafts. The Air Combat Command unit has eight pilots (including six demonstration pilots), four support officers, four civilians and more than 100 enlisted personnel performing in almost 30 job specialties. The pilots perform approximately 40 maneuvers in a demonstration. More than 280 million people in all 50 states and 57 countries have seen the red, white and blue Thunderbirds jets in more than 3,500 aerial demonstrations.






NASA
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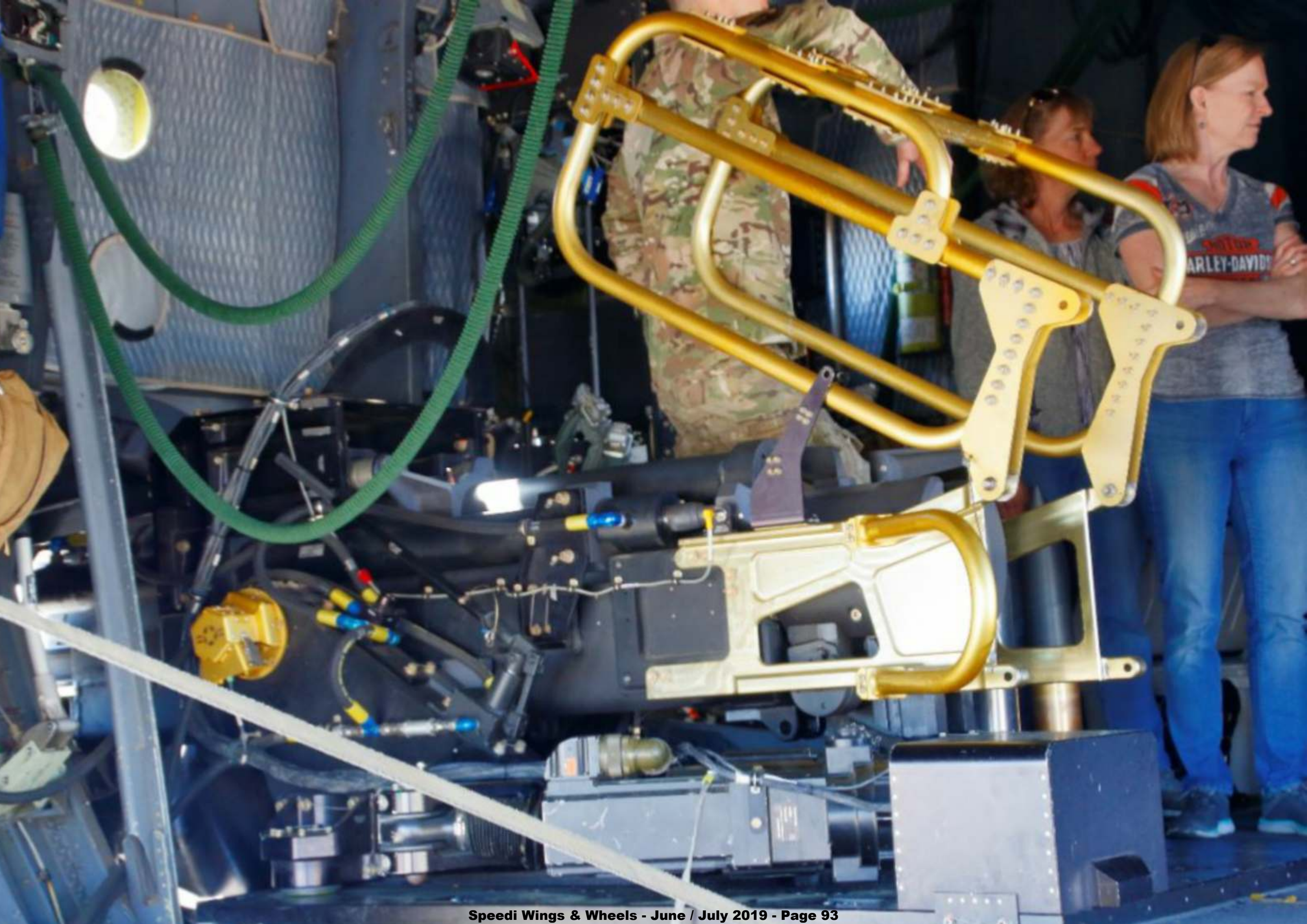


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NEW LAND ROVER DEFENDER COMPLETES TUSK TESTING TO SUPPORT LION CONSERVATION IN KENYA

3 June 2019



he new Land Rover Defender has moved a step closer to production after successfully completing a demanding testing program with Tusk in Kenya, in support of their lion conservation initiatives in Africa.

* Tested by experts: New Defender undergoes testing in Kenya with Tusk to support lion conservation initiatives in Africa

* Tougher than ever: Specially camouflaged Defender prototype was used by wildlife managers to support conservation operations across the 14,000-hectare Borana Conservancy

* Unstoppable capability: New Defender was put to the test towing supplies in support of operations and fording rivers while tracking prides of lion

* Trusted partners: Land Rover has been an official partner of wildlife conservation charity, Tusk, for 15 years and 2019 is its Year of the Lion, to highlight declining lion numbers in Africa

* Captured on film: Watch the new Defender on test here https://youtu.be/1DA0ko7F7QM

A prototype Defender fitted with an integrated raised air intake and wearing a unique camouflage, which was specially devised for the surroundings, supported operations at the 14,000-hectare Borana Conservancy, tracking radio collared lions and transporting supplies.

The unique test programme gave Tusk operatives a chance to put the new Defender through a series of real-world tests as wildlife managers forded rivers, pulled heavily loaded trailers and negotiated challenging terrain. The prototype model was even used to help replace the inoperative tracking collar fitted to a male lion, which was sedated at close range from the security of the new Defender.

“We are now in the advanced stages of the new Defender’s testing and development phase. Working with our partners at Tusk in Kenya enabled us to gather valuable performance data. The Borana reserve features a wide range of challenging environments, making it a perfect place to test to the extreme the all-terrain attributes of the new Defender.”

NICK COLLINS

VEHICLE LINE DIRECTOR, JAGUAR LAND ROVER

Land Rover has been an official partner of Tusk for 15 years and the Defender was put to work at the Borana Conservancy to support its lion conservation program, to highlight the critical situation faced by lions across Africa. Three-quarters of lion populations on the continent are in decline and black and white rhinos now outnumber the big cat in Africa. Fewer than 20,000 lions survive in the wild globally - a figure that has declined from 200,000 over the last century.

The overall initiative was supported by Jaguar Land Rover’s worldwide logistical partner and supporter of Tusk, DHL to help celebrate 2019 as Tusk’s Year of the Lion.

THE ULTIMATE Q-CAR: NEW TOURING SPECIFICATION FOR WORLD’S FASTEST PRODUCTION SEDAN, JAGUAR XE SV PROJECT 8

5 June 2019

Special Vehicle Operations develops a more restrained road-oriented version to sit alongside the existing 200mph Project 8 derivatives

* Limited-run collector’s edition Jaguar XE SV Project 8 features discreet fixed spoiler in place of rear aerodynamic wing

* 600PS road-focused Touring specification delivers exceptional performance with 0-60mph in 3.3sec and top speed of 186mph (300km/h)

* Production strictly limited to no more than 15 four-seat vehicles worldwide, making Touring specification the most exclusive XE

* SV Project 8 derivative* Touring specification available in four signature Project 8 paint finishes, including British Racing Green and Corris Grey Satin

* Future classic evokes spirit of iconic motorsport-proven Jaguar touring cars including ‘Coombs’ Mk II and ‘Broadspeed’ XJC – in the Mk II’s 60th anniversary year

Jaguar’s Special Vehicle Operations division has developed a more restrained road-oriented version of the extreme XE SV Project 8 featuring a discreet new rear spoiler, delivering a covert design that belies the 600PS vehicle’s race track-honed performance capabilities.

The new Touring specification is available alongside existing 200mph Project 8 derivatives, which currently hold production sedan lap records on three continents – at circuits including the Nürburgring Nordschleife, Dubai Autodrome and Laguna Seca.



The fixed Touring Spoiler replaces Project 8’s adjustable carbonfibre rear aerodynamic wing and is complemented by a fixed front splitter to maintain aerodynamic balance.

Despite this significant aerodynamic revision, the 5.0-litre Supercharged V8 Project 8 with Touring Spoiler retains an extraordinary level of on-road performance and driver engagement for a sports sedan, accelerating from 0-60mph in 3.3sec (0-100km/h in 3.7sec) and on to a limited top speed of 186mph (300km/h).

“Project 8 has received outstanding critical acclaim since its launch, demonstrating the Special Vehicle Operations team’s ability to create a compact Jaguar sedan with supercar-rivalling performance. Touring specification extends the appeal of Project 8 to performance car enthusiasts and collectors who prefer a more discreet appearance, without compromising its driver-focused on-road dynamics.”
JAMAL HAMEEDI
ENGINEERING DIRECTOR, JAGUAR SPECIAL VEHICLE OPERATIONS

Special Vehicle Operations will hand-assemble no more than 15 examples of the Touring specification Project 8 at its Technical Centre in Warwickshire, exclusively in four-seat configuration.

AutoNews

Top Titbits of Auto News

By Steve Wood - Staff Writer

www.speedi.tv

24 HOURS OF LE MANS CELEBRATES 100 YEARS OF BENTLEY

(Crewe, 17 June, 2019) The world's greatest motorsport event, the 24 Hours of Le Mans this weekend hosted a series of celebrations to mark the 100th anniversary of Bentley Motors, the world's most sought-after luxury car brand.

The naming of a street after the renowned Bentley Boys and a global first for the all-new Flying Spur were the highlights of four days that emphasised the important role that Le Mans has played in the British marque's history.



Motorsport has been at the heart of Bentley throughout its first 100 years - the brand made its Le Mans debut just two years after its foundation. To mark this close association, the City of Le Mans has renamed a street 'Rue des Bentley Boys' in honour of the young racers who won five Le Mans 24-hour races between 1924 and 1930, and their successors who triumphed in 2003.

The renaming ceremony, which took place ahead of the race, was hosted by the Mayor of Le Mans, M.Stéphane Le Foll, who was joined by Gilles Huttepain, Administrator of Auto Club de l'Ouest (ACO), and Brian Gush, Bentley's Director of Motorsport.

On Saturday, 24 Bentley cars from across the marque's first one hundred years participated in the pre-race Parade Lap in front of hundreds of thousands of motorsport fans. The all-new Flying Spur made its Global Dynamic Debut at the head of a Bentley contingent that included the EXP 2, the 1925 3 Litre 'Speed', the 4 ½ Blower, the 3 Litre Team Car, a Brooklands, the 2003 Le Mans race-winning EXP Speed 8 and a Continental GT3-R.

Behind the wheel of the all-new Flying Spur was Chris Craft, Bentley's Member of the Board for Sales, Marketing and Aftersales. He commented: "The histories of Bentley and the 24 Hours of Le Mans have been intertwined from the very beginning, so it was fitting tribute to Le Mans to debut our latest car, the New Flying Spur, on this iconic racetrack in our Centenary year."

The all-new, All-Wheel Drive Flying Spur is an extraordinary Grand Tourer that sets a new benchmark for technology and craftsmanship in the luxury sector. The very first Bentley to feature All-Wheel Steering, the new model is a ground-up development that provides unparalleled agility, which was ably demonstrated on the iconic Le Mans racing circuit.

A unique static trackside display - 'Bentley Through The Decades' - was held on the Friday at the Dunlop Curve, showcasing a number of previous Le Mans entries, including Bentley Motor's Birkin Team Car, the 1927 3-Litre No 2 Team Car from the 1930 race and the 1926 3-Litre Team Car No 8. Also present was the legendary EXP 2, which lays claim to being both the oldest surviving Bentley and the most successful racing Bentley ever.

With the 87th running of the world's top endurance race over, motorsport enthusiasts still have the opportunity to delve into Bentley's racing heritage by visiting a special exhibition at the trackside 24 Hours of Le Mans Museum. Celebrating Bentley's six famous victories at the event, the display features a replica Speed 8 and Speed 6 and runs until September 2019.

From Le Mans victories, through to the incredibly powerful road cars of the modern era, all of Bentley's extraordinary cars have innovation hand-built into them. July 10, 2019 marks Bentley's 100th year - an extraordinary milestone achieved by only a few companies.

HEAVENLY MUSIC AT HOME OF ROLLS-ROYCE FOR CATHEDRAL FUNDRAISER

20.05.2019

The Home of Rolls-Royce recently played host to a spectacular evening of music and conversation, in support of the Chichester Cathedral Roof Restoration Appeal.



Attended by 150 patrons and supporters, the exclusive, ticket-only event began with Champagne and canapés, followed by an interview with Rachel Portman OBE, one of Britain's most celebrated and prolific composers of film music. Her numerous credits include Emma, starring Gwyneth Paltrow, for which she won an Oscar in 1996, and her Academy Award nominated scores for Chocolat and The Cider House Rules. In 2015, she received an Emmy for her work on HBO's record-breaking TV movie Bessie, a biography of blues singer Bessie Smith.

Interviewed by Julian Biggs, Chichester Cathedral Trustee, Rachel gave guests a fascinating insight into her life, work and inspiration, and the extraordinary challenges and rewards of a vital but often overlooked aspect of movie-making. A highlight of the evening was a live performance of Rachel's choral work from the Chichester Cathedral Choir, under Organist and Master of the Choristers, Charles Harrison.

The evening concluded with a silent auction: continuing the Hollywood theme, participants submitted their donations in gold envelopes mimicking those used at the Oscars ceremony. Rolls-Royce supported the fundraising efforts by donating a truly unique lot, with the highest bidder securing a chauffeured Phantom ride and VIP tour of the Home of Rolls-Royce.

The evening raised crucial funds for the restoration and re-covering of the Chichester Cathedral High Roofs. Dating from the 13th Century, it is an extremely rare example of an original medieval timber roof and of national architectural importance. Despite constant repairs and maintenance, failures in the copper covering have allowed rainwater to penetrate the roof vault, damaging the timber, masonry and ceiling plasterwork.

A full restoration is now under way: the project is scheduled to last five years and cost around £6 million, all of which has to be funded through donations and self-generated income, since the Cathedral receives no automatic statutory support.

Andrew Ball, Head of Corporate Relations, Rolls-Royce Motor Cars, said, "Chichester is our 'local' Cathedral and a familiar landmark for everyone who works at the Home of Rolls-Royce, so we were delighted to have this opportunity to support the Roof Appeal. Chichester Cathedral represents the apex of art, design, technology and craft of its age. This perfectly matches our philosophy and ambitions as a company, which is to build beautiful, spectacular motor cars that stand the test of time. The master craftspeople we employ at Goodwood today are the successors of those who raised the Cathedral over nine centuries ago."

"The interview with Rachel Portman was amazing: she is a natural storyteller with a warm and engaging personality, and very humble despite her extraordinary gifts and achievements. We are privileged to welcome many of the world's leading artists and performers to the Home of Rolls-Royce, and her visit will live long in the memory."

Flagship for future technology: the MINI Electric is ready for take-off



Munich, Germany, May 31, 2019.

Noiseless, emissions-free but very powerful: the MINI Electric will soon enrich the experience of locally emissions-free mobility with the addition of unique driving fun and the individual flair that is so typical of the British premium brand. The recent "testing programme" for the first purely electrically powered MINI was equally unconventional: on a foray to Frankfurt airport, a close-to-series prototype of the new model demonstrated just what electromobility in the style of MINI is capable of setting in motion. The MINI Cooper SE slipped straight into the role of an aircraft tug, setting off to the loading point towing a Boeing 777F freight aircraft with an unladen weight of some 150 tons. The unusual hook-up was filmed in a video clip. Created collaboratively by the BMW Group and Lufthansa Cargo, the 45-second commercial shows the MINI Cooper SE as a "muscle car" pulling the significantly larger and heavier transport aircraft across the airfield. The clip marks the start of a number of social media videos portraying the MINI Cooper SE in an exciting and entertaining manner. The videos, which will be published in the lead up to its market introduction, will link various topics of the BMW Group to be brought together."

The MINI Cooper SE will go into serial production at the British plant in Oxford as of November 2019. It is based on the MINI 3 door and combines locally emissions-free driving with the brand's characteristic go-kart feeling, premium quality and expressive design. As such, the MINI Electric offers a new type of sustainable mobility defined by driving fun and individuality, reflecting consistent implementation of the BMW Group's electrification strategy. After the BMW i3 it is the second purely electrically powered model within the company's premium automobile portfolio. Having been the epitome of thrilling mobility in the urban environment for 60 years, the MINI brand will in future combine locally emissions-free driving in city traffic with a unique emotional experience. In this way, the MINI Electric will be a driving force for future drive technology. Helping the MINI Cooper SE perform its muscle car role, the performance characteristics of the electric motor combine spontaneous power delivery with a high level of torque available directly from standing. The ongoing expansion of the range of vehicles with electrified drive across its various brands and segments is one of the key areas via which the BMW Group is shaping the mobility of the future based on its corporate strategy NUMBER ONE > NEXT.

With its spectacular show of strength at Frankfurt airport, the MINI Cooper SE prototype hooked up with an aircraft that already had an important role to play in the presentation of innovative BMW Group vehicle and technology concepts several months ago. Last September, the long-haul transport aircraft provided the setting for a rather special vehicle showcase – namely that of the BMW Vision iNEXT World Flight. Over a period of five days, media representatives were given the opportunity to view the BMW Group's latest vision vehicle at the five venues in Munich, New York, San Francisco and Peking. In preparation for this, Lufthansa Cargo and BMW Group trade fair construction specialists converted the most efficient freight aircraft of its class into an exclusive, airworthy presentation platform for the BMW Vision iNEXT. This vision vehicle stands as a symbol for the BMW Group's pool of future technologies and innovations that is used for all the company's brands. The serial production vehicle model based on the vision model will be produced at the BMW Group plant in Dingolfing from 2021 onwards as the latest BMW Group technology flagship, featuring numerous innovations from the future-oriented areas of D-ACES (Design – Automated Driving, Connectivity, Electrification and Services).

The New 2020 BMW M8 Coupe and Convertible

Woodcliff Lake, NJ – June 4, 2019…Today, BMW M GmbH introduces the M8 Coupe and Convertible, the new top performance models in the M brand's lineup. Available in standard and Competition variants, these new M cars take the proven M5 and M5 Competition near-supercar capabilities to an even higher level while offering all of the luxury and styling that the 8 Series has to offer.



S63 V8 Power and Performance

The high-revving (7,200 rpm redline) 4.4 liter S63 M TwinPower Turbo V8 produces 600 hp @ 6,000 rpm and 553 lb-ft of torque @ 1,800 – 5,700 rpm in the M8 Coupe and Convertible while the M8 Competition models feature an uprated power unit producing 617 hp @ 6,000 rpm and 553 lb-ft @ 1,800 – 5,860 rpm.

The engine features two-turbochargers, cross-bank exhaust manifolds, direct injection and upgraded cooling and oil supply. The turbochargers are positioned within the V of the engine block to help improve thermal efficiency and response. The cross-bank exhaust manifolds improve turbocharger and throttle response by reducing the distance the exhaust gases need to flow to reach the turbochargers. The direct fuel injection operates at a very high 350 bar (5,076 psi) ensuring ultra-fine fuel atomization for improved power and efficiency. Water-to-air intercooling helps reduce the temperature of the incoming air charge for improved power.

The advanced cooling system is composed of two separate water circuits, one for the intercoolers and one for the engine and turbochargers. An electric cooling pump ensures that the turbochargers receive sufficient coolant flow even after the engine has been turned off. An additional engine oil cooler and transmission oil cooler ensure the new BMW M8 is capable of standing up to the higher thermal demands of track driving. The oil supply system has been upgraded with a secondary front chamber in the oil pan which is accessed by a map-controlled oil suction pump to insure effective oil supply during extreme lateral and longitudinal forces such as cornering and acceleration.

The Competition models feature unique tuning which not only produces more horsepower but also increases the band at which maximum torque is produced by 160 rpm. The engine mounts on these models are more rigid compared to the BMW M8 for improved power transmission throughout the driveline and for more immediate turn-in during cornering. The Competition models are also equipped with the M Sport exhaust which enhances the sound emanating from the two twin 100 mm exhaust tips even further beyond the selectable sound of the M8. An M Sound Control button in the center console allows the driver to select the exhaust note which suits their desire.

The power and torque of the most powerful production engines ever made by BMW M GmbH allow the BMW M8 Coupe to accelerate from 0 to 60 mph in just 3.1 seconds and the M8 Competition Coupe to accomplish the sprint in 3.0 seconds. The M8 Convertible reaches 60 mph from a standstill in 3.2 seconds and the M8 Competition Convertible equals the Coupe's time of 3.1 seconds.

All four M8 models have an electronically limited top speed of 155 mph which can be increased to 189 mph with the optional M Driver's Package. Besides the increased top speed, the M Driver's Package also includes a voucher for M School driver training at one of the two BMW Performance Center driving schools, either in Spartanburg, SC or Thermal, CA.

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/



All photos for this feature: Gary Rosier


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Photos for this feature by Gary Rosier




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SEXCURSION
SEXCURSION

OPTIMA ULTIMATE STREET CAR AT DAYTONA SPEEDWAY

Photos by Gary Rosier


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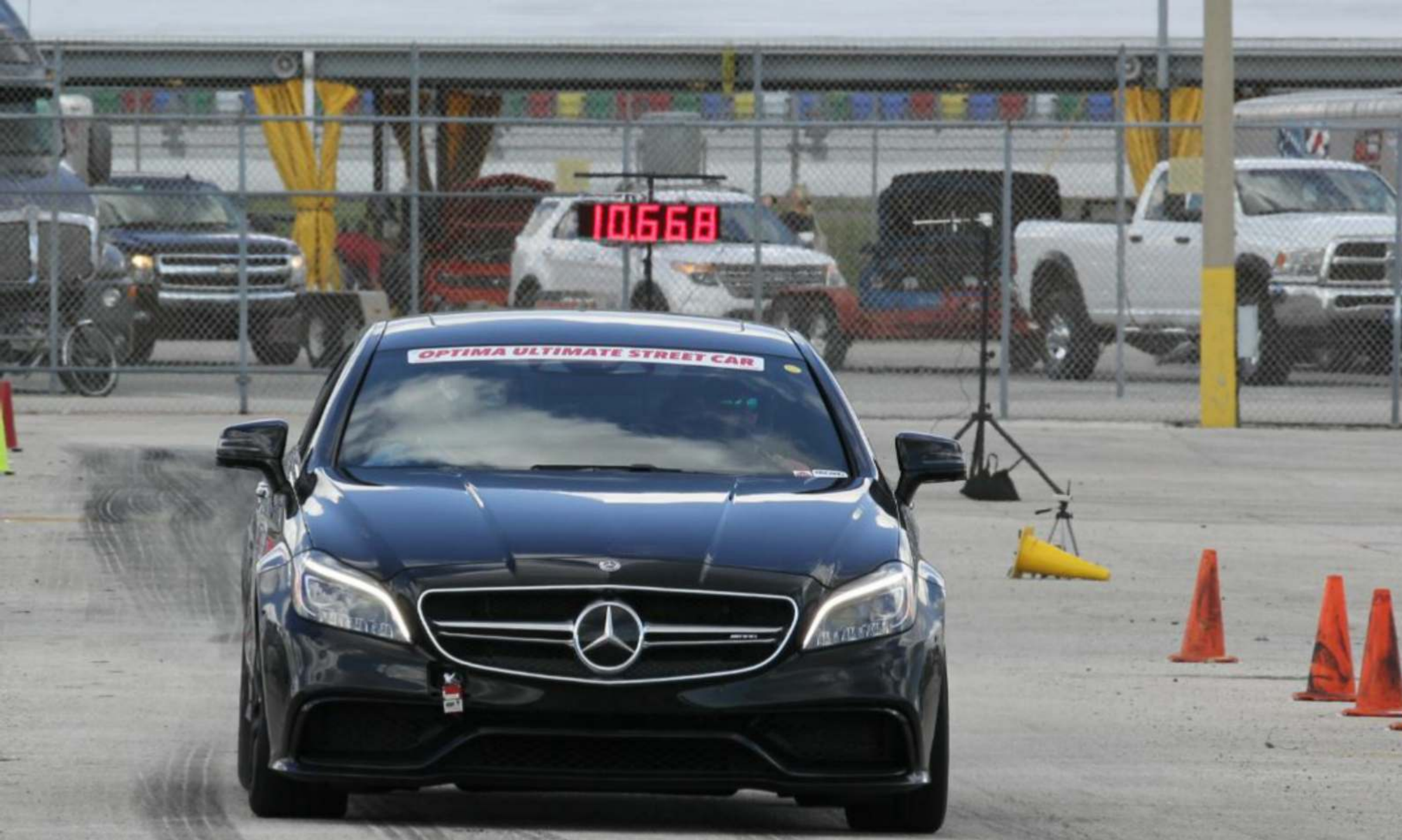
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HPtuners
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