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Wings & Wheels

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April / May 2012

Issue No: 1

FIRST ISSUE

MASSIVE 80 DOUBLE PAGES

Toy Story

Master Benz

Rocket Man

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THIS MONTH: Goofy GlaStar | Master Benz | Rocket Man | Top Gun | Toy Story | and More

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Editorial Team: North America Editor – Steve Wood West Coast Contributor - Jim Pratt UK Team - The Gremlins at Kew

NASA Image - Cumulonimbus Cloud Over Africa.

Editorial

Welcome to the very first issue of *Speedi Wings & Wheels*

Since 2009 our North America Editor, Steve Wood, has been reporting on news and events in the USA for AV8 Magazine, and continues to do so. *Speedi Wings & Wheels* will feature news and events from North America. Whilst we will be no longer able to feature the spectacular Space Shuttle launches, shown here on this background photo, as all the launch vehicles are now retired, we will be bringing you all the latest news from the Space Coast of Florida, where rocket launches continue to take place.

With a vacation home at the world's largest Fly-in community, Spruce Creek Fly-in near Daytona Beach in sunny Florida, Steve Wood is a record setting record setter, with more aviation records (101 FAI International world records in Class C1b and 377 British national records) than any pilot in aviation history. Not satisfied with this Steve is passionate about promoting flying and over the years has arranged free flights for over 1500 disabled and disadvantaged kids. He now enjoys writing about all aspects of flight, and particularly flying as part of the Spruce Creek Gaggle Flight. 'Goofy Flight', as Steve's flight is now well known is a group of mixed airplanes – very challenging when it comes to close formation flying – Steve's homebuilt GlaStar (known as 'Goofy' from its special registration N 600FY), an award winning restored Great Lakes biplane, a Cessna C180 Skywagon, an aerobatic Decathlon, a Cherokee 140 and a Stinson are some of the regular members of Goofy Flight. Steve has been flying formation flights for the past 10 years and is FAST qualified, allowing him to fly in close formation in waivered airspace at airshows. Goofy Flight is proud to fly at Memorial Day and Veteran's Day events in and around Daytona Beach.

Enough of the exploits of our North America Editor, Just what's in store for YOU, our readers? *Speedi Wings & Wheels* is designed to be very much a pictorial magazine for aviation & motoring enthusiasts.. Great pics of airplanes old and new, of aviation events throughout North America, and not forgetting fast cars and NASCAR racing from Daytona Beach, Fla - Speed City itself. With Jim (Fly Bum) Pratt, our West Coast airshow contributor and Steve covering events in and around the sunshine state of Florida, we would welcome contributions from aviation and speed enthusiasts elsewhere in North America. Don't be shy. Send in you stories to news@speedi.tv and share your passion for aviation.

We've some great features in this, our very first issue of *Speedi Wings & Wheels* and of course we'll be looking forward to bringing you some very special features in the months to come. Take a look at our 'Content's page to find out more about what's in this issue. The magazine will be published bi-monthly during the last week of February, April, June, August, October and December. Follow *SpeediTV* on Twitter to keep up to date when future issues are published.

Blue Sky's and Safe Flying.

The Speedi Team

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

STS 133 Discovery's Final Launch
Photo © Steve Wood

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Speedi Wings & Wheels

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AvNews

Snippets of Aviation News

By Steve Wood - Staff Writer

www.speedi.tv

Flying Car Makes Successful Maiden Flight

The Dutch company PAL-V Europe NV has successfully concluded test flights of its flying car, PAL-V (Personal Air and Land Vehicle). During the past two weeks, several test flights were conducted at the Gilze Rijen Airport (The Netherlands). The patented vehicle flies in the air like a gyrocopter with lift generated by an auto-rotating rotor and forward speed produced by a foldable push propeller on the back. On the road it drives like a sports car. No new infrastructure is required because it uses existing roads and airstrips.

A team of top engineers has been working on the first prototypes since finalization of the design concept in 2008. Renowned institutes such as the Dutch National Aerospace Laboratory and Delft University have also been involved in the development. The driving prototype was fully tested in 2009 and now the flying-driving prototype has made its first flights. The PAL-V complies with existing regulations in all major markets, which means that the vehicle is allowed both in road traffic and in the air.

Robert Dingemanse, CEO and co-founder of PAL-V commented: “We are very proud to announce this successful maiden flight of the PAL-V and we now invite investors to create the future with us. We know there is a lot of interest for the PAL-V. Prior to announcing these test flights, we were already approached on a daily basis by potential customers and dealers wanting to be part of this exciting project.”

A PAL-V offers the choice of flying like a plane or driving like a car. This means fast door-to-door mobility for private individuals as well as professionals and organizations. The flying range will be between 350 (220 miles) and 500 km (315 miles), depending on the type, pay load and wind conditions. Driving, a PAL-V will have a range of about 1200 km (750 miles). It runs on gasoline like a conventional car and there will also be versions that use biodiesel or bio-ethanol. It can reach speeds of up to 180 km/h (110 miles/h) both on land and in the air. On the ground the slim, aerodynamic, 3-wheeled vehicle combines the comfort of a car with the agility of a motorcycle thanks to its patented, cutting-edge, ‘tilting’ system. Driving, a PAL-V accelerates like a sports car and drives through curves like a motorcycle. Flying, a PAL-V is like a standard gyrocopter. It is quieter than helicopters due to the slower rotation of the main rotor. It takes off and lands with low speed, cannot stall, and is very easy to control. This makes a PAL-V one of the safest types of aircraft. Thanks to its very short take off and landing capability, it is possible to land a PAL-V practically anywhere. For take-off, a strip of 165 meters (540 feet) is enough and it can be either paved or grass.

PAL-V has an interesting website www.pal-v.com

First Flight for Terrafugia

The production prototype of the Transition® Street-Legal Airplane completed its successful first flight at Plattsburgh International Airport in Plattsburgh, NY on March 23, 2012. The same vehicle has also successfully conducted initial drive and conversion testing, demonstrating the Transition’s capability to provide unmatched freedom, flexibility and fun in personal aviation. Developed by Terrafugia, Inc., the Transition® is a two seat personal aircraft capable of driving on roads and highways, parking in a single car garage, and flying with unleaded automotive fuel.

“The successful first flight of this Production Prototype Transition® marks a critical move toward initial production and first delivery,” said COO Anna Mracek Dietrich. The Production Prototype phase of the Transition® program follows Proof of Concept work which included a flying, driving Proof of Concept vehicle and was completed in 2009. The Production Prototype program includes two vehicles and is being used to develop and inform the manufacturing tool-up and compliance program necessary to begin commercial deliveries. Terrafugia will continue its testing program in preparation for first delivery, which is expected to occur within the next year.

Regarding this first flight, Terrafugia CEO/CTO and co-founder Carl Dietrich said: "The first flight of the Transition® Production Prototype is a major milestone for Terrafugia. With this flight, the team demonstrated an ability to accomplish what had been called an impossible dream. We look forward to continuing to show that the challenges of bringing a practical street legal airplane to market can be overcome. This is a very exciting time for Terrafugia. We are on our way up – literally and figuratively!"

The Transition’s first flight reached an altitude of 1400’ above the ground and lasted eight minutes while staying in the vicinity of Plattsburgh International Airport. It demonstrated the controllability and safe operational characteristics of the aircraft. Six phases of flight testing are planned to continue development and LSA approval.

Speaking about the first flight, Terrafugia Chief Test Pilot Phil Meteer said: “It’s a remarkable vehicle both on the road and, now, in the air. When I drove it into the shop, literally from the road through the garage door, I was amazed that I had just flown it at Plattsburgh a few days before. A long-overdue mode of transportation and fun is just around the corner. I can’t wait for the upcoming flight tests and the chance to ‘wring it out’, demonstrating how safe and enjoyable the Transition® is to fly.”

Terrafugia’s website has all the details about this flying car.

MyCopter

MyCopter has reportedly received $6 million in funding from the European Union under the 7th Framework Program to develop their revolutionary Flying Car.

The myCopter consortium consists of highly renowned experts in Europe from several fields: aerospace engineering and training, psychophysics, robotics, automation, and technology assessment. For the project activities, the consortium will make use of several simulators and test aerial vehicles: three ground-based simulators, small-scale Unmanned Aerial Vehicles, and a full-scale manned helicopter, the DLR Flying Helicopter Simulator. These research assets represent flexible systems that have been successfully used to make progress in modeling the dynamics of aircrafts, pilot training, human-machine interface design, and automation algorithms.

The consortium says that “We believe that addressing these issues will be the first steps to enabling the implementation of a Personal Aerial Transportation System. Such a system will have a beneficial impact on our daily lives and will help to solve many issues related to current traffic and environmental problems. First, a large amount of driver/passenger time and frustration can be saved by a PATS as it would no longer require occupants to sit in traffic queues and would allow the possibility of direct travel between two points. Second, traveling directly point to point could save on fuel and would reduce the stop and go traffic that wastes large amounts of energy. New battery operated aerial vehicles are currently being developed outside this project and could provide further improvements. Finally, traveling conveniently in the third dimension from door-to-door is a direction that might allow for less congestion and would not require the maintenance of support structures such as roads currently necessary for mass transit.

The myCopter project was presented at the Abu Dhabi Air Expo by Prof. Heinrich Bülthoff in a keynote presentation. He will discuss the state of the myCopter research and compare the current use of helicopters with the goals of our work. Industry experts, manufacturers representatives and Civil Aviation members from UAE, Europe and executives of AOPA USA will join an a panel discussion to discuss the current and future use of helicopter and the way it can be integrated in urban environment. The use of helicopters as a personal transportation system will be discussed, especially when used in conjunction with commercial and general aviation. More information is available at: www.mycopter.eu

NTSB Suggests Changes For Reno Races

The National Transportation Safety Board (NTSB) provided an investigative update on April 10, on last year's crash of a highly modified P-51D airplane at the National Championship Air Races in Reno Nevada. On September 16, 2011, the pilot of the Galloping Ghost experienced an upset while turning between pylons 8 and 9 on the race course. The airplane crashed on the ramp in the box seat spectator area. The pilot and 10 spectators were killed and more than 60 others were injured.

In addition to the investigative update, NTSB Chairman Deborah A.P. Hersman announced that the agency was issuing a total of seven safety recommendations to make the National Championship Air Races a safer event for pilots and spectators alike.

“We are not here to put a stop to air racing," said Chairman Hersman. "We are here to make it safer."

The safety recommendations address race course design and layout, pre-race technical inspections, aircraft modifications and airworthiness, Federal Aviation Administration (FAA) guidance on air racing, the effects of g-forces on pilots, and ramp safety issues. They were issued to the FAA, the Reno Air Racing Association (RARA), and the National Air-Racing Group Unlimited Division.

While the investigation is ongoing, Chairman Hersman provided a detailed interim update that showed that the accident sequence initiated with an upset that preceded the separation of the left elevator trim tab by approximately 6 seconds.

One key safety area highlighted during the investigation is the extensive modifications made to airplanes that race in the unlimited class and the lack of documentation and inspection associated with those modifications. On The Galloping Ghost, modifications included reducing the wing span from about 37 feet to about 29 feet, and significant changes to the flight controls – all designed to increase speed and enhance racing performance.

Photo: Brenda Crawford

The NTSB is still working to complete its investigation of last year's fatal crash at the Reno Air Races, but on Tuesday, board chairman Deborah Hersman announced a half dozen safety recommendations that she hopes the race organizers will implement before the races resume in September. "We believe these recommendations can go a long way toward preventing future accidents," she said at a news conference at the Reno airport. The suggestions to race organizers include changes to the course design and layout, improvements to the methods used to track and resolve discrepancies found during pre-race aircraft inspections, required pilot training in G-force tolerance, and better ramp safety, such as keeping fuel trucks farther from the race area and improving the placement of barriers. Hersman also emphasized that pilots should document that highly modified aircraft have been exposed to realistic race conditions -- high speeds and high g-loads -- before the race.

Hersman also asked the FAA to review its publications that provide guidance for air racing, because the FAA order for the Reno race required just 500 feet between the race course and the spectators; however, an FAA advisory circular recommends a separation of 1,000 feet when aircraft are flying faster than 250 mph. The board recommends that the FAA should "reconcile all of the differences between these two documents," Hersman said. She also suggested that race organizers should evaluate the use of g-suits for race pilots, and consider making them a requirement. Hersman said additional recommendations may be issued as the board continues its investigation.

Reno Air Race 2012 website

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AvNews

Snippets of Aviation News

By Steve Wood - Staff Writer

www.speedi.tv

Team RV To Make Its First Oshkosh Appearance At AirVenture 2012

Homebuilt Aircraft Dazzle As Part Of World's Largest Formation Aerobatics Group

Team RV, the world's largest air show team that combines precision formation flying and formation aerobatics, makes its first Oshkosh appearance in 2012 when it flies during EAA AirVenture Oshkosh.

During their performances at Oshkosh, Team RV members will fly the RV aircraft from Van's Aircraft. These kit aircraft are the most popular amateur-built aircraft in the world, with more than 7,000 of them currently flying. As the RV aircraft are built by individuals, no two are exactly alike, and the multitude of paint schemes creates unmatched colors swaths across the sky.

AirVenture features attractions. "The team's appearance is noteworthy as Van's Aircraft founder Dick VanGrunsven will be

honored during AirVenture 2012 for his contributions to sport aviation."

Team RV consists of 12 aircraft that are capable of speeds in excess of 200 mph and gravitational forces of up to 6 g's. The team flies tight formations of recognizable shapes and carries out difficult rejoins within the aerobatic at show center. Its four-ship aerobatic wing integrates diamond loops, Cuban eights, line abreast hammerheads, barrel rolls and more. Back on the ground, all ships salute the audience with a formation pivot turn and full smoke. "Our routine requires intense concentration, highly developed stick and rudder skills, and complete trust in fellow wingmen," said Mike "Kahuna" Stewart, Team RV founder and flight lead. "The reward of carrying out an action-packed performance with multiple aircraft can only be attained as a result of the passion and dedication of all team pilots."

"Team RV is changing the face of air shows throughout the country with its unique and exciting performance," said Jim DiMatteo, EAA's vice president for

Stewart started Team RV in 2002 and since then, the team has evolved to a 12-man group that now headlines at national air shows throughout the eastern U.S. It has opened for the Blue Angels, the Thunderbirds, and the Snowbirds. Team RV members also took part in the 2007 and 2009 world record flights for the largest civilian formation ever recorded, both at Oshkosh, when more than three dozen RVs flew in formation over the AirVenture grounds. (Images from Team RV website: www.teamrv.us

Lost Spitfires To Return Home

Treasured Warbirds Discovered In Burma

Talk about buried treasure... Twenty iconic Supermarine Spitfire aircraft

will be returning home to the UK soon now that they've been found buried 40 feet underground in Burma. The discovery was made in February by David Cundall, 62 - a British farmer and patriot who spent 15 years searching for the missing aircraft.

Since then, Prime Minister David Cameron has stepped in to resolve political and trade entanglements that might have prevented their return. It's believed the 20 planes will be in near perfect condition as they were buried in their shipping containers waxed, wrapped in greased paper, and with their joints tarred.

The aircraft were abandoned and buried at the order of Lord Louis Mountbatten to protect against a Japanese occupation just two weeks before the end of the war. Amazingly Cundall says the British government will make no claim against the plans so he hopes to be able to recover some of the money he spent searching for them. His dream is to see a full squadron of the iconic fighters flying at future airshows.

Of the 21,000 ships produced in WWII only about 35 are reportedly left flying in the world today.

The airplanes are reportedly Mark XIVs—not the classic Battle of Britain airplanes, but later-model ones with Griffon engines and five-blade props. If that's true and the airframes are salvageable, its seems likely we'll get to see them flying one day. Flying Spitfires are relatively rare sights in the U.S. I've seen Merlin-powered Spits fly a few times. I've never seen a Griffon version in real life, although I have seen Griffon engined warbirds fly, and what a sight and sound they made. So what are these 'new' treasures worth? A very good question. Recent auctions and for-sale offerings have had Merlin versions between $2 and $3 million. Documented combat history makes them more valuable. Late in the war, each successive Mark was built in fewer numbers, although there appear to be spikes for some of the models. Interestingly, the Supermarine 'Mark' nomenclature is not necessarily sequential. A Battle of Britain era plane would likely be the most sought-after airplane, value-wise, so one can only guess where the Griffon-powered versions would be appraised. And what effect would having a number of them come on the market at once have, if it really comes to that? No one knows.

Images of earlier model Spitfire: Jim (Flybum) Pratt


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TOP GUN

To view a great ‘Top Gun’ in-flight video shot recently by The 67 FS Fighting Cocks - the Best Air to Air Squadron in the USAF in 2011 - click here

Photos for this feature by Jim (Flybum) Pratt

High speed and high humidity create some fantastic cloud effects

Formation flying is part of the '**fun**' too

From the Heritage flights of US Air Force with fighters past and present to the L-39's of the Patriots display Team, a good formation display is always a joy to behold

Fighter Pilots Just Love to go Inverted

Buzzing the tower is a true Top Gun tradition – with the after burner full on it's even more exciting

And now some great photos of the stunning F-22 Raptor. A fighter for the future . . .

The A-10 Thunderbolt (or Warthog as it has become known) is not a Top Gun fighter but it's a truly formidable aircraft and is a Top Gun in its own right. It has a huge 30mm cannon and multiple hard points for munitions.

And what a gun - imagine being at the receiving end of this . . .

Photos on this page by Jim Pratt (main photo) and Steve Wood

Another favorite is the F-15E

The Phantom was a true pilot's aircraft

Inverted Blue Angels #4 is former Spruce Creek resident Lt Rob Kurrle

The F-18 Hornet. The Blue Angels use some of the earlier variants for their stunning displays.

Check out the precision of the wheel retract in this photo

Finally, the F-16 Fighting Falcon flown by The Thunderbirds


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ROCKET MAN

The Johnson Rocket 185 was a product of the early post-war years. It was, and still is, a very rare aircraft with a remarkable performance for its age.

Our North America Editor Steve Wood has flown one of the three remaining flyable Rocket's in the USA today. Here's his report:

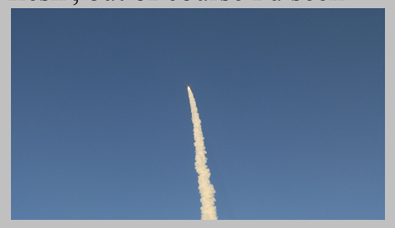
Photos: for this feature Steve Wood - unless otherwise notated

No TFR Restrictions

I first flew the Johnson Rocket some 11 years ago. It was a memorable flight, particularly as its purpose was to watch a pre-dawn Space Shuttle launch, from the air. Being before 9/11 there were no TFR restrictions, other than the small restricted area over the launch site. This meant we could fly right up to the middle of the Indian River, to the east of Titusville. This is closer than the public had been able watch a Shuttle launch from the ground. We launched from Spruce Creek Fly-in, just south of Daytona Beach, and headed south into the pre-dawn sky. The lights on the launch pad could be clearly seen as we counted the launch down, circling above the moonlit river. Of course we didn't know if the launch would be delayed, as it often is. But that day, bang on time, a faint glow could be seen just a few miles to the east of our position. Suddenly it turned into a rapidly rising explosion of daylight, so bright were the flames from the Shuttle's three main engines and twin rocket boosters. What was strange was that there was no sound, not even the slightest rumble.

Lift-off Glow

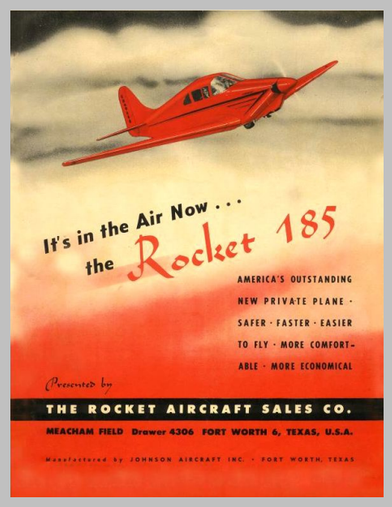
This was the first Shuttle launch that I'd seen 'in the flesh', but of course I'd seen



them on TV. It was to be the first of many launches I was to experience in the coming 10 years. When you watch a launch close up from the ground, it's the sound which is as lasting an impression as the lift-off glow. This is what was missing from watching a launch from the air. I experienced this again earlier this year when I was airborne over Daytona Beach to watch the penultimate launch of Endeavour. This was not as impressive as the view from the Rocket as I had to remain outside the 30 mile TFR zone, and it was a day launch. But still, seeing a Shuttle launch from the air is impressive indeed. As a finale of the 2000 flight, when we landed back at Spruce Creek, with dawn about to break, this was when I met the late Bill Lear Jr. (of Lear Jet fame) for the first time. Like me he was watching the launch, but from the ground. As a newcomer to Spruce Creek he'd decided to watch it from The Big Tree, adjacent to the runway. We became good friends, particularly as his wife is a Brit.

Rocket Engineer

Back to the subject in hand, the 1946 Johnson Rocket 185. My pilot for the launch viewing was Orval Fairbairn, a true "Rocket Man", or should I say a rocket engineer – in more ways than one. Orval had just recently retired from Lockheed Martin, where he worked on top secret 'rocket' projects. He moved to Spruce Creek and, of course, had brought his beloved Rocket with him. Since that memorable day back in 2000 I've flown Orval's Rocket on many occasions, and it's always been a pleasure to do so. Sometimes there have been minor problems, but then after all it's a vintage aircraft which needs constant TLC.



Remember there's no factory support available. For example, when the landing gear needed attention Orval had to 'engineer' the parts himself.

Just 3 Still Flying

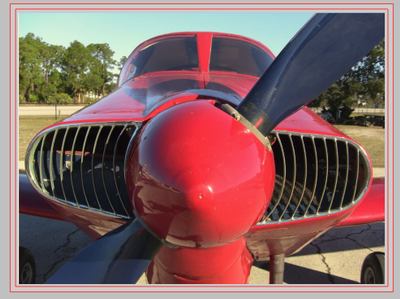
NC90204 certainly looks the part, brightly painted in 'Rocket Red'. Dating back to 1946, the aircraft is serial no: 11, out of a total of 17 built. According to Orval there are just 3 Johnson Rocket's still flying in the USA today. Having bought his Rocket in 1963, Orval had a lot of work to do to make the airplane airworthy. He finally achieved this in 1971 and has been flying the airplane ever since. The Rocket was design by 'Pop' Johnson back in 1942.

Looking at the design there's a close resemblance to another post-war aircraft, the Globe Swift. Not surprising as 'Pop Johnson' designed the Swift in 1940 and then sold the design rights to the Globe Medicine

Company. This was the forerunner of the Globe Aircraft Company. An all metal aircraft, unlike the Rocket, the Swift started life with an 85hp engine. The original Swift was wood and became the Rocket 125.

Just $5,000 Dollars

By comparison the Rocket 185 had a 6 cylinder 190 hp (listed in the sales literature as a 185 hp engine) Lycoming 0-435A or O435C engine from the outset. The wing is primarily of wood construction, the fuselage being built with 4130 steel tubing covered with plywood and fabric. The airplane is stressed for 9G loads, more than enough for aerobatics, if that is your desire. It has a superb performance with a top speed approaching 200 mph. The price – just $5,000 dollars in 1946 - would be much higher today! Built by the Rocket Aircraft Sales Corporation - Fort Worth, Texas, it was designed as a type certificated aircraft design with approval



number 776, dated 10 September 1946. I always think it looks very much like a WWII fighter, a P-39 perhaps, or even a Spitfire.

Handles Well

It certainly handles well, just like a fighter. Orval says “it handles like a T-34, but with a much higher sink rate with full flaps, gear down and power off”. Clearly the design is aerodynamically sound when 'clean'. Its top speed of over 180 mph attests to this. The Vne is 230 mph and normal cruise at 8,000 ft is around 160 to 170 mph. When the large 'split flaps' are extended and the tricycle gear goes down, the drag really kicks in. Like many airplanes with an efficient wing, my GlaStar is another example, if the speed decays in a landing approach the aircraft will drop like a stone. With the Rocket, even the ground effect of the low wing configuration will not save the day. Make the approach at 80 mph, rather than 70 mph, and there will be enough energy left to cushion the landing. Keep the nose up, fighter style, for aerodynamic braking to bleed off the energy and it will be a perfect landing.

Relaxation

The take-off mirrors the landing. Get the nose up early with a positive rotation. The CG then shifts aft on the mains which needs a slight relaxation on the stick back pressure. Just like a Robinson R22, you need a very gentle touch. A sudden movement will induce an oscillation. If this happens, just relax the pressure on the stick,

again much like the R22, and the airplane will quickly climb away. Climb speed is around 100 mph, at 950 fpm, after rotation at 60 mph. Of course in the hot and high density altitude of a Florida summers day you must expect a somewhat restricted performance. The pilot has three trim controls available – aileron, elevator and rudder. As a result the aircraft is comfortable in the cruise even though it does not have an autopilot.

Gaggle Flight

One of the challenging regular experiences at Spruce Creek is formation flying. And not just any old formation flying. We are talking of serious stuff. We train like the military, brief and de-brief like the military, and fly like the military – well

most of the time. The “Gaggle Flight” is sometimes a very apt description when pilots are new to formation flight. Sometimes though, it's almost impossible to hold a formation in the hot and turbulent Florida air. Nevertheless, our formations are professional and well appreciated at events like Memorial Day and Veterans Day. When the Johnson Rocket leads “Rocket Flight”, Orval is a hard task master as “Rocket Lead”. He has even slowed down on a number of occasions to allow me to fly my GlaStar in his flight. I normally fly in the “slot” where I can use my smoke system to good effect. More recently the Rocket has been flying in “White Flight” with a Piper Twin Comanche as lead, an RV as number 2, and a variety of other aircraft – a 'V Tail' Bonanza, a C210, for example, making up the flight.

Blind Spots

Flying any aircraft in formation, particularly as a wingman, requires a delicate touch. With a short central stick and a responsive rudder, this is easy to do in the Rocket. Visibility for a low wing aircraft is perhaps a little restricted as there a few blind spots to be wary of. Stability is good, which is exactly what is wanted in a formation. Of course with a 9G wing there's no problem using 'G' to slow down in the 'break'. The only problem others have when flying alongside the Rocket is that it slows down like a brick when the flaps and the gear come out.

A True Classic

Inside the Rocket is a bit like a classic British sports car. Not the easiest vehicle to climb into – there's quite a step up required to get onto the wing. Open the small door, it doesn't very open wide, then struggle a little to settle into the contoured leather bucket seats, with their low backs. It's a true classic. There are two doors as there's no way you can slide over between the seats like a Piper or Bonanza. Once seated the traditional steam gauge panel is easy to see, and to look over. The stubby control stick lies naturally just above your thighs. Seat belts restrict your movement a little and it can be difficult to reach the headsets sitting on a shelf behind the two front seats. The Rocket was up against the brand new and all metal Beechcraft Bonanza, first introduced in 1947, just a year after the Rocket entered production. The Rocket is certainly compact compared to a Bonanza, but it's a more sporty aircraft. Perhaps the 2 seats and the non-metal construction explain the very few sales.

Original Data Plate

It has a compact cockpit with everything to hand. The most 'modern' part of the avionics is the GPS, which Orval fitted recently to keep up to date with his navigation. For many years a Loran was the Orval's navigation system of choice. A Collins Nav and a separate Collins Comm radio are fitted, atop the glare shield. Alongside these is the GPS. The original data plate is there too, to the right of the panel. The rest of the instruments are the old fashioned analogue variety. Clear to read and still going strong after almost 65 years. Not to be pensioned off like people, this aircraft will just keep on flying, flying, flying. This is no museum aircraft, or some pampered showpiece. It's a working aircraft which is very well maintained by a passionate owner, and is flown regularly. The condition is good and very typical of a classic machine which is used for what it was intended – to have some great flying fun.

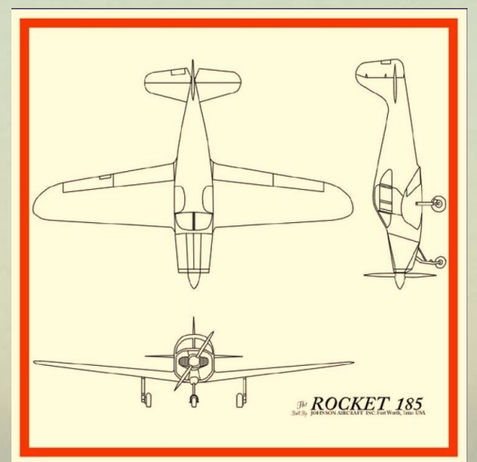
The Pumpkin

There's another Johnson Rocket 185 based at Spruce Creek Fly-in. Serial number 7, otherwise known as “The Pumpkin” thanks to its 'pumpkin orange' paintwork. This has been recently restored to flyable condition and Orval has worked on this project as he's the fountain of knowledge when it comes to the Johnson marque. Unlike serial no 11, #7 lives away from Spruce Creek for part of each year.

Movie Star

The Johnson Rocket 185 was launched in 1946 to a fanfare of publicity. Even the movie star Jane Russell was on hand to christen the aircraft. It flew on a coast to coast tour across the USA – from New York to Los Angeles. But just why there are so very few Rocket's flying today, unlike the Bonanza of the same period, is somewhat of a mystery. The performance was good – the name Rocket 185 was created around the aircraft's 185 mph cruise speed. It was advertised as costing just ½ cent per passenger mile. Even an engine overhaul would cost only around $200.00. The quoted range was good at 1000 miles and it had a useful load over of 900 lbs. It looked a sleek aircraft too. Maybe potential owners wanted more than two seats? Did the company have a cash flow problem – who knows? With just 17 aircraft built, one thing is certain - many potential owners missed out on a delightful aircraft to fly.

Footnote: According to Orval the problem was that 'Pop Johnson' never got a production certificate. This didn't stop him from selling airplanes, dealerships and distributorships, however. Rumor has it that Johnson sold between 500 and 2000 Rockets before his venture collapsed. Where did all the money go, I wonder? In the end it befell one J.C. Pirtle, after Johnson ran out of money, to get the airplane certificated. Since there was no production certificate, the CAA (now FAA) had to certify each plane individually, in similar fashion to the Meyers' Models 145 and 200.



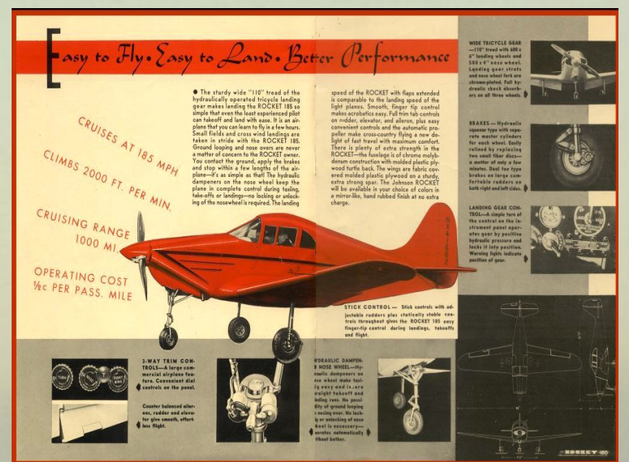


Photo: Bob (Roofman) Terry - Brochures Orval Fairbairn

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SPEEDI'S BLOG

WELCOME TO *SPEEDI's Blog*. The reason this blog has the title "*Speedi*" is due to my nickname. As you may be aware, fighter pilots have call signs like Viper or Voodoo. I had two possibilities - *Goofy* from my airplanes registration N-600FY or *Speedi* from setting my world speed records. The name *Goofy* belongs to my airplane, so *Speedi* it was. In fact it goes well with my Christian name - Steve - hence *Speedi Stevie*.

Whilst this is my very first blog for *Speedi Wings & Wheels,* I've been writing *Speedi's Blog* for AV8 Magazine for a couple of years now. I would like to talk this month about what's in store for *Speedi Wings & Wheels* readers over the coming year. The free online magazine will be produced bi-monthly and whilst it's technically produced in England it will be concentrating on aviation news and events in North America, plus speed features for motorsport fans. As well as myself as North America Editor, we have a West Coast contributor who's hot about airshows - and there's some great shows upcoming on the West Coast. There are also a number of other contributors to add to the talent of *Speedi Wings & Wheels*.

One aim of the magazine is to be a little different in the way of format. We aim to take advantage of the stunning digital photos which we will be collecting of events Stateside and will be producing the magazine in a large A3 size picture book format. Readers can still view two pages side by side if they wish, but for best viewing it's preferable to view in a single page format. For a better presentation, download the magazine and view in a single page full screen format. The photos really jump out of the screen at you. AirVenture at Oshkosh, WI is the largest general aviation event in the world. We hope to feature this spectacular event in our August / September issue - remember *Speedi Wings & Wheels* is being produced bi-monthly. Don't let this put you off reading *Speedi Wings & Wheels,* the wait will be well worth it!

The concept behind *Speedi Wings & Wheels,* perhaps we should just call it SpeediTV from the website name, is to bring its readers a wealth of great aviation and motorsport features. We will be particularly featuring high quality photos in the wide format A3 online only magazine.

But it will be down to our readers to determine what they like. Please send your suggestions and comments to SpeediTV by email at comments@speedi.tv

Enjoy the magazine.

You will have gathered elsewhere in this issue that I live at the world's largest (and greatest) fly-in community - Spruce Creek, near Daytona Beach, Florida. In our regular "News from the Barn" feature we will be bringing readers an insight of the happenings at this very special place. For example, just a few weeks ago EAA Chapter 288, which meets at Spruce Creek, hosted the very first RV airplane built, the RV-1, after its visit to Sun 'n Fun. More to the point the Chapter hosted Mr Vans himself, Richard Van Grunsven. He flew from Lakeland to 7FL6 in a RV-6 flown by my good friend, Bill Merkin. He was part of the Whiskey Flight formation, which is one of the 'ace' formation teams at Spruce Creek. The Chapter then assembled a 'wing' of RV's along Cessna Boulevard for Vans inspection. We hope to have some pics of this event for our next issue. Another 'coup' for Chapter 288 is the hosting of EAA's Ford Trimotor during its flight tour. This is coming up at the end of April and we'll be bringing you some great photos of this rare airplane and its visit to Spruce Creek.

There will, of course, be much more news like this.

Talking of news, what seems to have been hitting our news wire in the past few weeks is about Flying Cars - see the snippets of news on pages 5, 6 & 7. A couple of years ago, at AirVenture, there was another flying car announced based on the Glasair Sportsman. It's gone very quiet on this airplane since then.

Whiskey Flight at Spruce Creek Toy Parade, 2011

SPEEDI'S BLOG

So it seems clear that now, unlike when the flying cars of yesteryear were produced, there's a good chance that a viable flying car will be produced. With the European Union putting $6 million into a fund to develop the MyCopter - see page 6 - and bringing on board some very high level technical expertise, this type of flying car may eventually become a reality. However, in the short term it will be left to the likes of the PAL-V,


Photo: PAL-V

the Terrafugia, and the Maverick (produced in Florida by a Christian Missionary group) to be the more affordable flying cars. As a motorcyclist myself, I particularly like the concept of the PAL-V, but then I also had a liking for gyrocopters in the past, perhaps after watching the James Bond Movie, "You only live twice" back in 1967.

On the pilot scene, the EAA/AOPA medical certificate exemption request is not the only such proposal that is emerging in the flying world. Australia's Civil Aviation Safety Agency (CASA) is considering a system that would allow private pilots to obtain medical certification based on the unconditional driver's license standard in that nation It's about time that the aviation authorities started being more realistic about medical approvals for non-commercial pilots.

Hundreds of Piper Cubs are expected to turn the AirVenture flightline into a "field of yellow" as aviation celebrates the iconic aircraft's 75th anniversary at the 60th annual EAA gathering. What a great airplane the Piper Cub has been. I've only a short time flying this iconic plane, and it was great fun too. At Spruce Creek we have a number of Cubs and also the LSA variants, the Legend Cub and the Cub Crafter. I've flown the Cub Crafter's Carbon Club SS, complete with its 180 hp engine. What a fantastic machine this is, and it would be particularly suited to fitting amphibious floats.

Florida was home to the Space Shuttle and is now home to SpaceX. There's an upcoming launch of the Falcon 9 rocket which will launch the Dragon capsule to the International Space Station. Pending completion of final safety reviews, testing and verification, NASA has agreed to allow SpaceX to send its Dragon spacecraft to rendezvous with the station in a single flight.


Photo: Jim (Flybum) Pratt

The launch is scheduled to take place on April 30th, and I hope to be there for blast off.

The recent crash of a US Navy F/A-18D jet in Virginia reminded me of a most interesting presentation at EAA Chapter 288 last year. Lt Rob Kurrle had just completed his two year tour with The Blue Angles and was telling us all about his experience. Kurrle, who is the son of the local AME at Spruce Creek, has progressed fast from his first flying days at The Creek. In his last year with The Blues he was flying in the no. 4 slot (a position I fly myself in Goofy).


Photo: SpaceX

Perhaps the sights he used to see at Spruce Creek of the Gaggle Flight overhead inspired him to greater things - flying with the Blue Angles. What he told us was that as each season progresses the pilots get closer and closer together. I suppose this is understandable as practice makes perfect. When they reach the end of the season the planes get so close that a pilot can feel his airplane running into a pressure wave from the airplane in front. The canopy in particular comes up against this so that it can become physically impossible to get the airplane any closer - hitting the 'wave' simply pushes it back. In the Leemore airshow feature - pages 32 to 41 of this issue - you will find some great photos showing Kurrle in action. Here's a link to a great in-flight HD video of The Blues shot from the no. 4 position.

Blue Skies and Safe Flying

Steve Wood

FAI WORLD RECORD

FAI World Record Pilot
www.worldrecordpilot.org

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

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 Information Quick List

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

FAX 386/761-7808

AFTER 1700 .....386/756-6125 (Security)

VORTAC OMN ..... 112.6 165°R/13.9 DME

VORTAC ORL ..... 112.2 020°R/35.6 DME

FSS St. Petersburg 122.2

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

INSTR APCH (Rwy 05) ..... GPS (Private, Residents Only)

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

AWOS..... 121.725

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

Airport Manager:	Airport Assistant Manager:	Airport Committee Chairman:
Ken Doucette	Dick Cunneen	Bob Spillman 386 767-5814
Cell 386 872-1430	Cell 386 872-1431	Cell 305 367-0175

Photos for this feature by Steve Wood, unless otherwise notated

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"*.

Just one of the 4 P-51 Mustang's based at Spruce Creek

Some of the 'artwok' on display at Spruce Creek

Steve Wood, as no 6 of Goofy Flight on short final for 4000 ft runway 5

SPRUCE CREEK AIRPORT is a private airport provided for the residents of this gated community. There are two entrances to the community, staffed by Spruce Creek's own security force. Over 650 aircraft are based at Spruce Creek, ranging from Light Sport airplanes, through Homebuilts, Spam Cans and a number of biz jets. A thriving Flying Club has over 300 members. But it's not all about hangar homes, although owning a hangar home means you have access to Spruce Creek's 14 miles of taxiway. There are also golf course homes, lakeside homes, and condos. A number of real estate firms have offices at Spruce Creek the oldest established of which is Spruce Creek Fly-in Realty. Set out below are links to the realtors with offices at the world's premier aviation community,

In alphabetical order:
Country Cub Properties
Karlhaus Realty
Spruce Creek Fly-in Realty
Stirling Sotherby's

The Spruce Creek Property Owners Association manages the community on behalf of the residents - click for website.

Here are some other useful links: Downwind Cafe
EAA Chapter 288
Spruce Creek Country Club
Spruce Creek Flying Club
Airnav airport information

The photos on this page show some of the wide variety of aircraft based at Spruce Creek. New photos will appear in each issue.

ADVENTURE OF FLIGHT!

THE ADVENTURE OF Flight is an amazing experience, particularly when you have built or renovated the airplane you are flying. We are pleased to showcase readers airplanes as part of our regular '*Adventure of Flight*' feature. We'd like to invite readers to submit digital photos of their aircraft along with a short bio (around 150 words) about the airplane and its owner. Please send your submissions to aof@speeditv '*Adventure of Flight'* will be a regular feature so don't forget to send in your photos and *spread the word.*

Stop Press - Mrs America is now for sale - $155,000. See Barnnstormers ad

Mrs America
This stunningT-51 was built Chris Gentry at South Lakeland airpark - just south of the Sun 'n Fun venue at Lakeland in central Florida. Gentry, a 73 year old novice aircraft builder (according to him) took just over 2 years to create his stunning T-51 Lady Louise. It's also known as Mrs America, as the color scheme is similar to the full size Reno racing P-51 Mustang, Miss America. OK, some of you will be asking what is a T-51? The answer is that it's a dual control, two seat, ¾ scale P-51 Mustang kit manufactured by the Titan Aircraft Company, of Austinburg, OH.
Gentry said it took him almost 3500 hrs and 2.5 years to build his aircraft - from August 2007 through to December 2009. Guess what engine is fitted in Mrs America? How about using a"Mini Merlin". That's Titan's nickname for a Suzuki V6 conversion 2.5L or 2.7L. This engine has become so popular that the factory is providing full support. Guess what's fitted to Lady Louise? Gentry has gone all the way and used the 183 hp 2.7 litre version of the Suzuki V6.
Mrs America also sports a neat Mustang-style under-belly air scoop for the Suzuki's radiator. Even the retractable tail wheel has similar gear doors to its full size sibling. Talking of the landing gear, Gentry says it is electro-hydraulic and has 3 different ways to lower it in an emergency. His approach to the electrical system – vital on an auto engined all electric airplane – was similar. Two batteries, 2 alternators, two electrical buss, a 100% backup / dual redundancy. The V-6 engine sounds just like a Mini-Merlin. **To view a HD video of Gentry's T-51 Titan Mustang flyby at South Lakeland follow this link**

Photos: Steve Wood

Adventure of Flight

All it needs is guns

There's more information and photos of Jeff Edwards award winning Great Lakes on the following pages:

Adventure of Flight

Great Lakes 2T-1A-2
N161GL

I purchased the Great Lakes in 1989 from Jim Clark in Junction City, Kansas. Jim just moved into Spruce Creek Fly-in a couple of months ago with his 1939 Cabin Waco. He is the current director of the National Biplane Fly-in in Junction City, KS.
The Great Lakes had 440 hours on the Airframe/Engine when I acquired it. I am the fifth owner.

The original Great Lakes Biplane was built between 1928 -1932, near Cleveland, Ohio. Approximately 450 original Great Lakes 2T-1 aircraft were built there with various engines.
My Great Lakes was built as a replica in Wichita, KS in a run of about 100 airframes. They were produced between 1972-1978, under license by Doug Champlin and then assembled in Enid, OK. The Lakes was covered with Grade A cotton and painted with enamel.

In 2001 I overhauled the engine and added instrumentation and a Garmin 430 in order to certify the biplane IFR. In 2010, I flew the Great Lakes to Spruce Creek for a complete Airframe overhaul. Willie Carter, a Spruce Creek resident, did masterful work on the aircraft resulting in my winning "Grand Champion Modern Biplane" at the National Biplane Fly-in. During this process we added Strobe Lights, LED Landing lights, and various other improvements were made. I knew what improvements I wanted to make after owning the Great Lakes for over 20 years. It was covered with Stits process and painted with PPG Delta enamel.
The Great Lakes currently has over 3200 hours on the airframe. I have flown 200 hour since the airframe restoration, including 2 trips of over 4000 nautical miles. On my days off, in between flying Airbus 320's for USAirways during the week, I fly with the Gaggle flights on Saturdays at Spruce Creek. In addition, I fly throughout Florida to fly-ins as a member of the Florida Antique Biplane Association.

Jeff Edwards
Photos Robert Punch

More photos on next page -

Adventure of Flight

Lemoore Air Show

Photos for this feature by Jim (Flybum) Pratt unless otherwise notated

Navy Photo

NAS Lemoore is not your typical Navy Base.

It's located in the heart of the San Joaquin Valley of central California, 100 miles from the Pacific Ocean with a major mountain range lying in between. Our west coast correspondent, Jim 'Fly Bum' Pratt has a long standing connection with NAS Lemoore as he explains in his report on the 2011 NAS Lemoore airshow. But first some history of the newest air station in the US Navy.

History

Commissioned in 1961, halfway through the US Navy's 100 year history, NAS Lemoore is the Navy's newest air station. It has two offset parallel runways 4,600 feet (1,400 m) apart. Aircraft parking and maintenance hangars are aligned between the 13,500-foot (4,100 m) runways. In July 1998, NAS Lemoore was selected as the West Coast site for the Navy's newest strike-fighter aircraft, the F/A-18E/F Super Hornet. The Navy also brought four new fleet squadrons to Naval Air Station Lemoore over the period 2001-2004. The primary aircraft based at NAS Lemoore is the F/A-18 Hornet Strike Fighter. Currently, there are a total of 175 Hornets and Super Hornets home-based at NAS Lemoore.

Navy Seals

It's been seven years since the last air show. This year's event was well organized and even the traffic flow was efficient.

Flying activities started at 10:00 am with the Navy Leap Frogs, a parachute demonstration team made up of Navy Seals, opening the event. They parachuted from a C-53, "D-Day Doll".

Double Hammerhead

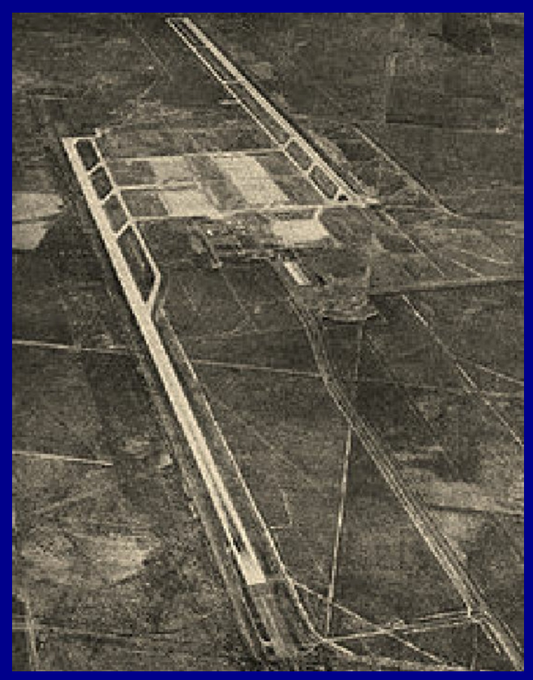
Next up was Spencer Suderman in his red Meteor Pitts. Spencer's air show performance uniquely showcased the capabilities of the Pitts Biplane with intense gyroscopic maneuvers like the Double Hammerhead and the Inverted Flat Spin with its signature corkscrew smoke trail as the plane drops towards the ground spinning like a Frisbee. The Silver Wings Wing Walking team consisting of walker Margie Stivers and pilot Harvey Folstad then entertained and amazed the audience with a combination of balance, finesse, and precision.

Neck-Snapping

The Sbach 342 flown by Doug Jardine made an appearance. What a sleek looking plane it is. An Extra on steroids. Power comes from a 330-hp Lycoming "Thunderbolt" engine. It has a top speed of 220 knots, rolls at a neck-snapping 380 degrees-per-second, and climbs at 2500 ft.-per-minute. Its airframe is rated at +/- 10G. The Sbach routine was interrupted by a crazy man in a truck-towed hang glider. That man was Dan Buchanan who really knows how to entertain the crowd with his orange and white contraption. Dan's legs became paralyzed after an accident back in the early eighties, and despite this he has logged over 2,800 hours in hang gliders and sailplanes. He's a regular on the California air show circuit and people love his act. Following this, Bill Cornick flew a great aerobatic routine in his green and white Pitts "Big Bad Green". Bill is a 25,000 hour pilot and has flown for the military, as a flight instructor, aerobatic instructor and an airline pilot. He's done it all.

Viper West

Not to be out done by the Navy, the U.S. Air Force fielded the Viper West team who put one F-16 Viper in the air on Saturday. Viper West is made up of a team of pilots led by Captain Garrett "Mace" Dover. The team exists to support the recruiting and retentoin efforts of the Air Force. The team demonstrated the capabilities of the F-16 in combat. Really impressive



NAS Lemoore - 1961

Dog Fight

The Navy stepped in at this point with a TAC demonstration of the F-18 Super Hornet by a crew from Attack Squadron 122, the Training Squadron based at NAS Lemoore. They put this baby through its paces demonstrating the tactical maneuvers that are standard for air combat pilots training at Lemoore. Pity the fool who decides to dog fight with these guys. They can run but they can't hide.

Other Show Performers

CAF P-51 and Zero

John Colliver's SNJ-5 *War Dog*

The Ace Maker, a T-33 Shooting Star flown by Greg Colyer. This aircraft is one of the most photogenic planes on the air show circuit. The plane is a flawless example of an early-era jet. In fact it was the first American jet put into production.

The Finale

3 Pages of The Blue Angels Celebrating 100 Years of Naval Aviation. For a great in-flight HD video of The Blues in action click here

Four Ship

What would a Navy Air Show be without the Blue Angels? This would be their first appearance at NAS Lemoore since 2004. The Blues are noted for their incredibly tight and precise formations. The routines they fly generally include a four ship formation doing the fancy and graceful stuff while an additional two F-18s continually try to run into each other in between the passes made by the four-ship team. According to a Blue Angels pilot, they get closer and closer as the season progresses!

Top Gun Tower Pass - Blue Angels Style

Fly Navy

TOY Story 2011

Photos for this feature by Steve Wood, unless otherwise notated

ONCE A YEAR, in early December, the residents of Spruce Creek Fly-in hold a very special event - the annual Toy Parade. Whilst it's mainly about 'big boys toys', the kids at Spruce Creek get to have their fun too. Planes, cars, boats, tractors, motorcycles, golf carts, and much more entertain the crowds who are gathered on both sides of the wide Cessna Boulevard. Grand Marshals, this year it was Susan and Curt Simpson, lead the parade in a vintage Chrysler Town & Country roadster. The last event took place on Saturday, 10 December 2012 - a sunny and warm day, even by the standards of Florida. Spruce Creek residents came out in force to welcome the toys.

Of course, there's a sign near the entrance to Spruce Creek which reads "Caution – Children (And Adults) At Play" - this sums up what the Toy Parade is all about. Our North America

Editor, Steve Wood, lives at Spruce Creek. Here's his 'story' about the Toy Parade:

Goofy's In

To open the event the Spruce Creek Gaggle Flight puts on a mass formation fly-past. As a long time member of the Gaggle Flight I know this is an event the pilots really look forward to. I certainly do. The sight and sounds of more than 30 aircraft lined up on the runway together, waiting for the last plane to check in, is quite something. I know this as I'm always the pilot of the last plane in the line up. When 'Red Lead' hears the words "Goofy's In" (Goofy is the nickname given to my airplane from its unique registration N-


Runway Line-up

600FY) the flights start rolling, one after another after

TOY Story 2011


Goofy Flight - Delta Formation

Break

The Spruce Creek Toy Parade is like nothing else, apart from Wings & Wheels - another Spruce Creek event. As mentioned previously, the show starts with a mass fly-past by Gaggle Flight members. Just click on the formation photo above to see an actual in-flight video shot during the 2011 Toy Parade (or click here). This year there were 6 airplanes in Goofy Flight. The flight lead was a US Airways Captain, Jeff Edwards, flying his recently restored and truly immaculate Great Lakes biplane. We had great fun flying two different formations for each of the two main passes. We even caused quite a stir by flying an unusual 'break'. Normally a flight transitions into an echelon for the break. This time we made a third pass in a delta formation and made the break in sequence directly out of the formation.

Once all the planes were safely back on the ground the Toy Parade itself started, with a quick dash from flying to


Unknown author

riding as I was riding my BMW R1150GS motor cycle in the ground parade, complete with 'Goofy' doll. Other people had different 'dolls' on their toys. Spruce Creek POA President, Russ Faller, had a giant Santa Claus atop his Legend Cub. The plane looked stunning complete with amphibious floats. From the registration perhaps you can guess he flew B747's in an earlier life?

TOY Story 2011

Life Begins at 70!

That's what it says on the side of Beetle Bailey's L-29 jet. He's even got his 'Beetle' insignia on its tail. This year he had two glamorous models adorning his wings. Now reaching the grand age of 80, Beetle shows no signs of slowing down. He's flown the jet in numerous air shows in the past 10 years. Perhaps his former life as F-86 driver had something to do with this. When not flying the L-29 Beetle flies an aerobatic Zlin. He tows his jet around with a convertible Cadillac - registration 'Zlin-Air'.

Penguins

Pat and Lenny Ohlsson, from Spruce Creek Fly-in Realty are staunch supporters of the Toy Parade. The Parade starts right outside their office on Cessna Boulevard - which is closed for the parade. This year the Ohlsson's decorated Lenny's recently acquired Skybolt, rather than his Waco which usually appears in the Parade. Dressing the part is normal for the Ohlsson's – this year they appeared as penguins. Connie Shad and his wife, Marcia, displayed their lovingly restored Piper Cherokee. Connie was also taking part in the motorcycle section of the display and won first prize with his Honda Gold Wing.

Unknown Author

TOY Story 2011

Micky & Minnie

It's a closely guarded secret as to the identity of Micky & Minnie, but know will be able to put two and two together from the car that Micky & Minnie chose to drive. What a spectacular display they provided - perhaps they should apply for jobs at Disney? Numerous cars were in the parade, all dressed up for Christmas. There's normally no snow in Florida, but the MGA somehow found some. Tractors are now becoming a popular mode of transport around Spruce Creek, perhaps as farmers retire down to the community. One family even has 'his and hers' tractors. Two vintage Farmall Tractors were on show, one towing an Ercoupe. It's normally golf carts which tow aircraft around, but anything goes at Spruce Creek Fly-in.

TOY Story 2011

Sleigh

Perhaps the most classic airplane on show this year was a highly polished and well decorated 1951 Cessna 195 (N2JP) belonging to John Preiss. Santa's Spruce Creek Sleigh was there too, with a highly decorated and complete with a Christmas tree on top of its trunk. Santa and his helpers had fun too. Sitting atop the Cubs, in the back of Corvette's, they were literally everywhere, wishing everyone a Merry Christmas

GOOFY GLASTAR

EAA Photo

Photos for this feature by Steve Wood, unless otherwise notated

TO HAVE A 'Goofy' aircraft may seem strange to some, but in our North American Editor, Steve Wood's, case it was something he just could not resist. In this feature he tells us all about his very special airplane:

Polished Wings

It was the opportunity to reserve the unique registration N-600FY which sowed the seed. Of course on the airplane the 600FY looks just like GOOFY. The color scheme, with bright yellow/silver body and highly polished wings and empenage followed the fun theme. But there's a lot more to this being known as Goofy.

No other US registered homebuilt airplane has set so many FAI aviation records. In fact 101 International World Records, and 377 British National Records. It all started back in 1997 when I decided to build an aircraft to fly around the world at the Millennium.

Round the World Flight

I chose the GlaStar. It's a long long story but the the aircraft took far longer to build than anticipated. In fact 7 years in total - it received its Airworthiness Certificate on the 100th anniversary of the Wright Bros. first - 12 December 2003. The

FAI

WORLD RECORD

first engine was a Continental IO-240B. Still with a mind to a round the world flight it was decided that more power was needed. A supercharged Subaru Sti engine was fitted. This worked well whilst it lasted! Unfortunately, despite being a brand new engine, it failed just before arriving at AirVenture in 2006 to start the RTW flight, (which had been 2 years in planning.) A second, catastrophic, engine failure a few hours into the RTW flight meant a forced landing in a soybean field near Portsmouth, OH.

Worked Flawlessly

After this, a new Lycoming IO-320 from Aerosport Power was fitted and this has performed flawlessly ever since. Two types of MT electrically controlled constant speed propellers have been fitted - in both cases they too have worked flawlessly - and they are so smooth too.


The final stages of building - fall 2003


Engine 1 - Continental IO-240B


Engine 2 - Subaru Sti


Engine 3 - Lycoming IO-320


MT Propeller

IFR Capable

The build took longer than normal due to the additional equipment installed for the RTW flight. Redundant fuel pumps, dual batteries, an electrical system which could still function even if the main contactors failed.

A TruTrak autopilot was fitted - what a great piece of kit. Bendix King avionics were fitted. It was before the age of electronic EFIS systems when I was designing the panel so a standard '6 pack' was fitted. This was later updated with a TruTrak ADI - another great instrument - and a Blue Mountain EFIS Lite. It now has a very comprehensive instrument panel.

Of course before I even flew the airplane it had been shipped to Spruce Creek Fly-in. This was 4 years into the build. A further 3 years working on the airplane during my vacations meant it was almost finished. I then decided to make it IFR capable. This added 6 months to the build, and then I wanted to get it flying for the 100th anniversary of flight. Thanks to my friends and EAA 288 Chapter members the DAR signed it off on the day of the anniversary of flight. So it became a true Centennial airplane, and not just one built in the anniversary year.

Keen Pilot

It's strange how Goofy has taken over my life. Firstly there have been many setbacks. The kit was damaged during its transatlantic delivery. There was the disappointment of not getting it flying for the Millennium - particularly when I'd been invited to fly to Tonga by their King - a keen pilot too. Tonga being the first country in the world to see in the new millennium. Then having the engine failure after having eventually started my world flight, and finally the effort it took to re-engine the airplane. A big thanks to everyone at Highland County airport, OH, for their help with this.

But there have been many more highs than lows, as I will explain over the coming pages.


Photo: Unknonw


Photo: Unknonw


EAA Photo


Photo: Unknonw


Photo: Unknonw

Photos on this page:

Top left: first landing

Top center: recent landing - wheel pants on

Center left / bottom left / bottom center: building in England

Center: installing wings at Spruce Creek

Right: in flight near Lakeland in 2008, with 'Goofy' as the co-pilot

‘Goofy’ is clearly visible as the co-pilot

EAA Photo

Folding Wings

People ask why I selected the GlaStar model. There were a number of reasons.

Safety came high on the list. Flight tests had confirmed that it's almost impossible to get into a stall / spin situation. The vortex generators on the wings and strakes on the rear fuselage see to this. Then there's the steel cage around the seating area - the engine, the wings and rear empennage hang on this too. It also has folding wings which for someone without a hangar is a must. In fact I designed my house at Spruce Creek with a larger than normal garage - only by a few feet - so that I can store Goofy inside, with its wings folded, if I wish. I made up a special dolly so I could tow it down the street behind a golf cart. When I unfolded the wings outside my house for the first time passers-by just gazed in amazement wondering how an airplane had got there. But then strange things happen at Spruce Creek.

Bladder Tanks

Another plus was the carrying capacity. It will carry up to 250 lbs in the large baggage area. Certifying the plane at the float plane wight of 2100 lbs helped too. With 50 galls of fuel in 2 main and 2 aux wings tanks, I can fly a long long way at 6 gph and 120 kts. For my RTW flight I planned to install bladder tanks in the baggage area and on the passenger seat. This would have given it the fuel capacity to fly non-stop from Hawaii to California.

Fun to Fly

It's fun to fly and has a stick, not a yoke. When I decided on the GlaStar I had no idea what the building would involve, and the change of life which would result. Stoddard Hamilton originally quoted a build time of 600 hr - this was soon revised. It took me 4000 + hrs, and that was before I embarked on changing the engine twice, and preparing the plane for a round the world flight.

Numerous Airshows

As the reason for flying around the world was to promote Flying for the Disabled, to have to cancel the flight after 2 years hard work was a great disappointment, particularly as I'd been invited to display Goofy at numerous airshows around the world. Once I'd re-engined the airplane with a Lycoming IO-320 (I would have fitted an IO-360 by preference but the prop was undamaged and would only work with the smaller engine) I then had to decide how I could continue my promotion within North America. I decided I would set some FAI world records. This would get publicity for the cause. It did, and even more so when I just continued and continued setting records. In the end I decided Goofy just had to become the first US registered homebuilt aircraft ever to set 100 FAI World Records. Not content with this I upped the number to 101 records. In the process I was also able to claim 377 British National Records, as I have British nationality.

Goofy at Spruce Creek Fly-in ready for a Gaggle Flight

Steve at Mitchell, SD after setting the first ever FAI record to South Dakota

Photo: Unknonw

International Records

More information about these records, which were all International records between the US and other countries, go to www.worldrecordpilot.org

True Airspeed

But's what's Goofy like to fly. My aim in setting the records was to fly high (8000 to 10000 ft) and stay airborne for as long as


Photo: Bob (Roofman) Terry


EAA Photo

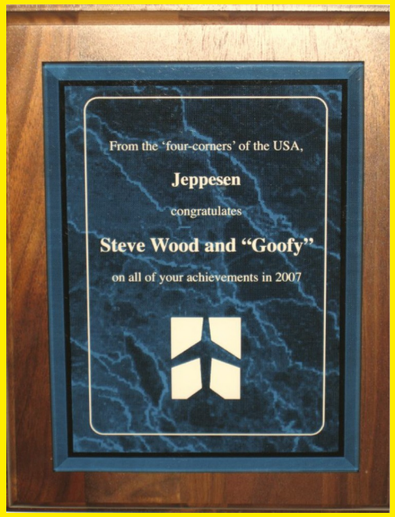
possible flying at least 120 kts true airpseed, and finding the best winds. It sure worked well. The GlaStar is a very stable airplane - ideal for IFR flight, and well suited to the use of the autopilot. But equally, when I fly in formation, it's reasonably responsive. Not as responsive as an RV too, particularly if I fly in formation with fuel in the outer wing tanks but then it has cable operated controls. With a 35 ft wingspan the roll inertia is greater than an RV too. Perhaps I would like more power, but that would burn more gas, and anyway 100 kts at 5 gph is not bad at all.

Unsurpassed

The seats, with special temperfoam from Oregon Aero, and sheepskin covers, make lengthy periods flying Goofy a doddle. The high wings and convex windows means my view to the ground is unsurpassed - great when flying over the likes of Niagara Falls.


Photo: Unknonw

Goofy at AirVenture 2006 - about to start the RTW flight



Great Team

Jeppesen was supporting me for my RTW flight and continued this support when I started setting my world records. They were a great team to work with, as was MT Propeller - both in the USA and Germany.

Most of Goofy's flying nowadays is done in formation. Either leading flights or flying in the 'slot' where its smoke system is most effective. In keeping with the 'Goofy' character, the smoke system is 'Goofy' too. It's set up to select continuous smoke for serious events like Veteran's Day parades.

EAA Photo

For fun flights I can switch the 'Goofy' smoke on, which puffs out smoke signals, much to the amusement of those on the ground - see this video. But there's one thing which is important to remember when flying 'Goofy' - that it has a high performance wing, the same profile as the much faster Glasair. You can find our more about the performance of the GlaStar in the CAFE Foundation Flight Test.

Photo: Bob (Roofman) Terry

Photo - Brent Maule

In Formation

Here are some photos showing 'Goofy' flying in formation, and how the smoke system looks from the ground. The difference between continuous smoke and 'puffing' smoke can clearly be seen. In the picture below you can get an idea of what it's like flying in the 'slot' - which means at the back of the bunch being tossed around by their turbulence. It's great fun, however, but a very challenging position in large flights.

Photo: Unknonw

Click on Photo for Video

Goofy's goofy smoke

What it looks like from the slot

Four Corners Flights

Click for Website Link

Goofy has flown around the 'Four corners of the USA' 3 times, setting world records on 2 of the flights. The first of these flights visited First Flight airport at Kill Devil Hills - of Wright Bros. fame. (photo bottom left.) Photo bottom right shows one of the Young Eagles who have flown in Goofy. Photo top left is at Brown Field, San Diego during a 'four corners' flight. Top right shows the comfy seats and wide interior.

Photo: Bob (Roofman) Terry

Photo: Bob (Roofman) Terry

EAA Photo

Photo: Bob (Roofman) Terry

Photos on this page:

Top left: Goofy Flight in stacked-up formation for a Gaggle Flight calendar

Top right: Goofy and rare Johnson Rocket

Left: Goofy in flight near Lakeland

Above: Goofy in flight, photo taken from a Yak piloted by Ray Gage.

Goofy having fun in the ‘break’, smoke on

Click Photo for EAA Vudeo

EAA Photo

Nose Art & Numbers

In this regular Nose Art & Number feature we will be showcasing 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 registration to noseart@av8.in - and spread the word.

The photo on the left shows the cockpit interior. Built to race at high speed, these ultra-light airplanes are tiny. Their stock engines are allowed to run to very high rpm's to produce more power.

This fine nose art example shows a Cassutt Sport Racer IIIM, N5381 which is on display at the Kissimmee Air Museum. Miss USA, was built in 1970, then modified in 1980 and again in the early 1990s; its maximum speed is 245 mph. It's a Formula 1 racer which must be powered by stock Continental O-200 engines and must have a fixed-pitch prop, fixed landing gear, at least 66 square feet of wing area, and weigh at least 500 pounds. Thom Richard, who instructs in North American T-6 aircraft at Warbird Adventures in Kissimmee, Fla., successfully raced Miss USA at the Reno Air Races for a number of years.

All Photos - Steve Wood

Nose Art & Numbers

All photos on this page by Steve Wood.

Left Photo shows some examples of creative registrations

Photo first right has Bo Derick as part of the RV 10 logo.

Willit Run says all.

The photos below are examples of some fine RV nose art. Diamond Di was created by husband Mike Kelly featuring his wife Diane, complete with a sparkling diamond. Classic Crystal features Harry Hughes's wife, complete with a champagne glass. Both aircraft are based at Spruce Creek Fly-in, Fla.

All Photos - Steve Wood

The End of an Era

Porsche AG, Stuttgart, is mourning Professor Ferdinand Alexander Porsche. The Honorary President of the Supervisory Board died on 5 April 2012 in Salzburg, aged 76. Ferdinand Alexander Porsche, was the creator of the Porsche 911. He established a design culture in the Porsche company that shaped their sports cars to this very day. His philosophy

of good design is a legacy to the automotive world.

Ferdinand Alexander Porsche was born in Stuttgart on 11 December 1935, the oldest son of Dorothea and Ferry Porsche. Even his childhood was shaped by cars, and he spent much of his time in the engineering offices and development workshops of his grandfather Ferdinand Porsche. In 1943 the family accompanied the Porsche company's move to Austria, where he went to school in Zell am See. After returning to Stuttgart in 1950, he attended the private Waldorf school. After leaving school, he enrolled at the prestigious Ulm School of Design.

In 1958, F.A. Porsche, as he was known by his colleagues, joined the engineering office of what was then Dr. Ing. h.c. F. Porsche KG. He soon proved his great talent for design by sculpting the first model of a successor to the 356 model line out of plasticine. In 1962 he took over as head of the Porsche design studio, creating a worldwide furore one year later with the Porsche 901 (or 911). With the Porsche 911, F.A. Porsche created a sports car icon whose timeless and classical form survives to this very day in what is now the seventh 911 generation. However, in addition to passenger cars, F.A. Porsche also concerned himself with designing the sports cars of the 1960s. His best-known designs include the Type 804 Formula One racing car or the Porsche 904 Carrera GTS, now considered to be one of the most beautiful racing cars ever.

In the course of the conversion of Porsche KG into a joint-stock corporation in 1971/72, Ferdinand Alexander Porsche, along with all the other family members, stood down from the company's front-line business operations. In 1972 he founded the "Porsche Design Studio" in Stuttgart, the head office of which was relocated to Zell am See in Austria in 1974. In the decades that followed, he designed numerous classic gentlemen's accessories such as watches, spectacles and writing implements that achieved global recognition under the "Porsche Design" brand. In parallel, with his team, he designed a plethora of industrial products, household appliances and consumer durables for internationally renowned clients under the brand "Design by F.A. Porsche". A strong and clear design concept typifies all product designs created in his design studio to date. The credo of his design work was: "Design must be functional and functionality has to be translated visually into aesthetics, without gags that have to be explained first." F.A. Porsche: "A coherently designed product requires no adornment; it should be enhanced by its form alone." The design's appearance should be readily comprehensible and not detract from the product and its function. His conviction was: "Good design should be honest."

Ferdinand Alexander Porsche received numerous honours and awards both for his work as a designer as well as for individual designs. For example, in 1968 the "ComitÃ© Internationale de Promotion et de Prestige" honoured him for the outstanding aesthetic design of the Porsche 911 while the Industrial Forum Design Hannover (iF) voted him "Prizewinner of the Year" in 1992. In 1999, the President of Austria bestowed on him the title of Professor.

2012 911, Official Pace Car of the 50th Running of the Rolex 24 at Daytona

Photo Below (Porsche) shows Magnus Racing #44 911 GT3 Cup - Winner of the 50th Rolex Daytona GT Champions - click on the pic below for a youtube video of this class winning car in action.

McLaren Delivers:

Deliveries of the MP4-12C are now underway to customers in North America and Canada. To celebrate the arrival of the 12C, McLaren is releasing a video of the car and its first street drives across North America.

The video was shot in five locations across the United States in some of the key markets where McLaren has dealerships. Additionally, footage was shot on location at McLaren's port of entry in Baltimore, MD. The footage includes the MP4-12C rolling off the cargo vessel Taisko which had just arrived from the United Kingdom. Click on the pic below to view:

launch a new model or variant in the North American market each year, expanding its lineup and reaching new enthusiast audiences.

The MP4-12C features a 3.8-liter V8 twin turbo engine, which produces 592hp and 600Nm torque. The innovative sports car, which features no 'carryover' component from any other vehicle, is capable of reaching 0-60 mph in 3.2 seconds (3.0 if fitted with Pirelli PZero Corsa tires). The 12C's unique carbon fiber 'MonoCell' chassis weighs just over 165 lbs. and is a clear representation of McLaren's motorsport DNA; McLaren introduced a carbon fiber monocoque to Formula 1 in 1981 and has produced every one of its

Tony Joseph, McLaren Automotive North America Regional Director said: "This film is exciting as it represents the arrival of McLaren Automotive in North America. We are thrilled to be launching with the 12C, which is such a tremendously innovative car, and we look forward to building a long term future."

McLaren Automotive is represented by 10 dealerships throughout North America. There are nine dealers located in the United States: McLaren Greenwich, McLaren Philadelphia, McLaren Tampa, The Collection McLaren (Miami), McLaren Dallas, McLaren Chicago, McLaren Newport Beach, McLaren San Francisco, and McLaren Beverly Hills. McLaren Toronto

The arrival of the MP4-12C marks the launch of McLaren Automotive in North America. McLaren plans to

road and race car chassis since using the same composite material.

represents McLaren Automotive in Canada. The base MSRP for the 12C is $229,000 in the US.*

$600,000 Corvette

The first 2013 Corvette 427 Convertible Collector Edition

Rated at 505 horsepower (377 kW) and 470 lb.-ft. of torque (637 Nm), it is the most powerful engine ever installed in a production Corvette

of $700,000 for the AARP's Drive to End Hunger food relief program.

Corvette also returned to the world's

The fastest and most capable convertible in Corvette's history – sold for $600,000 in the Barrett-Jackson Scottsdale collector car auction.

The Corvette 427 Convertible, which arrives at U.S. Chevrolet dealers this summer, blends elements of the Z06 and ZR1 models. The Vehicle Identification Number ending in 001 was sold in the auction.

Its heart is the 427-cubic-inch (7.0L) LS7 engine from the Corvette Z06.

convertible – and, like the Z06, the 427 Convertible is only available with a six-speed manual transmission.

Early 427-powered Corvettes, particularly convertibles, offered from 1966 to 1969 are some of the most-coveted and collectable Corvettes ever produced.

Chevrolet and Hendrick Motorsports teamed up for the auction, with four-time NASCAR Sprint Cup Champion Jeff Gordon and team owner Rick Hendrick, to raise a total

most-demanding testing ground – Germany's famed Nurburgring – and recorded lap times that rank among the fastest recorded for a production car.

As detailed in the video, the 2012 Corvette ZR1 recorded a lap time of 7:19.63 - more than six seconds faster than the previous Corvette-best which was recorded in 2008.

Click here to view this action packed video.

The F-Type is Coming:

Jaguar confirms that it will bring an all-new sports car to production; the F-TYPE.

Speaking at the New York auto show Adrian Hallmark, Global Brand Director, Jaguar Cars, confirmed: "We showed the C-X16 concept in September 2011, and the reaction to it has been so positive that we've accelerated our development of an all-new Jaguar sports car.

"That car will be called the F-TYPE, and it will be unveiled in production form later this year. The core appeal of Jaguar's cars is their sporting heart, and that heart will beat stronger than ever before in the F-TYPE. Its development is a vivid representation of the confidence and ambition of the Jaguar brand, and the desire amongst our engineers and design team to produce a world-leader in a market segment that we have been absent from for too long. But no longer – the F-TYPE is coming."

Utilising Jaguar's industry-leading knowledge of all-aluminium construction, the F-TYPE will launch as a convertible, and a strict two-seater with the focus uncompromisingly on delivering driver reward. A range of petrol engines will be available – including a new powerplant family – and all will deliver stunning sports car performance.

Today also marks the point that the F-TYPE's rigorous development schedule moves to final on-road testing, with engineering prototypes now leaving Jaguar's Castle Bromwich plant – the same plant at which the production cars will be built.

Ian Hoban, Jaguar's Vehicle Line Director said: "The engineering development of the F-TYPE has focused on delivering a heightened level of dynamic driving reward. We are excited about our progress to date and are looking forward to soon being able to demonstrate what we have achieved."

Ian Callum, Director of Design, said: "A true sports car needs to be pure in both its purpose and its form; to have the opportunity to produce such a car for Jaguar has been a privilege both for myself and for my team. The C-type, D-type and E-type Jaguars were all sports cars that held true to this principle in their era, and the F-TYPE will hold true to that same principle in its time, a time that is soon to arrive."

The F-TYPE will join Jaguar's existing range of cars – the XF saloon and Sportbrake, XJ saloon and XK coupe/convertible. Full F-TYPE technical and range details will be announced later in 2012. It will go on sale in mid 2013.

BMW is Back in the DTM

BMW is back in the DTM - and was immediately in the thick of things in a turbulent opening race of the 2012 season at the Hockenheimring. Andy Priaulx of BMW Team RBM was the only one of the six BMW drivers to complete the 40 laps without any notable incidents.

Under the watchful eyes of Members of the Board of Management of BMW AG, Dr.-Ing. Herbert Diess (Development), Dr.-Ing. Klaus Draeger (Purchasing and Supplier Network) and Ian Robertson (Sales and Marketing and Future Retail), Priaulx crossed the line in sixth place in his Crowne Plaza Hotels BMW M3 DTM to score eight points. The three-time World Touring Car Champion finished 28.4 seconds behind Gary Paffett, who won the race for Mercedes.

Starting the race from third place on the grid, Dirk Werner (E-POSTBRIEF BMW M3 DTM) was hit by Mercedes driver Ralf Schumacher very early in the race, and dropped to the back of the field. Bruno Spengler (BMW Bank M3 DTM), who was directly behind Schumacher at the time, could do nothing to avoid colliding with the former Formula One driver, and subsequently had to retire from the race.

In all the turmoil, reigning DTM champion Martin Tomczyk was forced off the track and suffered damage to his BMW M Performance Parts M3 DTM. As a result, Tomczyk's first race of the new DTM era also came to a premature end just a few laps into the action. Joey Hand (SAMSUNG BMW M3 DTM) was hit by another competitor and spun in the hairpin, losing time and dropping positions. He eventually crossed the line in 13th. Augusto Farfus (Castrol EDGE BMW M3 DTM) finished 15th, while Werner brought his car home in 17th.

Former BMW DTM drivers Roberto Ravaglia, Eric van de Poele, Harald Grohs and Steve Soper were in Hockenheim to watch BMW's first DTM race for 20 years and, despite the results not going its way, BMW will take a lot of positives from the event. Over the course of the race weekend, 142,000 fans watched the first meeting of the three German premium automobile manufacturers in the DTM. In Saturday's qualifying, four of the six BMW drivers made it into the top ten.

The Deutsche Tourenwagen Masters (DTM, is the German Touring Car Masters race series).

'Master Benz'
Mercedes-Benz SLS AMG GT3

The Mercedes-Benz SLS AMG. Developed to comply with the GT3 specifications of the FIA (Fédération Internationale de l'Automobile).

The SLS AMG GT3 was designed as a racing sports car for customers competing in sprints and long-distance races.

Head of Mercedes-Benz Motorsport Norbert Haug: "The Mercedes SLS AMG GT3 will start a new era in Mercedes-Benz customer motorsports. This car is an exciting and spectacular sporting tool for committed private teams and talented private drivers. Together with our well-proven sports and touring car partner HWA, AMG will establish a customer motorsports department, and ensure the usual high level of Mercedes service for its motorsports customers."

"I am very gratified," Norbert Haug continued, "that the demand for this new and unique racing sports car is so lively – we are receiving far more enquiries and orders than we can initially cope with. But fear not, the production graph will gradually rise more and more steeply so that all customers seriously interested in purchasing the SLS AMG GT3 will be catered for."

The new SLS AMG GT3 is an emphatic continuation of AMG's commitment to motorsport. AMG has been a pioneer in the motorsport world ever since its foundation in 1967. Ola Källenius, Chief Executive Officer of Mercedes-AMG GmbH: "With the SLS AMG GT3, AMG is once again showing its vast experience gained in over 40 years of motorsport, and its high expertise when it comes to developing unique, high-performance vehicles."

The new racing version of the SLS AMG was developed and produced by AMG in close cooperation with HWA AG. HWA is responsible for the AMG-Mercedes DTM racing team on behalf of Mercedes-Benz Motorsport. The HWA team is one of the most successful in international motorsport, as witness nine driver championships in the DTM and ITC, as well as two championship titles in the FIA GT Championships. No other brand has won as many DTM races and DTM titles as AMG-Mercedes.

Built as a customer motorsports car, the GT3 rules don't stop the SLS GT3 from being as different from the standard SLS as a standard SLS is different from an SLK. Carbon-fiber body panels replace all the aluminum bodywork except the doors and the roof, while the glass of the cabin has been replaced with strong, lightweight polycarbonate. A full aerodynamics package has been applied, including a front aero splitter, small DTM-style winglets on the front fenders, rocker sill extensions and a vast carbon-fiber wing complemented by an aero diffuser. All together, the changes help produce huge downforce for a street-style car — 573 pounds at 125 mph.

To make sure the fast shifting of racing does not overtax the gearbox, the standard car's dual-clutch automated manual transmission has been replaced by a racing-specification, Hewland-built single-clutch automated manual transmission. This not only affords more durable gears and lots of alternatives for gear ratios, but also weighs 88 pounds less than the standard dual-clutch unit.

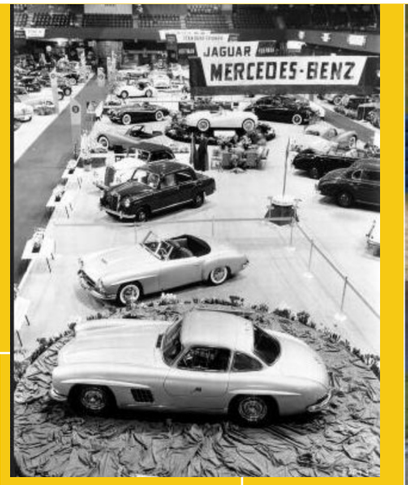
At this point, you'd expect the rest of the car to resemble almost any modified street car with the usual double-adjustable dampers, stiffer springs and adjustable antiroll bars, not to mention the >>

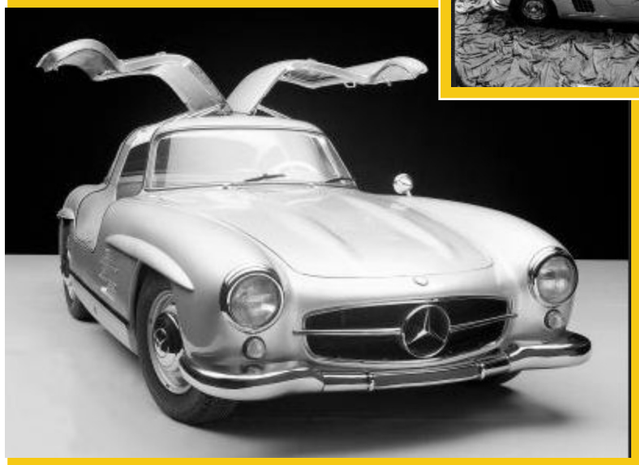
<< biggest brakes that can fit within the 18-inch wheels. But since this is a Mercedes-Benz AMG, in the SLS GT3 the driver is cocooned in a carbon-fiber safety cell, something quite distinct from the usual rollover cage mandated by the GT3 rules. Unlike most racing cars, the GT3's driving position can adapt to a wide range of sizes, which makes it perfect for endurance racing. The car features a tilting-and-telescoping steering wheel - is it a road car, or what? But also the pedal box slides fore and aft - certainly not like a road car. Right in front of the driver's eyes is a simple digital instrumentation with a bar of LED lights that go from green to red when the engine's redline is reached. and it's time to shift. Buttons on the steering wheel let the driver scroll through the information screens provided by the onboard telemetry system. There's also a button for flashing the car's headlights at cars you're about to lap, which will get used quite a lot. Take a look at a few laps onboard the number 3 Abu Dhabi by Black Falcon car in Dubai 24 Hours, driving at night. This car went on to win the race with Sean Edwards, Khaled Al Qubaisi, Jeroen Bleekemolen and Thomas Jager. Click here for night racing video.

Following a brilliant first season, the Mercedes SLS GT3 is now one of the world's most popular race cars for privateers and small teams. who want to do well in different It's so popular that in 2012 45 SLS AMG GT3s have been entered for more than 15 race series on four continents. Sadly, the GT3 Championship series is a European based race series. That does not mean GT3 series cars do not race in the USA, they do, at the Rolex 24 hours in Daytona Beach, for example.

In the 2012 Dubai 24 hours race, the Mercedes-Benz SLS AMG GT3 scored a commanding 1-2-3. The Abu Dhabi Black Falcon team claimed victory with Thomas Jäger (GER), Sean Edwards (ENG), Jeroen Bleekemolen (NED) and Khaled Al Qubaisi (UAE). After setting a new distance record of 628 race laps, final driver Al Qubaisi drove the Gullwing with starting number 3 across the finish line. This first place was also the maiden victory for the Mercedes-Benz SLS AMG GT3 in a 24-hour race.

It was to be the perfect surprise: the 300 SL production sports car Mercedes-Benz presented at the International Motor Sports Show in New York on 6 Februar 1954 was a sensation. At its world première, the coupé with its characteristic gullwing doors made the hearts of experten and public skip a beat. Technical details such as its space





frame and its extraordinary door design were without parangon among the sports cars of its day. Does the SLS look similar?

Photos for this feature by Mercedes-Benz and AMG

Vehicle:

Make Model: Mercedes-Benz SLS AMG 2dr Coupe (6.2L 8cyl 7AM)

Vehicle Type: RWD 2dr 2-passenger Coupe

Estimated MSRP (2011) $457,097

Drivetrain:

Engine type: V8

Displacement (cc/cu-in): 6,208cc (379 cu-in)

Valvetrain: Double overhead camshaft

Compression ratio (x:1): 11.3

Horsepower (hp @ rpm): 550 @ 7,200

Torque (lb-ft @ rpm): 470 @ 4,750 est.

Fuel type: Premium unleaded (required)

Transmission type: Six-speed auto-clutch manual with steering-wheel-mounted paddles

Chassis:

Suspension: front - Double wishbone

Suspension: rear - Double wishbone

Steering type: Hydraulic-assist, speed-proportional, rack-and-pinion power steering

Turning circle (ft.): 39.0

Tire make and model: Michelin

Tire type: Racing Slick

Tire sizes: front 682-by-287 rear 708-by-315

Wheel size: front 18-by-12 inches

Wheel size: rear 18-by-13 inches

Wheel material: Alloy

Brakes, front: Ventilated cross-drilled and slotted with six-piston fixed calipers

Brakes, rear: Ventilated cross-drilled and slotted with four-piston fixed calipers

Track Test Results:

0-60 mph, mfr. claim (sec.): 3.8

Fuel Consumption: How heavy is your right foot?

Fuel tank capacity (U.S. gal.): 22.4

SPEEDICITY
Where the Action Begins

Daytona Beach
Speed City USA

DAYTONA BEACH IN Florida is to many people the epitome of Speed City USA.

It certainly is to our North America Editor who lives at the nearby Spruce Creek Fly-in, just 7 miles south of the Daytona Beach International Speedway. He flies over the speedway often, as it's situated right next door to the Daytona Beach airport. And this is no ordinary airport too. Just like the speedway, it's larger than life. The 10,500 foot long runway sees to this, and this is just one of three runways at the airport.

Right next door to the airport and speedway is Embry Riddle Aeronautical University, the world's oldest, largest, and most prestigious university specializing in aviation and aerospace. It is the only fully accredited, aviation-oriented university in the world.

The 'beach' in Daytona Beach is larger than life too. For one thing cars can be driven up and down the beach, for many miles too. But it's the history of driving on the beach which sets Daytona apart from the rest. It's where speedway racing began, right on the beach. Racing started on a 3.2-mile course in 1936. Daytona Beach racer Sig Haugdahl promoted the first two events, which weren't commercially successful. City officials gave promotional rights to Bill France, who wore both a promoter's hat and a competitor's helmet – and with the latter won the Labor Day event in 1938, and a July race the following year. Some competitors towed their cars to Daytona, but many drove to the event, taped up headlights and raced, France reinstated competition following World War II. The course was lengthened to 4.1 miles, beginning at 4511 S. Atlantic Blvd. then continuing two miles down paved A1A to the Beach Street approach where the track's south turn took the field onto the packed sand for a two-mile run back to the north turn. The races were scheduled to coincide with low tide. Indeed, the France family are still heavily involved with the Daytona Beach speedway, and NASCAR in general as Daytona is home to the NASCAR HQ.

Our SpeediCity feature will appear in each issue of *Speedi Wings & Wheels* , or just plain *Speedi* as the magazine may ultimately become known, but that's down to you, our readers.

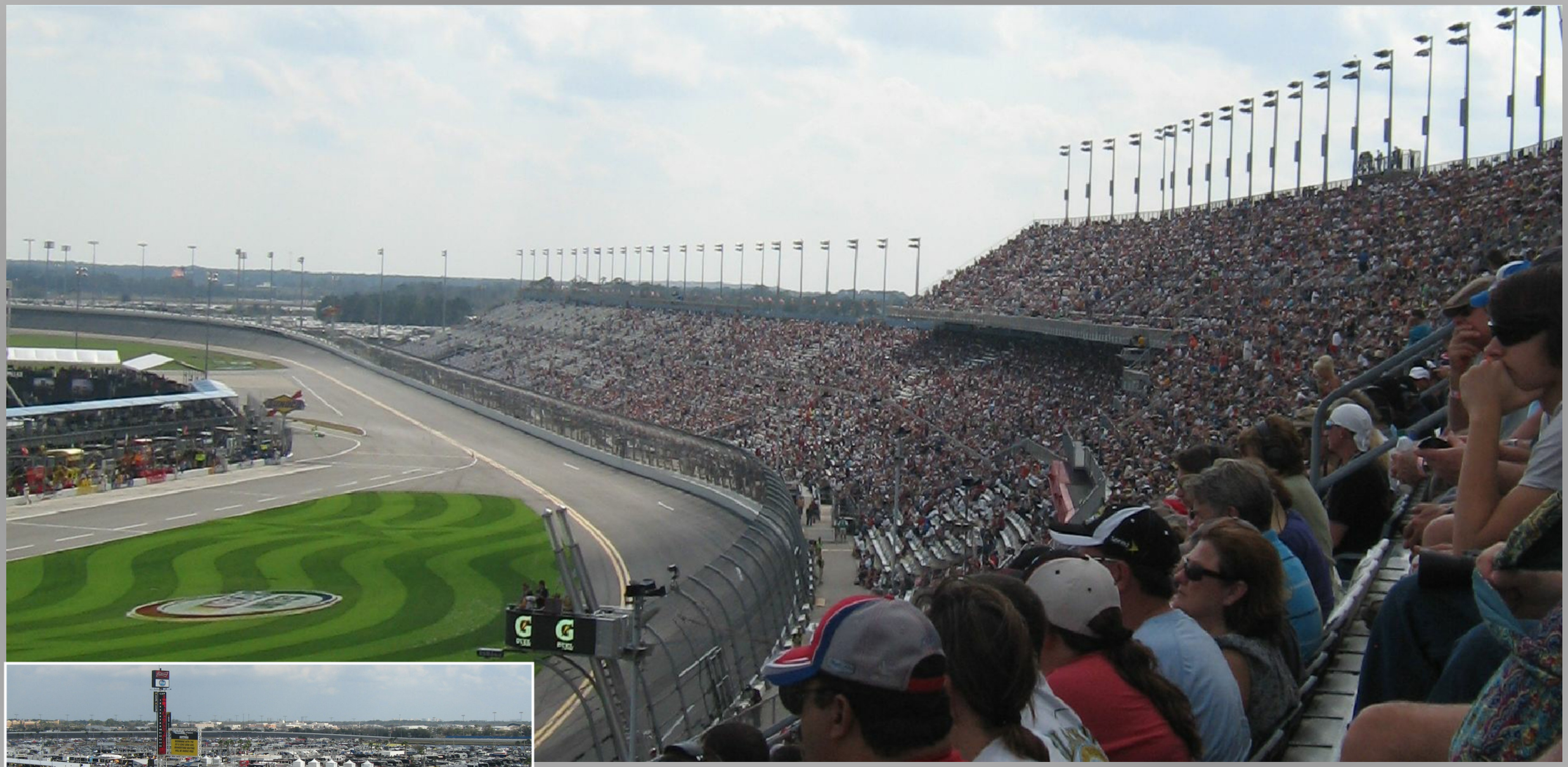
In this issue we are showcasing some photos of the speedway, airport and beach. Future issues will feature reports on specific events held at the speedway, and in Daytona Beach itself.

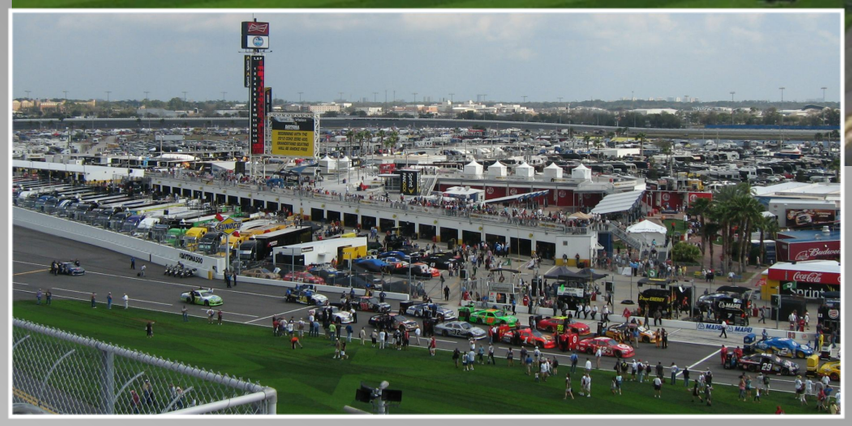
Pictured in the photo to the left is the speedway and alongside the Daytona Beach airport

Photos: for this feature Steve Wood

This photo clearly shows the extensive length of beach which can be driven on. Indeed, what can be seen is only a small part of the total length. To the right of the beach side high rise buildings is A1A. This roadway, before it was widened, formed half of the 4.1 mile beach side speedway track. The other half was, of course, on the beach itself. At that time were were few buildings, just dunes.

In the foreground, jutting out into the Atlantic ocean is the Daytona Beach Pier. The Pier was first built in 1900, and the present structure was erected in 1925. It was originally 1,000 feet long, and until 1984, was the longest such structure on the east coast. At the landside end of the pier is Main Street and this goes westward towards the Halifax River. Main Street is where much of the action happens during Bike Week and Biketoberfest. These two annual biking festivals are known worldwide and make Daytona Beach famous.

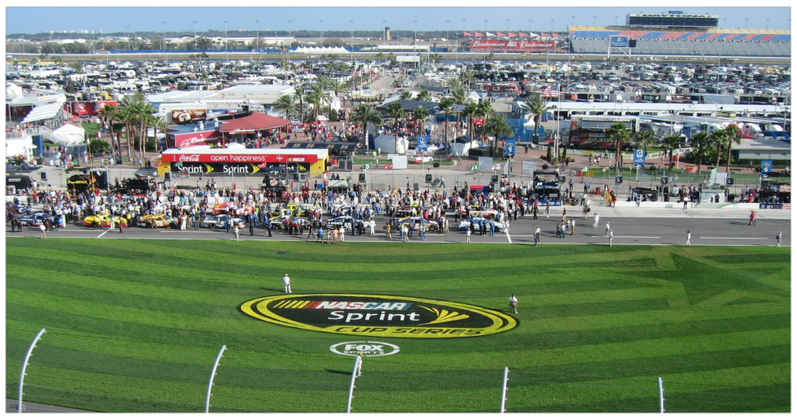




The grandstands at Daytona Beach International Speedway are immense, with seating for 167,785; plus standing room and infield RV parking so the capacity totals over 200,000 - the size of a small city. But then the pits are big too.

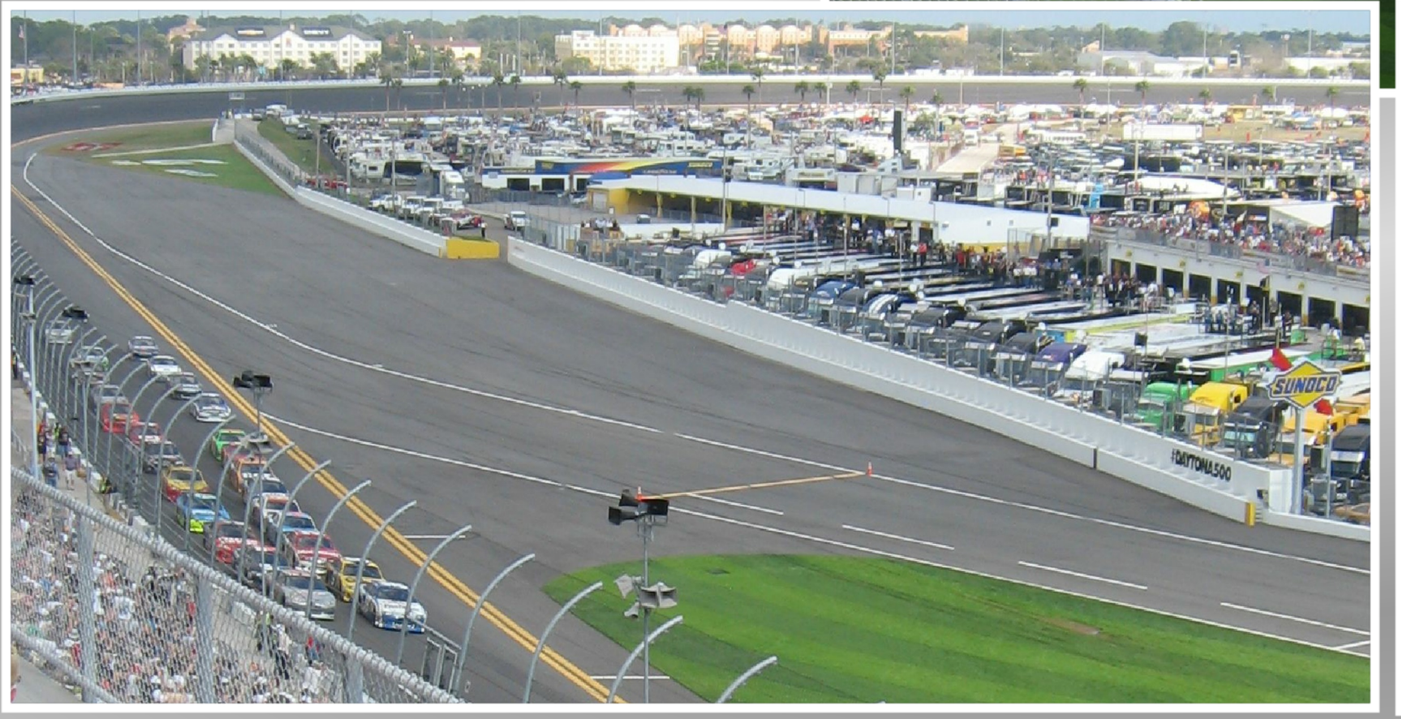
Nothing is small in Daytona Beach, yet traffic during the numerous events seems to cause minimal disruption.

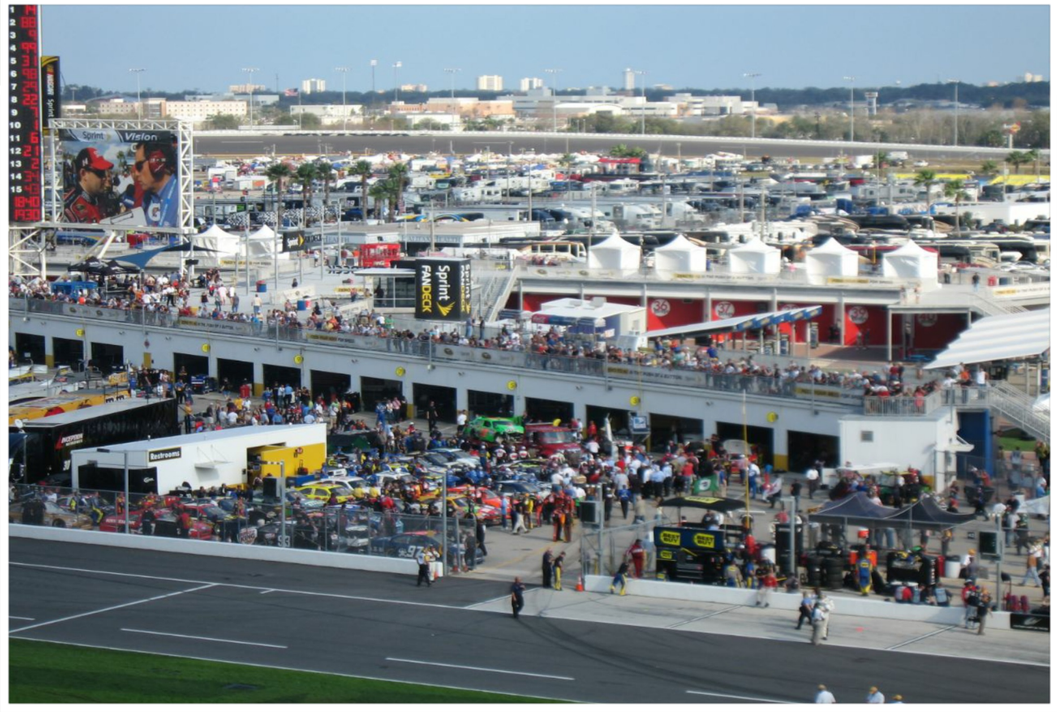
There is not just the banked track at the speedway, as during the Rolex 24 hr race a twisty infield circuit is used in addition to the oval track.



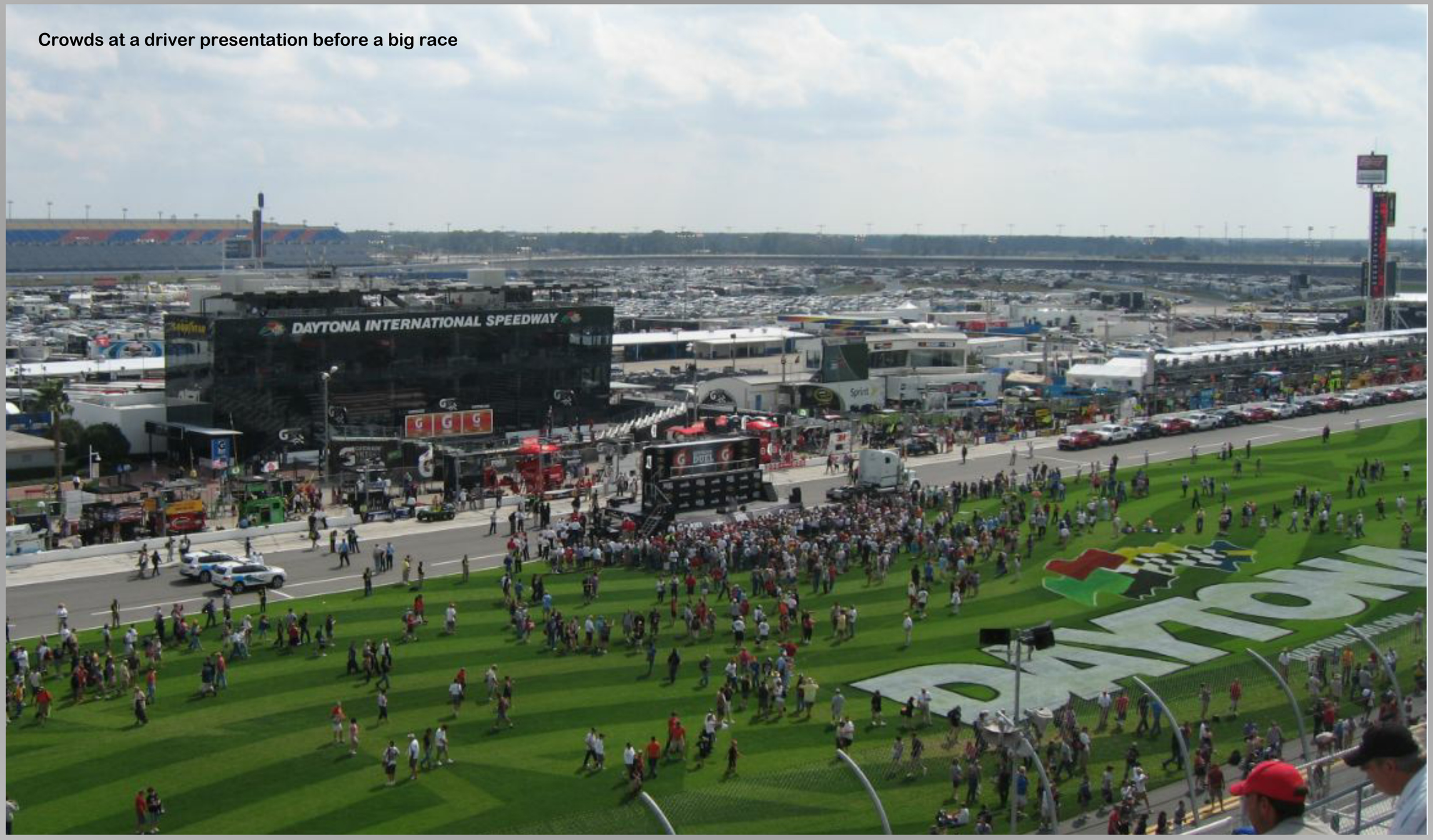
In this photo montage the large pits area is clearly visible. Even so, there is not that much space available for the teams' big rigs.

In the foreground of the picture lower left the safety fencing can be seen. Tall and very strong, it keeps crash debris trackside.





Crowds at a driver presentation before a big race



High speed racing thrills the crowds

Speedi
Wings & Wheels

WE VERY MUCH HOPE YOU HAVE ENJOYED THIS VERY FIRST ISSUE OF SPEEDI WINGS & WHEELS AS MUCH AS WE HAVE PRODUCING IT.

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LOOK FOR A FEATURE ON EAA'S RARE FORD TRIMOTOR IN OUR NEXT ISSUE

Photo Jim (Flybum) Pratt