

Speedi

Wings & Wheels

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August / September 2012

Issue No: 3

News

Events

Features

Show Reports

Reviews



Gone Cruisin'



Porsche Perfection



Wings & Wheels Cruisin'

AirVenture 2012

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THIS MONTH:

AirVenture 2012

Gone Cruisin'

Porsche Perfection

Wings & Wheels Cruisin'

and More





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Editorial Team: North America Editor – Steve Wood West Coast Contributor - Jim Pratt Cruisin' & Hot Rod's - Gary Rosier UK Team - The Gremlins at Kew

NASA Image - Exoplanet - Extremely Hot and Incredibly Close

Editorial

Welcome to the Third issue of *Speedi Wings & Wheels*.

AirVenture, the Experimental Aircraft Association's annual gathering at Oshkosh, Wisconsin is featured in this issue. It's the largest air event of its kind in the world and Wittman Regional Airport (OSH), where the event takes place, becomes the world's busiest airport for the duration of the event. FAA controllers from around the USA are brought in to deal with the rush. The 'Pink Shirts', as they are known vie for the honor of working at OSH. It's very much a 'busmans holiday' for these controllers, but we know for a fact that most would wish to return again and again if the FAA would allow it. Perhaps they do for some, but for others it can be very much a lottery.

It's the 60th anniversary of the annual EAA event, which in recent years has been known as AirVenture. This year is also the 75th anniversary of the iconic Piper J-3 Cub, and of course the Piper Aircraft Company. Piper Cubs have featured heavily at AirVenture 2012 and it all started with a mass gathering of Cubs at Wisconsin's Hartford Municipal Airport (HFX), located 60 miles south of Oshkosh, before they all headed up to AirVenture for a group arrival. A Piper J-3 Cub will be awarded to a lucky winner as the grand prize in the 2012 EAA "Win the Cub" Aircraft Sweepstakes. The EAA Sweepstakes, one of the longest running airplane giveaways in the world, annually supports EAA's aviation education programs - a great idea.

Of course there's much more going on at AirVenture than the Piper Cub gathering. It's also the 40th anniversary of Vans Aircraft and we have a wealth of stunning photos in this issue to give a flavor of the happenings at this major event. There's more to this issue than AirVenture, both in the air and on the ground. We are introducing a new feature *Gone Cruisin'* featuring Hot Rods and Cruisers. Our Cruisin' guru is Gary Rosier, who is well known in the hot rod and cruiser world in Central Florida. He'll be bringing readers some great photos of stunning machines at local and national cruisin' events. You'll also find some of Gary's airplane photos elsewhere in this and future issues - he just loves taking pics of anything which moves and has an engine.

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 full screen single page HD mode*

Photo: Bob (Roofman) Terry
Cubs having fun in Florida



8 AirVenture 2012 - 24 Pages!

Speedi Wings & Wheels

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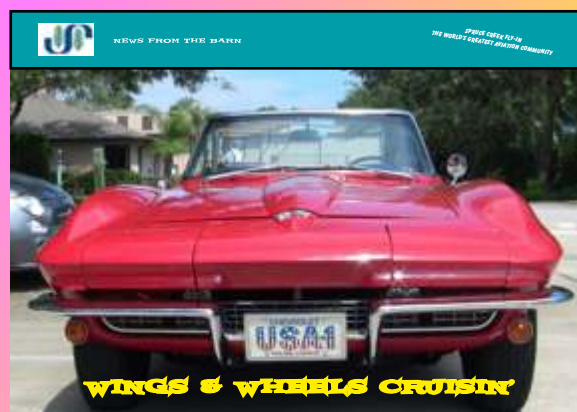
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NEIL ARMSTRONG

Neil Armstrong Passes Away, Age 82.

The following is a statement from NASA Administrator Charles Bolden

Regarding the death of former test pilot and NASA astronaut Neil Armstrong. He was 82.

"On behalf of the entire NASA family, I would like to express my deepest condolences to Carol and the rest of Armstrong family on the passing of Neil Armstrong. As long as there are history books, Neil Armstrong will be included in them, remembered for taking humankind's first small step on a world beyond our own.

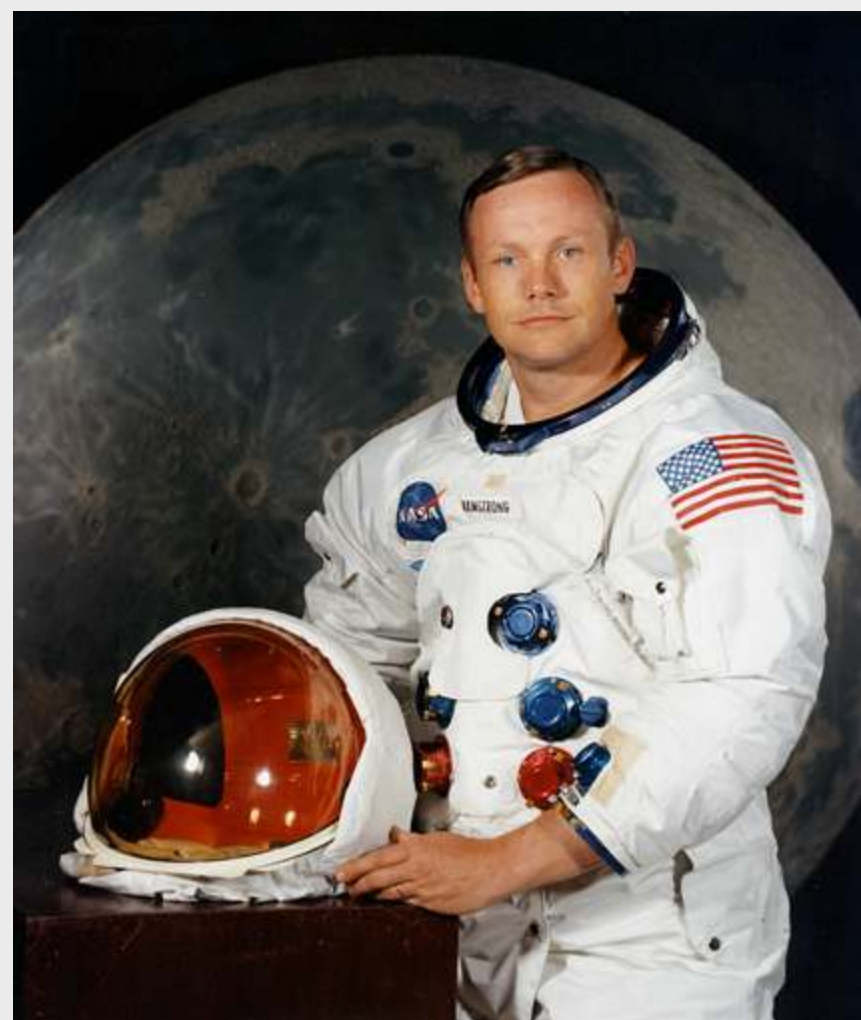
"Besides being one of America's greatest explorers, Neil carried himself with a grace and humility that was an example to us all. When President Kennedy challenged the nation to send a human to the moon, Neil Armstrong accepted without reservation.

"As we enter this next era of space exploration, we do so standing on the shoulders of Neil Armstrong. We mourn the passing of a friend,

fellow astronaut and true American hero."

The following is a statement from the Armstrong family regarding the death of former test pilot and NASA astronaut Neil Armstrong.

"We are heartbroken to share the



news that Neil Armstrong has passed away following complications resulting from cardiovascular procedures.

Neil was our loving husband, father, grandfather, brother and friend.

Neil Armstrong was also a reluctant American hero who always believed

he was just doing his job. He served his Nation proudly, as a navy fighter pilot, test pilot, and astronaut. He also found success back home in his native Ohio in business and academia, and became a community leader in Cincinnati.

He remained an advocate of aviation and exploration throughout his life and never lost his boyhood wonder of these pursuits.

As much as Neil cherished his privacy, he always appreciated the expressions of good will from people around the world and from all walks of life.

While we mourn the loss of a very good man, we also celebrate his remarkable life and hope that it serves as an example to young people around the world to work hard to make their dreams come true, to be willing to explore and push the limits, and to selflessly serve a cause greater than themselves.

For those who may ask what they can do to honor Neil, we have a simple request. Honor his example of service, accomplishment and modesty, and the next time you walk outside on a clear night and see the moon smiling down at you, think of Neil Armstrong and give him a wink."

GlaStarGlasair Aviation LLC (Glasair), and Mr. Fang Tieji, Chairman of Jilin Hanxing Group co., Ltd., have announced that Mr. Fang has acquired Glasair's kit-aircraft manufacturing assets. Glasair Aviation manufactures the very popular Glasair, Glastar and Sportsman lines of personal aircraft, having delivered approximately 3,000 planes which are being built and/or flown all over the world.

Mr. Fang has formed Glasair Aviation USA LLC as the new operating entity for Glasair's product lines and plans to invest substantially in Glasair's existing product lines, starting with certifying the popular Sportsman design. In addition, Mr. Fang plans to substantially grow Glasair Aviation USA by acquiring and consolidating additional airframe designs and other aviation related companies.

There are no plans to relocate or terminate any existing Glasair Aviation employees. Mr. Fang plans to retain Glasair's U.S. headquarters, management team and employees. ANN will have more information on this development shortly...

A U.S. based attorney and spokesperson for Mr. Fang, Mr. Bin Li, described Jilin Hanxing Group's holdings in markets that include real estate, chemical products, automobiles, and aviation. "Aviation holdings include all four of the only privately owned Fixed Based Operators (FBOs) in China," said Li. "Mr. Fang is a pioneer; he sees the potential of General Aviation in China. Private aviation

is new to the Chinese and the country is virgin land." While acknowledged that aviation is highly regulated in China, Mr. Li described Mr. Fang's efforts to work with the government to open opportunities for private aviation and create certifications necessary to build and fly a kit aircraft.

Through an interpreter, Mr. Fang answered questions and offered insights into a vision for the potential of general aviation in China. "In 2011, the Air Force began testing access to low level airspace in select Provinces," said Fang. "Over the next ten years, I plan to open 40 FBOs and 10 new airports. When asked about the model for FBOs, Mr. Fang described how U.S. FBOs are "State of the Art and that he would establish "State of the Art" facilities in China. "We plan to continue investments in Glasair products", said Fang, and eater to speed entry of Glasair into the China, the world's largest potential new general aviation market."

When asked about the attitude of the Chinese people to personal flying, the response was, "It is the wish of many Chinese people to learn to fly". Mr. Fang is taking flying lessons in China and anticipates earning a pilot certificate issued by the CAAC, the Civil Aviation Administration of China, by year's end. Glasair President Mikael Via closed the press conference with some

comments on the future for Glasair in the U.S. "Mr. Fang has agreed to invest in Glasair and there are no plans to relocate or downsize Glasair." Plans by Jilin Hanxing to invest in other U.S. based aviation related companies were also confirmed, but no specific companies were mentioned. The new operating entity is Glasair Aviation USA LLC.

Glasair is also introducing at AirVenture three new options for the Sportsman Aircraft. First, larger aft-facing rear seating that allows the Sportsman to comfortably carry four adults, and can be retrofitted to all current Sportsman aircraft.



Photo above, by Bob 'Roofman' Terry, shows a GlaStar

Second, Tough-Terrain ('TT') Landing gear improving Sportsman's backcountry STOL performance, and third, a new carbon fiber cargo pod with a 250 pound load capacity providing 15 cubic feet of storage with a 32 by 12 inch door. Glasair says the pod has been designed for easy installation for access and aerodynamic efficiency. It is estimated that Glasair has delivered approximately 3,000 planes, being built and/or flown all over the world.

MT-Propeller Announces New Propellers, Hubs For Vintage Aircraft

Ground Adjustable Propellers Back In Production After Nearly 70 Years

Aviators and aviatrixes are celebrating! MT-Propeller today announced the availability of its new 5400-Series of 2-blade ground adjustable aluminum propellers for vintage aircraft. The new propellers are reconstructions of ground adjustable propellers made by the famous Standard Steel Propeller Company (later Hamilton Standard) manufactured from 1925 through 1945. This type of propeller, used primarily on vintage aircraft, has been out of production for decades, making the propellers scarce.

Gerd Muehlbauer, president of MT-Propeller said, "While MT-Propeller is known for what may be considered more 'modern' propeller designs, we recognized the important role we could play in keeping vintage aircraft flying and safe. We are pleased to offer these new ground adjustable blades and completely new hubs."

The newly produced and certificated propellers are typically used on radial engines of up to 450 h.p. at 2,300 r.p.m. and in diameters of between 7 and 10 feet. There are three different blade model designations 1C1, A1C1 and A11C1, each available in different lengths. The blades mate with one of two newly manufactured steel propeller hubs: models 5404 and 5406 (SAE 20 & SAE 30 spline).



The project to bring these propellers back into production was started nearly ten years ago by Greg Herrick, President of the Aviation Foundation of America, Inc. According to Herrick, "We recognized the importance of finding someone to put these propellers back into production as the supply of used blades, some over 80 years old, began to dwindle. We are grateful to MT-Propeller for making this possible. Having newly manufactured blades available is an

important part of keeping the world's fleet of vintage aircraft in the air and flying safely."

The new hubs and blades are useful on a wide variety of radial engine powered aircraft including many famous names such as Boeing, Ford, Stearman, Travel Air and WACO. The new hubs and blades carry FAA Type Certificate Number P32BO.



Continental Motors will obtain FAA certification this year on the first of what the company promises will be a full line of diesel aircraft engines ranging from 150 to 350 horsepower.

"These kinds of commitments allow our customers and our suppliers to know and plan their activities," said Continental CEO Rhett Ross. "We will certify a (diesel engine) this year, and we will be in rate production in the first quarter of 2013.

Continental hasn't announced any launch customers for the three sizes of diesel engines it plans to produce. (Cessna Aircraft chose an SMA diesel engine for the recently announced Turbo 182 NXT.

Continental's first diesel engine will be a turbo-charged 200- to 250-hp model called the TD-300. The TD-450, a 300- to 350-hp version, will go into production in 2015; and a TD-220, a 160- to 180-hp version, will be produced beginning in 2017.

The push into engines designed to burn kerosene-based fuels is driven by the lack of leaded avgas in some international markets and uncertainty about the future of 100LL in the United States, Ross said. At the same time, Continental is moving to address questions about the cost and availability of avgas by certifying low-compression piston engines to run on unleaded auto fuel—even auto fuel that contains ethanol.

"We are not abandoning the higher horsepower engines," Ross said. "We fully desire a drop-in



replacement for 100LL--but we're not going to wait for it."

Ross said the United States is a "gasoline country" for piston aircraft and is "likely to remain a gasoline country for many years." But international demand for small aircraft that can operate on jet fuel is increasing, especially in developing countries like India and China.

According to the TCM website, the new engine is a modular design that can eventually cover a wide variety of horsepower. The prototype technology demonstrator is a four cylinder engine that provides 200 horsepower at a fuel specific of .36. To meet the performance goals of

the program, the engine is both lightly supercharged and turbocharged and can be expected to hold sea level power through approximately 12,000 feet. Six and eight cylinder variations could provide growth to almost 500 horsepower.

Now that Cessna has fitted a diesel engine to its 182 range, there may be a growing interest from Continental and Lycoming as the two main US engine manufacturers, to go down the diesel engine route. If they do this then it will open up a much larger market around the world where 100LL is rapidly disappearing whereas Jet A is readily available at a reasonable price.



AIR SHOW NEWS - I

2012 AIRPOWER OVER THE MIDWEST
Featuring the
Thunderbirds
Sept. 15 - 16, Scott AFB, IL
9 a.m. to 5 p.m.



Free admission and parking
Exits 19A and 23 off I-64.
See: www.scott.af.mil/airshow2012.asp

SEPTEMBER 15-16, 2012
THUNDER OVER THE BLUE RIDGE
OPEN HOUSE & AIR SHOW
167th AIRLIFT WING, SHEPHERD FIELD, MARTINSBURG, WV

SOUTHEAST IOWA
AIR SHOW
2012
SOUTHEAST IOWA REGIONAL AIRPORT
BURLINGTON, IOWA

September 21 - 22

NATIONAL CHAMPIONSHIP AIR RACES
AND AIR SHOW

September 12-16 2012

Welcome to Airshow 2012
Little Rock AFB 8 - 9 Sept

AIRPOWER ARKANSAS

2012 FORT WAYNE AIR SHOW
PRESENTED BY THE 122nd FW AIR NATIONAL GUARD
AUG 31 - Sep 2 2012

Kaneohe Bay Airshow
2012
September 29 - 30, 2012
Countdown to the airshow

SECURITY SERVICE FEDERAL CREDIT UNION presents the
IN THEIR HONOR AIR SHOW
SEPTEMBER 29 & 30, 2012
HOME FORT CARSON - BUTTS ARMY AIR FIELD

SEPT 15-16, 2012
10:00 - 16:00 PM
WINGS OVER GATINEAU-OTTAWA EN VOL

FLEETWEEK
October 4 - 8, 2012

WINGS OVER BIG SOUTH FORK
AIR SHOW & CAR SHOW
9th Annual Air & Car Show - Sat. Sept. 8, 2012

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Duluth Airshow
September 22-23 / 2012
DULUTH AIR AND AVIATION EXPO

26TH AIR SHOW / SEPTEMBER 1-2
QUAD CITY AIR SHOW
A FESTIVAL IN THE SKY
2012
DREAMTEAMS THE BEST OF THE BEST

WINGS OVER NORTH GEORGIA
ROME, GEORGIA
WINGS OVER NORTH GEORGIA AIR SHOW
ROME, GEORGIA - RICHARD B. RUSSELL REGIONAL AIRPORT
SEPTEMBER 28 - 30, 2012

NRV SkyFest AIRSHOW
CELEBRATING 50 YEARS
NEW RIVER VALLEY AIRPORT DUBLIN, VA
SEPTEMBER 7, 8 & 9, 2012

The Canadian International Air Show
September 3rd, 4th & 5th, 2011



2012

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All Photos for this Feature
(unless otherwise notated):
Jum (Flybum) Pratt

AIRVENTURE IS THE
World's largest
annual gathering of
aircraft, period . . .

The 2012 was the 60th anniversary of the Experimental Aircraft Association's mass get together. Not that all 60 years have been spent at Oshkosh, as before 1970 the gatherings were held near Milwaukee, WI and Rockford, IL. Originally known as The EAA Annual Convention and Fly-In the name was changed to AirVenture in 1998. But to many it's simply known as Oshkosh, or OSH.

Our West Coast contributor, Jim (Flybum) Pratt is a regular visitor to OSH and this year was no exception. The majority of the stunning photos in this 2012 AirVenture report are from Jim, with other sources being notated on specific photos.

We very much hope that you will enjoy this photo montage of a great event, but first here's Jim's report on the 2012 event:



EAA Photo

EAA Photo

Background

The Experimental Aircraft Association's Fly-In Convention held its first event in September 1953 as part of the Milwaukee Wisconsin Air Pageant. The attendance was very small. The organization moved to Rockford Illinois in. It stayed there for ten years but rapid growth of the EAA dictated a move to Oshkosh where it has since grown to be one of the largest air events held in the world. In fact, Oshkosh's Whittman Airport becomes the busiest airport in the world during the week of the event. The Oshkosh Airport was chosen because it was a suitable site that would allow for rapid expansion. Luckily, that location has proved to be ample for what has happened since and the EAA continues to thrive there.

According to EAA, "EAA AirVenture Oshkosh (as of 1998, the new name for the Fly-In Convention) now serves as one of the world's premier aviation events, attracting top government officials, corporate leaders and hundreds of thousands of aviation enthusiasts. It spans the entire spectrum of aviation and attracts 10,000 airplanes each year. The more than

500,000 aviation enthusiasts who attend the event annually supply the local and state economies with more than a \$110-million boost during the week-long event."

Since this event is so popular, you must book early if you want to stay in a hotel near the event. I would suggest four to six months in advance.

Airport Layout – This Place is Big!!!



Whittman Field is a very large facility. AirVenture 2010 occupied the entire west side of the field and ran from the very north end to the very south end of that side. Further west, toward Highway 41, was automobile parking, and then the EAA museum and Pioneer Airport were located even further west almost at the freeway. The airport grounds are neat and well kept. Walking from the flight line to the museum is like walking through a park. One of the things I discovered years ago is that you cannot see everything there is to see in one or two days. This time, I stayed for three days and still had things I wanted to spend more time on.

This year, rains threatened the area during the week, but nothing significant happened, just a few rain squalls. I flew commercial and the trip there was uneventful and on schedule. Coming back home was another story as the Midwest was being clobbered by severe thunderstorms and high winds. I missed my Dallas connection and had to change my route to go to San Jose instead. I ended up renting a car and driving from San Jose to home in Fresno at midnight. Otherwise I would have had to stay overnight in San Jose. Some of my chapter buddies flew commercial and some flew their own birds. Hopefully, they will all make it home safely.



Starting at the northwest end of the EAA side of the airport, there are camp grounds and visiting aircraft parking.

The war bird area was



located on the very north end of the field running up to Runway 9/27. The next area south of that was the Homebuilt Area including the aircraft parking, learning centers, forum tents, and workshops. Next to that, going south is what was known for many



year as Aeroshell square, where the large military and transport aircraft are parked. West of that were the Light Sport Aircraft displays, exhibit halls, and the main gate. Then, to the south, came the Vintage Aircraft and at the far end the Ultralight and Rotocraft Areas. Nothing had changed much in that regard since my visit in 2010.

This Year's Theme

The theme for this year's AirVenture was a Salute to The Greatest Generation, namely the veterans of World War II. Specific attention will be paid to the Doolittle Raid on Tokyo and the Tuskegee Experiment.

Monday, Day One – Light Sport, Helicopter, Airshow and More

On the first day, as I walked onto the grounds it was like nothing had

changed since I was last there in 2010. Most of the vendors present then were present now and many in the same locations as if they never left. Companies including makers of the Flight Design CTLS, Flight Design MC, Van's RV-12, Aerotrek Light Sport, Velocity Twin, Jabiru, Cessna Skycatcher, Terrafugia, Champion, Pitts, Aviat, Diamond Aircraft, Glastar, ICON, Air Car all had their aircraft on display.

Some of the differences from last time were that Piper no longer supports its Piper Sport LSA, Terrafugia has flown several test flights, and Flight Design has introduced a four-place aircraft which is in the design phase.

A new company, Sport Performance Aviation, owned by Dan Weseman introduced their new LSA



Panther kit to be powered by a 120 hp Corvair engine. They offer a mod for the engine called the 3400 Stroker Kit. The specs list a top speed of 140-180 mph, aerobatic capability of +6/-4.8 G.

Diamond Aircraft had their twin, an LSA single-engine, and a four place called the DA40. The four-place specs are impressive and so is the price tag, showing at \$387,000 in their brochure. Their DA20 two-place rings in at \$196,415. The cruise speed is listed at an impressive 136 knots. The Piper Sport Cruiser was not there this year because Piper backed out of its relationship with Czech Sport Aircraft, the company that produces the aircraft overseas. The aircraft is still being sold by independent dealers here in the U.S.

The Cessna Skycatcher is another attractive bird, looking like a Cessna 150 on steroids. It boasts performance figures of 118 knots cruise, 400 mile range, using a Continental 0200D engine. The price is \$112,250.

The Terrafugia Transition is a roadable aircraft and has actually been test flown. The wings fold electrically when being prepared for road driving. Terrafugia has completed Phase I of its flight test program. According to the company, "During the first phase of testing, test pilot Phil Meteer put the Transition through a series of maneuvers to determine power on and power off, handling qualities, and aircraft stability. Much of the early part of any flight test program evaluates

these basic flight qualities before expanding the flight envelope to more advanced higher speed maneuvers.”

Exploring the Grounds Vintage Aircraft



The Vintage Aircraft section is another place that looks like it has been there ever since the last Oshkosh annual event with many of the planes parked in almost the same places that they were parked before. The big thing this time, however, was the parking area reserved



especially for the Piper Cubs. The last word I got was that there were more than 130 Piper Cubs in attendance which created a sea of Cubs. It is Piper's 75th anniversary. What a beautiful site.

As I was visiting there, several Howards taxied in. Someone, back in the thirties had a lot of class and knew how to build handsome aircraft. The Howard is one such



example with its beefy looks and that radial engine that sounds very macho. To think that they were built during the depression is pretty amazing. I cannot help wondering who had the money to buy one at that time. (Oh, the banksters you say. Aha!)

Forums Area

One thing I have not been able to take the time to do is attend the forums. It seems that the three days I have allowed myself to take photographs for my article just don't let me slow down enough to attend them. I did visit several, for a few minutes each, to take a few pictures. There were lots of things going on from welding, to fabric covering,



to riveting, and electrical. I would love to take the time to attend all of them and someday I will.

Innovations Building

I stumbled on an area I had not seen before. I believe

it was called Innovations. One of the first things I saw there was an electric-powered Long-Ez. Seriously. The motor looked so simple I wasn't sure it was real, but it was. I talked to one of the developers and was surprised at his answer regarding the duration of flight. He said it was



infinite. What??? Apparently, one of the things they are working on is in-flight recharging. He said that they want to be able to hook up to a drone (RPV) and receive an air-to-air recharge. He said that they envision the pilot of the Long-Ez actually controlling the drone during the hookup and recharge. Not sure if this guy has been smoking something or if they are serious about this but it sounds intriguing. I hope they can recharge faster than the LongEz is discharging. Hey, have you thought about that? I also got a look at the electric Sonex. That seems practicle and I am going to look further into that. There was some other weird stuff going on in that building. NASA had a booth at the back.

Homebuilt Aircraft

The homebuilt aircraft section was rather scattered but one area was totally dominated by Van's RV-type aircraft. I am talking acres and acres of RVs folks. They are taking over the world. There were RV-3s, RV-4s, RV-6s, RV-7s, RV-8s, RV-9s, RV-10s, and RV-12s. Oh yes, there was an RV-1 which was there to be donated to the EAA museum. I attended the ceremony where Dick Van G. and Rod Hightower did the turn over and Dick Van G. was honored for his contributions to aviation with something like 8,000 of his birds flying now.

Just as a side note, I had the honor of standing next to Jeff Skiles at the ceremony. I introduced myself and he was very friendly until he noticed that I had a Press Pass hanging around my neck. After that he started easing himself away and into the crowd.

There was a section for Rutan type aircraft also. The LongEz is one of my favorite homebuilts and I cannot help wondering why we are not seeing as many of them around as we use to. My guess is because you have to start basically from scratch, where today's kits are fairly well along when you get them.

It looks like Glasair

Aviation is still hanging in there. I had the opportunity to fly a Glasair II during the summer years ago when a friend of mine would vacation in Sweden and would ask me to keep the engine warm while he was gone. Friends like that don't come along very often. The Glasair is a fast bird and handles like a little fighter. I understand,



from my editor Steve Wood, that the Glastar is also a great airplane with good performance characteristics.

Warbirds

I went on to see the warbirds such as the P-51s, P-38s, P-40s, B-25s,



F4U, A-4 Skyhawks, F-4 Phantom, lots of Yaks, T-28s, T-34s, an L-39 and many more. I saw the B-29 and the B-17 fly overhead several times but never did see them land. Possibly they were selling rides out of a different airport? Seeing Aluminum Overcast brings back memories of several years ago when

four of us from EAA Chapter 376 helped sell rides when it came to Fresno, CA and we got to ride the B-17 from Fresno to SFO as a reward. We had to rent a car to get home, but that was okay with us. What a treat!

Airshow-Monday

The airshow on this day consisted primarily of large formation flyovers of T-28 Trojans, aerobatic performances by the AeroShell Aerobatic Team flying T-6s, Team RV, Gene Soucy, Michael Rambo flying the Hawker Beechcraft Texan II demo, a tribute to Bob Hoover flown by Bob Odegaard in a Shrike Commander and a P-51 Mustang, the Liberty Parachute Team, Michael Goulian in an Extra, and John Mohr flying a Stearman.

A special treat included a flight demonstration of Glacier Girl, the P-38 recovered from 200 ft under the ice in Greenland. The P-38 has such a sweet sound as it goes through its paces.

Tuesday – Day Two Again

A photographer's nightmare is to find out that your camera was malfunctioning and your pictures didn't come out they way you planned. It seems that on Monday, somehow my camera went from using automatic white balance to manual. At

least that is what I think happened because all of my photos turned out with a bluish hue to them. I found this out when I got back to my motel in Green Bay. I tried to correct the problem using Photoshop and in some cases it worked and some not. So on Tuesday, I started the day by backtracking what I did on Monday to get additional photos. That was a lot of extra walking.

Ford Tri-motor Ride

I decided to take a ride in the Ford Tri-motor mainly to get some aerial pictures of AirVenture. The ride was great and I was surprised by all of the power that old bird puts out but, unfortunately, its flight path was due east away from the airport and over the lake, too far away for shots of the EAA grounds, and then back in for a landing. The ride was worth it though. Not many people can say that they have ridden in an old bird like that and I really enjoyed it.



Homebuilt Aircraft

Two of the memorable conversations I had on this day were one with Robert Baslee of Airdrome

Aeroplanes and the other with the representative of Sky Arrow. Baslee had a Nieuport 17 on display and it was a beautiful example of a WWI fighter replica. He claims that the aluminum tubing in the fuselage of his kits is very strong, something that has always had me wondering. I have given some thought to buying one of his kits. Just not sure I have the skill to rig a biplane right before its first flight.



The Sky Arrow has been around for a lot longer than most LSA aircraft, even prior to LSA's existence. It is a cool looking all-composite aircraft with a tandem cockpit and a T-tail. I am not sure what the price is now but it was reasonable years ago. I need to check this out further.

Ford Motor Company/Roush Performance Display

I have always been a fan of the Ford Mustang but it seems that kids always got in the way of me owning one. I still drool every time I see a pretty one. I use to do that with women too, but age has slowed that down a bit. The

Ford/Roush display was worth visiting. Roush



takes a high-performance Mustang and gives it even more performance upping the horsepower to 550 plus. They also add graphics to the car to make it look like it belongs to someone special. Now you are up in the \$60-70K range. It makes me think of the Robert Palmer song, "She's so fine, there's no telling where the money went." It was a good thing I didn't bring my check book. Not that there is that much money in it, but I could be in California before they figured that out.

Airshow – Tuesday

The airshow on Tuesday fielded more warbirds than on Monday. There were P-51s, an F-4U Corsair, C-47, T-28s, Dauntless Dive Bomber, P-40 Flying Tiger, C-47, and SNJs and T6s. The Liberty Parachute Team performed again. Aerobatic performers included Red Bull pilot Kirby Chambliss, twin-Beech pilot Matt Younkin, Greg Koontz in his Piper Cub.

Wednesday – Day 3

Helicopter Ride – Pioneer Airport

The best way to get aerial shots of the EAA grounds is, of course, to take a helicopter ride out of Pioneer Airport. For \$50 you can get quite a tour of the whole place and the view is awesome, allowing for some good photos of everything that is going on. I stopped at the museum on my way into the grounds on Wednesday morning, then crossed over to Pioneer Airport and was one of the first to get a ride for the day. I was the single passenger so I didn't have to fight anyone



for the outside seat which is where you need to be to shoot good photos. If you find yourself with a middle seat passenger be aware that there is only one seat belt for the two of you and, before you lean out of the helicopter door to take shots, make sure the guy likes you because one pull on the seat belt latch and you will be gone and he will get your seat.

Riding in the helicopter around the grounds gives one a good idea of the immensity of AirVenture. The runway is almost two miles long and every bit of

ground along that two miles and maybe a mile back from the runway is being used. That is a lot of land for a single event. Take the ride and you will see what I mean. I contend that anything that you will remember the rest of your life in a good way is worth \$50.

EAA Museum -

I spent part of the morning on Day 3 exploring the EAA Museum which I have done many times before. Parked in back of the museum was P-38 painted like Richard Bong's was during WWII and a Grumman JF Duck. Entering the museum you find the EAA Eagles aerobatic team Christian Eagles hanging from the ceiling and a gift shop located straight ahead. Entering the display rooms one finds everything from a Wright Flyer to exotic seaplanes, race planes, various Burt Rutan designs, autogyros, different odd-ball designs including flying cars, and even a proto-type of Burt Rutan's Spaceship One.



Plan on spending two to three hours going through the museum, it is quite

interesting.

Back to the Warbird Area

I met up with my close friends, Perry and Sandra Gardner and we had lunch for the third consecutive day. Sandra is my brother's sister-in-law. They have been to Oshkosh 35 years in a row. They fly a Mooney out of Connecticut. After lunch we strolled over to the Warbird Area to attend a presentation including Bud Anderson and Jack Roush.



Bud talked about some of his WWII combat experiences. I have heard him before but not the same stories. He seems like a nice unassuming person, the type that most people would like. I could have been his wingman, but I was born during the war and they wouldn't take me. Walking away from the presentation, and looking at the warbirds, they seem to take on a new meaning after you talk to someone who has been there. One thing that has always struck me though is why we build such beautiful machines only to destroy them and the men who fly them. Thinking about the massive scale that this was done on makes me think

that the whole world must have gone crazy.

Airshow – Day Three

The airshow started with the Sonex Jet



demonstration. That little bugger can really move! I haven't seen anything like that since the BD-5 jet. The Sonex kit is relatively inexpensive. I am not sure about the price of the jet engine or the gas consumption.

Two replica P-51s and a



replica Spitfire (all were scaled down from the originals) flew demonstrations. In the sky,



it was hard to tell them from the real thing. Those guys must have a lot of fun on a Saturday. After that, the real warbirds got rolling and the sky became full of P-51s, B-25s, P-40,

F4U Corsair, and T6s. Conspicuously absent from previous years was the bombing and the "wall of flame". The war never really got going. I guess they were saving that for another day.

Conclusion

Going to AirVenture as a journalist can be a tiring thing. There is so much to cover and so little time. I have often thought that I would like to go one time and camp there and not worry about having to get the right pictures. Maybe spend the whole week there so I can see things that I have not had time to see. Most travelers to Oshkosh by commercial means will tell you that it is a chore to get there but people who fly their own planes there have a much bigger chore on their hands. I did it once in a Mooney with a partner. It took us a day and a half from California, but during that time, we encountered all of the variables such as turbulence, thunder storms, and bad visibility. Flying across the U.S. is an adventure and it requires that you stay on your toes. Plan well and fly safely.









EAA Photo

The Piper Cub was everywhere, mostly in traditional yellow, but other colors were there too. All were celebrating Piper's 50th anniversary.

AirVenture had said that there would be a 'sea of

yellow'. Well, this certainly was the case. There was a mass arrival, an interesting sight with the Cubs seeming to just hang there in the air as the yellow mass ever so slowly approached the airfield.



EAA Photo



EAA Photo



The Tower at Whitman Airport becomes the World's Busiest Control Tower during Airventure - photo: top left.

Photo top right shows Dick VanGrunsven of Vans Aircraft (left) and Rod Hightower (right), the EAA President. Guess what they are looking at - the very first Van's aircraft, the RV-1, shown in photo: bottom right.

Photo at bottom left shows just a few of the RV series of aircraft at AirVenture 2012, the 40th anniversary of Van's Aircraft. More RV photos on the next page >>



EAA Photo





The U.S. Customs and Border Protection were represented by a 'kilted drummer' complete with pilot's wings - photo left.

It's hard and hot work on the ramp at AirVenture - photo right

Plus more photos of RV aircraft



'Glacier Girl', the famous P-38 Lightning fighter was greatly admired, including an awestruck young boy:



Another crowd favorite was the highly polished 'Panchito'





More Warbirds on Display









Planedrive's unique flying car was present in its latest version. The motorcycle style engine / drive wheel assembly retracts into the fuselage for flight with the plane becoming a 'conventional' gear airplane. [Click HERE](#) for a video of the plane in flight







John Mohr performed a barnstorming routine in his 1943 Stearman PT-17



The photos on this page give a general flavor of how diverse AirVenture is. From the seaplanes just outside Oshkosh in a small cove on the edge of Lake Winnebago (photo bottom left), to the military vehicles on display (photo top right).

The Bleriot replica photo middle center, a replica WWI Fokker fighter - photo top center

Two 1930's transport airplanes - a DC-3 picture middle left and a German version of the Trimotor - a very rare Junkers JU 52.

Not forgetting the classic vintage Ford cars shown in the photo top left.

AirVenture has something for everyone!





Van's RV-1 Again



One of the Bronze Lindy Winners
Darrell Lowrance, Plano, Texas
2012 Swearingen SX-300, N16SX



Spruce Creek's Tony Crawford won 1st Place in the Sport Class and 3rd Place overall in the AirVenture Cup Air Race 2012 - speed of 321.48 mph - with his Questair Venture



More of Van's aircraft



AirVenture is not just about planes. Cars were there too.
Ford is a major long time sponsor of EAA and AirVenture.





Matt Younkin having fun in his Twin Beech
Note the full aileron deflections in the photo above



SPEEDI'S BLOG

WELCOME TO SPEEDI'S Blog

As many readers already know, *Speedi Wings & Wheels* Magazine, the free online aviation and motorsport magazine is produced bi-monthly. There's been quite a lot going on in aviation and motorsport in the past couple of months.

Photo: Ford



Just prior to the last issue being published a motorsport icon, Carroll Shelby, passed away in his mid-80's. Before his death, Shelby had participated in the development of the 2013 Ford Shelby GT500, featuring the world's

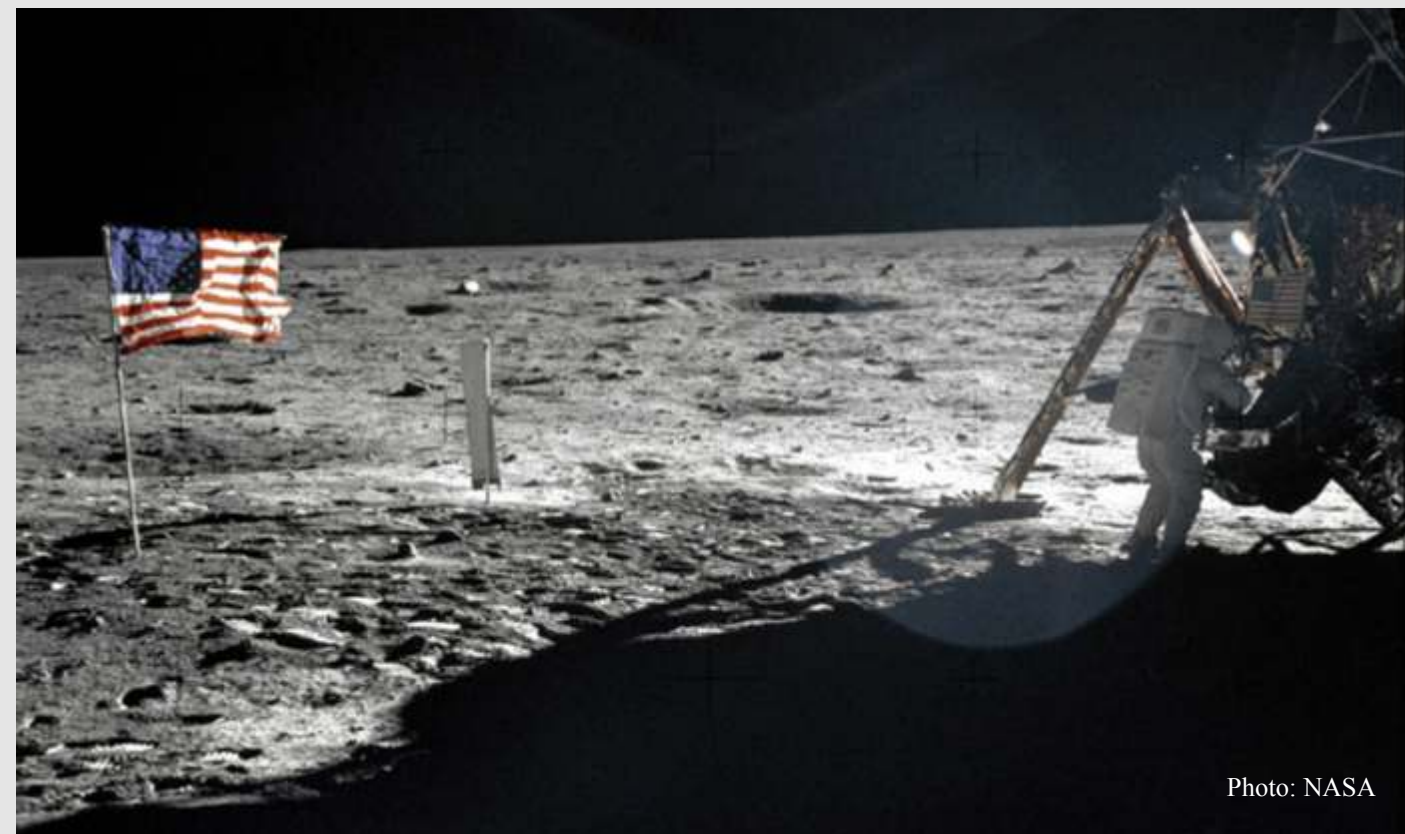
most powerful production V8 engine - with a massive 662 hp. Ford just announced that they have produced an even more powerful Shelby GT500 - an 850hp Ford Shelby GT500 Cobra. Note the addition of Shelby's trademark name "Cobra" to the model designation. Using the 662-horsepower 2013 Shelby

GT500 as a foundation, "Friends of Carroll" created the one-of-a-kind 2013 Shelby GT500 Cobra wide-body Mustang that now generates more than 850 horsepower with the help of a Ford Racing

4.0-liter Whipple supercharger. Ford says this is a "One of a Kind" vehicle which will be used in a way which will support the Shelby philanthropist, as Shelby was noted for supporting causes that moved him. *Well done Ford.*

Another American icon passed away very recently, also in his 80's. Neil Armstrong was his name, and his famous quote "*One small step for man - one giant leap for Mankind*" is something I will always remember as the world, including me, saw Armstrong just down onto the Moon's surface back in 1969. In all, 12 American astronauts walked on the moon between then and the Apollo 17 mission in 1972. At the age of 6, Neil and his father took a ride in a Ford Trimotor airplane, known as the Tin Goose. It must have made an impression, for by the time he was 15, he had

learned to fly, even before he got his driver's license. Prior to his Astronaut career, Armstrong was a crack test pilot and had even flown the X-15 rocket plane. Armstrong made seven X-15 flights at 4,000 miles per hour, reaching the edge of space, and piloted many more of the most innovative and dangerous aircraft ever developed. Quite a guy, but in a very different way to Carroll Shelby. They will both be missed.



SPEEDI'S BLOG

On 16 August 2012, the space shuttle Endeavour met sister shuttle Atlantis for a brief photo opportunity at NASA's Kennedy Space Center in Florida. Endeavour moved from Bay 2 of the Orbiter Processing Facility (OPF) to switch places with Atlantis, which had been in Vehicle Assembly Building. In the OPF, Atlantis will undergo final preparations for its transfer to the Kennedy Space Center Visitor Complex, targeted for November. The work is part of Transition and Retirement of the remaining space shuttles, Atlantis and Endeavour.

Going back a year earlier, I was at the Kennedy Space Center when Discovery and Endeavour came nose to nose. Back then these two shuttles were moved after they had been stripped of their nose rockets. The latest move shows Endeavour almost ready to be flown out to California in



Photo taken 08/16/12 - Courtesy of NASA

September. After arriving at LAX on the back of a Boeing 747,

city. This should be quite an event which I'm sure LA will capitalize on.



Photo taken 08/11/11 - Steve Wood

the shuttle will make a two-day trek through the streets of Los Angeles, the first time a space shuttle has been moved through the heart of a

Endeavour is expected to land at NASA Dryden Sept. 19 leaving on Sept. 20 for LAX, and will then move to the California Science Center.

When I was wondering what to write for the final part of Speedi's Blog I was doodling on the net and found a very interesting feature about a very special McLaren - yes, that's the F1 McLaren guys - had created for a client. Oh to have money to do this!

McLaren Special Operations (MSO), the division of McLaren Automotive responsible for the delivery of bespoke projects, presented a breathtaking one-off supercar at The Quail, an exclusive event on August 17, 2012, that is a highlight of the Pebble Beach weekend in Monterey, USA. Called the McLaren X-1 and based structurally on the

company's groundbreaking carbon MonoCell but with a totally unique body, it has been created for an anonymous car enthusiast. What a very special enthusiast!

X-1: the brief

It's not every day that a team gets to create something unique in a project that would take the supercar, even by McLaren standards, to a different level. The challenge began with a special brief.

'One of our clients who already owned a McLaren F1, a

Mercedes-Benz SLR, McLaren and now a 12C, wanted a unique car,' says MSO Programme Director, Paul MacKenzie. 'The



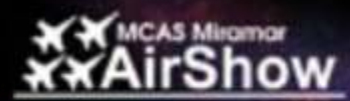
conversation began with our Executive Chairman Ron Dennis almost three years ago - before the 12C was even launched. The client wanted a machine that had all the capability of the 12C but wrapped in a unique body that reflected his needs and personality.'

All these changes ensured the X-1 needed special homologation for road use. The car has been thoroughly engineered to be usable and road legal. The X-1 shares the same the major mechanical components as the 12C, including the twin-turbo 625PS engine, giving astonishing acceleration and top speed. What a very special car!




Oct 6 & 7, 2012
 FORT WORTH ALLIANCE
AIR SHOW

ADMISSION IS FREE!


October 12-14, 2012
 Marines in Flight: Celebrating 50 Years of Space Exploration




OCTOBER 14, 2012
 WOODCOUNTY AIRPORT,
 PARKERSBURG, WEST VIRGINIA

WINGS OVER HOUSTON
AIRSHOW
 OCTOBER 27-28, 2012
 ELLINGTON AIRPORT



MOODY AIR FORCE BASE
OPEN HOUSE
 featuring the USAF Thunderbirds
 Oct. 27 - 28
 Legacy of Liberty 2012


Wings Over Homestead
 November 3 & 4, 2012



EMBRY-RIDDLE AERONAUTICAL UNIVERSITY'S
WINGS and WAVES
AIR SHOW
 October 13 & 14, 2012

Los Alamitos Army Airfield 11200 Lexington Dr. Los Alamitos, CA 90720 Sunday, October 28th, 2012 9:00 am to 4:00 pm
 Joint Forces Training Base • Los Alamitos • CA
 Los Alamitos Chamber of Commerce presents
WINGS WHEELS ROTORS & Expo
 OCT. 28th 2012







AIR SHOW NEWS - 2



Witham Field
Stuart, Fla
Nov 10 & 11
2012



OCTOBER 6-7, 2012

Be part of the Action at AIRSHO Volunteer!
 THE BEST WARBIRO SHOW IN AMERICA
AIRSHO
 PRESENTED BY WNB
OCTOBER 13-14, 2012
 Interested in volunteering? Please call (432) 568-1000, ext. 2263 or Click here for more information



 Saturday November 3, 2012

November
 2 & 3, 2012
Blue Angel Homecoming Air Show




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

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

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

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

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

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

Airport Information Quick List

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

FAX 386/761-7808

AFTER 1700386/756-6125 (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



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".



ONCE SUMMER OFFICIALLY starts in June Spruce Creek gets pretty quiet. The Snowbirds have long since flown North, some hangars are empty and the tie-downs sparsely populated. But the fun still goes on, particularly for the Gaggle Flight members.

As you will see on the following pages, there was a Wings & Wheels Cruisin' show at Spruce Creek in May. This was primarily for residents

and was well supported. We did not have space for this feature in our last issue, so enjoy it now.

In July, Piper Aircraft, which is celebrating its 75th anniversary this year, brought along a few of its aircraft as a sales drive.

The end of July sees planes leaving for AirVenture, at Oshkosh. There's also a contingent who regularly leave a day or two earlier to fly in the AirVenture Cup air

race. This year the start was at Mitchell, SD and of course the finish to at Oshkosh.

Congratulations to Spruce Creek's Flying Vet, Tony Crawford for 1st place in the Sport Class, and 3rd place overall at a speed of 321.48 mph.

Picture right, taken by Brenda Crawford, shows Tony racing at Reno in 2010.





SPRUCE CREEK FLY-IN
THE WORLD'S GREATEST AVIATION COMMUNITY



As mentioned previously, Piper Aircraft's local distributor brought along two aircraft to Spruce Creek in July - partly to celebrate Piper's 75th anniversary year, and partly as a sales promotion.

The turbine Piper Meridian clearly promoted Piper's anniversary year, and was nicely decked out inside too.

Also along as support, was a Gibbs Airvan GA8 - photo lowe left. This was a complete contrast to the luxurious Meridian.

Photos by Gary Rosier





SPRUCE CREEK FLY-IN
THE WORLD'S GREATEST AVIATION COMMUNITY



Congratulations to three Spruce Creek residents for their success winning Kit Champion Bronze Lindy's at AirVenture 2012.

Scott Roth, pictured top left (photo by Gary Rosier shot at Spruce Creek) was successful with his 2012 F1 Rocket, N910SH.

Darrell Lowrance (of Plano Texas and Spruce Creek) pictured lower center (photo by Jim 'Flybum' Pratt at AirVenture) won a Lindy with his 2012 Swearingen SX-300, N16SX



Finally, Spruce Creek's very own AME, Bob Kurrle, who built his Van's RV-7 in the hangar which doubles as his surgery - where the plane certainly makes an interesting backdrop while you are waiting for your medical - crowned off his earlier success at Sun 'n Fun with a Kit Champion Bronze Lndy at AirVenture 2012. Bob flies his airplane from the right seat and the picture top right shows him landing at Spruce Creek (photo by Gary Rosier).

Well done to you all.



NEWS FROM THE BARN

SPRUCE CREEK FLY-IN
THE WORLD'S GREATEST AVIATION COMMUNITY



WINGS & WHEELS CRUISIN'

All Photos: Steve Wood

Greg Rhyne's Corvette Sting Ray



SPRUCE CREEK FLY-IN hosted a Cruisin' meet on May 26, 2012.

Our North America Editor Steve Wood was there. Here's his report:

It was certainly not a massive event as it was intended for Spruce Creek residents and their friends. But still there was a large turnout on a bright and windy day, with some wonderful machines present.

With it being Spruce Creek Fly-in some of the residents had brought along a plane or a vehicle, or both. Orval Fairbairn was there with two very rare machines. His 1948 Johnson Rocket aircraft

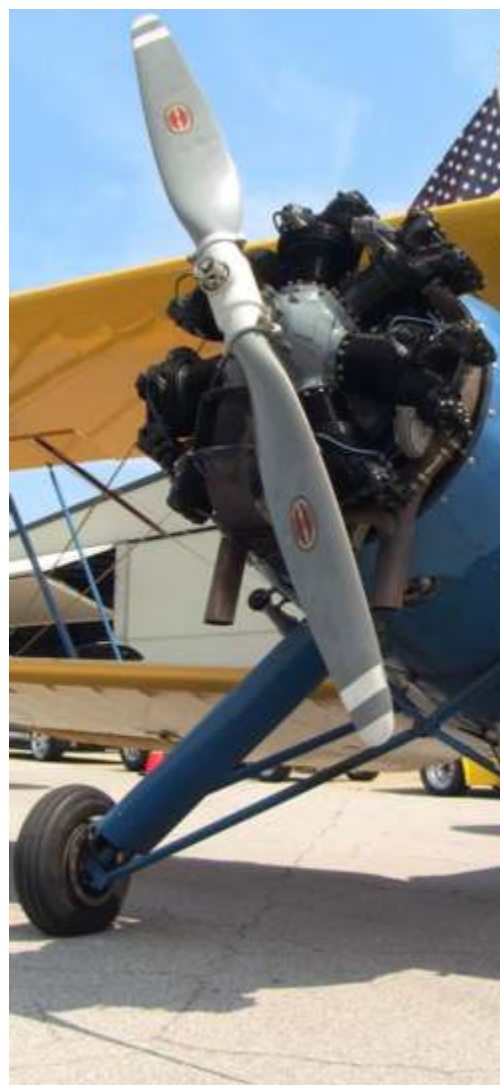
and a pre-production 1967 Porsche 911 S Targa, Dr Ferry Porsche's own car. Keith Phillips brought along his Pitts Model 12 plane and a John Deere tractor. Pics of these and much more on the following 10 pages.

Greg Rhyne from Maine and Spruce Creek, came along late with his classic and original Corvette Sting Ray (photos this page). My fault actually as he'd been out flying with me to South Florida. On the way back into Spruce Creek our flight of 5 flew a 'smoke on' fly-past over the event when it was well underway. As a result Greg's car did not get as good a display location as it deserved.





Above - some of the many cars on show. Below left is Lenny Ohlsson's Waco. Photo top center is Keith Phillip's John Deere tractor, and far left is Keith's Pitts Model 12 bi-plane.



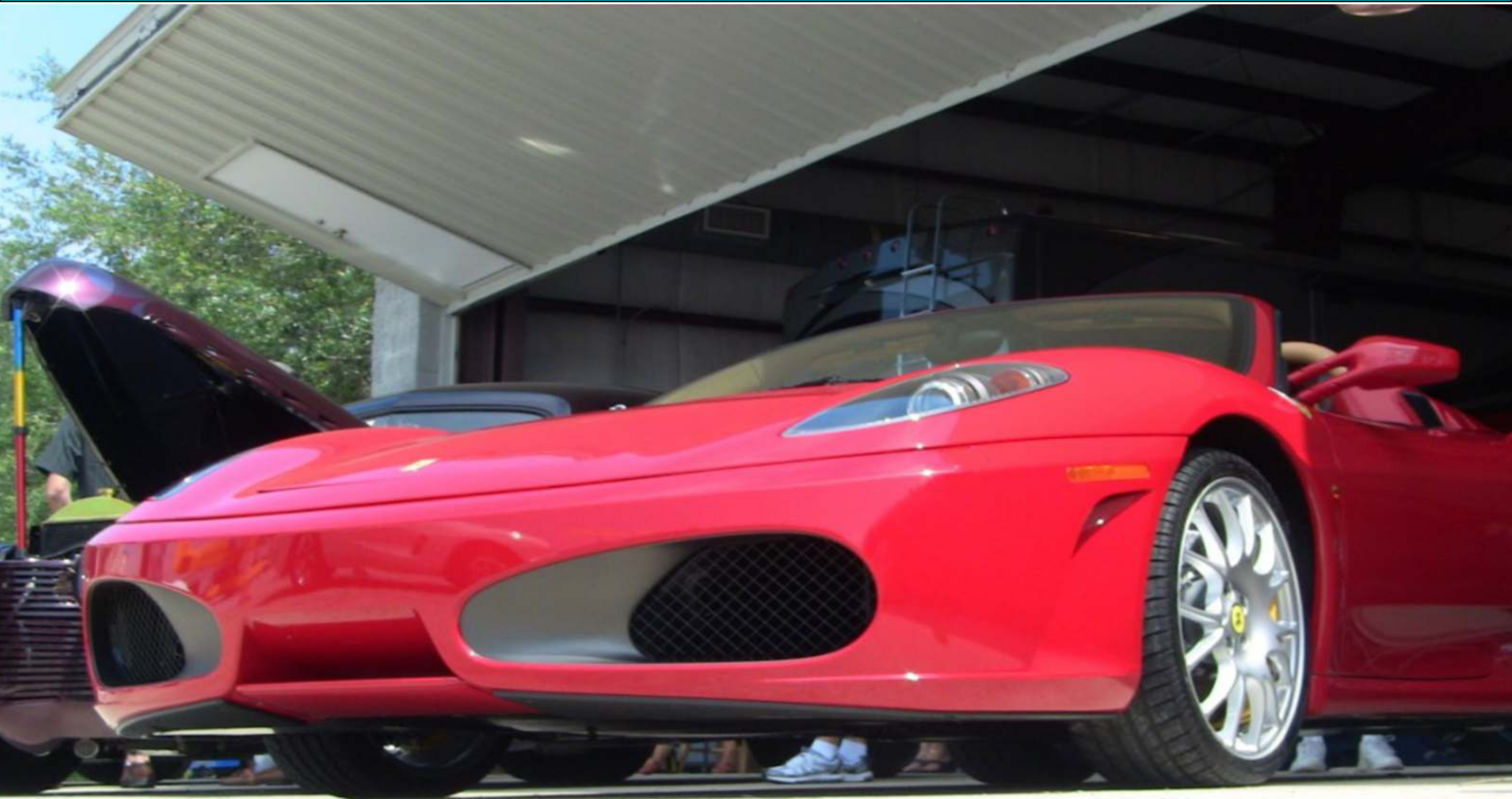
Orval Fairbairn, (left), and his Johnson Rocket (right), and his Porsche 911S Targa - above and below





















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' photo 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@speedity 'Adventure of Flight' will be a regular feature so don't forget to send

in your photos and remember to *spread the word*.

Remember, this is an opportunity for the world to see *YOUR* special airplane.

Don't be shy, send in your photo *NOW!*

is 115 kts and VNE is 140 kts. The rate of roll is 180 degrees per second - so watch out when you take photos. If your knee hits the stick inadvertently you can change orientation instantaneously.

I have had immense pleasure building the Cricri, plans for which are still available from Monsieur Colombar - but he will not sell to residents of North America! Some bad blood over a vexatious

legal claim against him a few decades ago.

There are more details on this constructors web site

<http://www.cricri.zoomshare.com/>

Building and Flying the Cricri, by Wayne Butt

Having completed one of two French designed Cricri's in New Zealand two years ago I now feel competent to describe the process and some of the flight characteristics of this miniscule twin engine microlight. At airshows I am often asked why build such an impractical aircraft? If you are like me you have a passion for building designs that are challenging, non standard, quirky and unique. The Cricri has all these features. Designed in the 1960's by Michel Colombar of Paris, it is still the lightest twin engine aircraft in the world - weighing 180 lbs empty and 390 lbs at MAUW. Despite the weight limitations it is fully aerobatic, has full span flaps, a steerable nose wheel, hydraulic brakes, and can put to bed in its

trailer in around 15 minutes. However, building a Cricri is an exercise in precision and lightness. Even the canopy hinges and latches are fabricated from scratch.

It all takes time - maybe 1500 hrs.

The result has been an aircraft that catches the eye anywhere, and is an exhilaration to fly. While not difficult to control in the air for an experienced pilot, the noise level is extremely high and maintaining the engines in synchrony requires juggling of the throttles throughout the flight. A 30m minute flight seems a long time, so the meagre 23 litre fuel tank that sits under the knees (forget about a fire extinguisher!) is rarely filled to the top.

For the pilots, takeoff roll is around 300 ft. Climbout yields 1300 ft/min at 70 kts. Max full power speed



Photo from Wayne Butt's website

Adventure of Flight



Sonex N754TA, based out of Dallas, TX (52F), took 2.5 years to build and first flew in September 2009. This first build went smoothly largely due to the quality of the kit and the support from Sonex.

She qualifies as a Light Sport Aircraft and has excellent low speed handling qualities and is aerobatic in positive G.

The plane is powered by a Jabiru 3300 120 HP six cylinder aircraft engine cruises at 165 mph at altitude and burns less than 6 gph. Fuel capacity limits range to about 375 miles. Other equipment includes a Stratomaster Enigma EFIS with magnetic compass, artificial horizon and moving Map GPS, Trio Avionics autopilot with altitude hold. LED landing and position lighting, XCOM radio and Becker transponder.

This two seater has dual sticks and center controls.

This was my first build and my first plane. I would recommend the Sonex as a first build or a first plane.

Bob Carson



Photo Montage by Tim Carson

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 special registration to noseart@speedi.tv - and don't forget, spread the word.



NOSE ART & NUMBERS



NOSE ART & NUMBERS



Interesting *Nose Art* on this L-29 Delphin flying at the Reno Air Races in 2010.

Photo by Brenda Crawford

GONE CRUISIN'

Gary's Hot Rods & Cruisers



Welcome to Gone Cruisin', our regular feature on the cruisin' scene brought to you by Gary Rosier. Primarily from in and around Central Florida, but we'll be including interesting events around the USA.

More pics from Gary at <http://www.carsplaneslandscapes.com/>











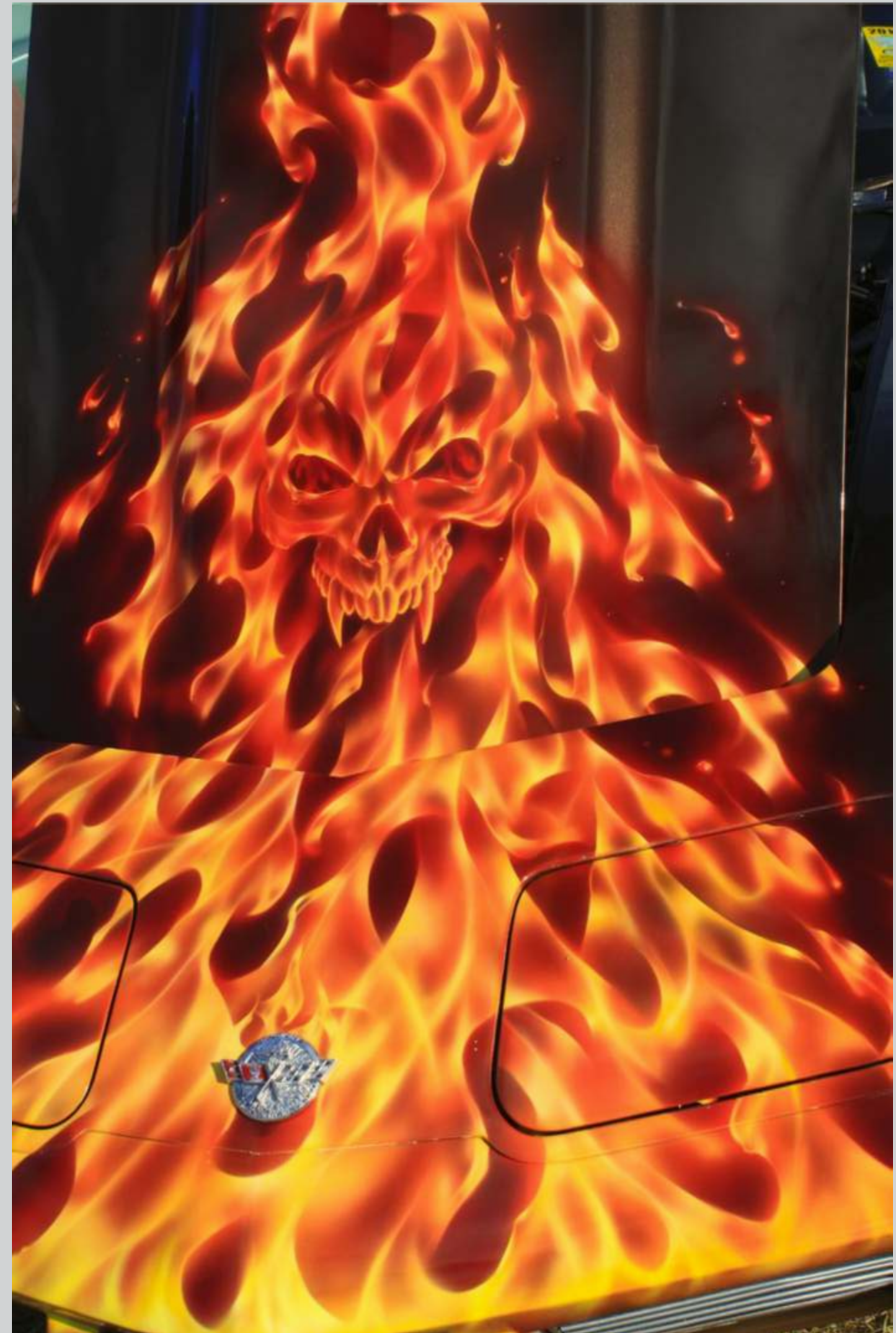














\$2.3 million Raised for the Experimental Aircraft Association's Young Eagles Program:

A dinner and auction honoring America's greatest generation raised \$2.3 million for the Experimental Aircraft Association's Young Eagles program. The annual Gathering of

door sills. The 624-horsepower supercharged Mustang includes a racing suspension. The splitter, an aerodynamic fairing underneath the car, was signed by members of the Tuskegee Airmen as well as George Lucas, creator of the Red Tails movie released earlier this year. The entire movie cast also signed the splitter.



EAA Photo

Eagles auction featured dozens of items sold during a silent auction and 14 sold during a live auction at the dinner, which included some 1,000 guests. The gala gathering was hosted by EAA President Rod Hightower, with frequent appearances by aviation legends, including R.A. "Bob" Hoover, Sean D. Tucker, Mike Goulian, and Young Eagles co-chairmen and Miracle on the Hudson pilots Chesley "Sully" Sullenberger and Jeff Skiles.

The highlight of the auction was a custom-built Ford Mustang themed about the Tuskegee Airmen, who flew P-51 Mustang fighters. The slate-colored car includes badging from the airmen's 332nd Fighter Group and Tuskegee Red Tail logos throughout, including embroidered into the seats and etched into the

The car sold for \$370,000.

London, Friday 3rd August 2012. Ferrari North Europe now has over 1000 cars registered to break the Guinness World Record for the Largest Parade of Ferrari Cars at

18:00 on Saturday 15th September during Ferrari Racing Days at Silverstone Circuit.

Ferrari North Europe previously set the record with an astonishing 385 cars on the Silverstone Circuit at the Ferrari Racing Days in 2007, but this was later increased to 490 cars. Even though over 600 cars had registered in the first month when the attempt was announced, Ferrari North Europe has always had the ambition to set a Guinness World Record with 1000 cars. Registrations remain open as it is anticipated that the recently extended Silverstone Grand Prix circuit can accommodate more than 1000 cars on track.

This outstanding interest is thanks to the support from the Ferrari Owners Club and Ferrari enthusiasts all over the UK and abroad and will create what promises to a memorable spectacle – Silverstone turned Rosso Corsa. In addition, Ferrari will be donating £5 for every car entered into the world record attempt to BEN, the automotive industry's own charity (www.ben.org.uk).



BMW R7 Motorcycle Wins Best-in-Class at Pebble Beach Concours

One-of-a-kind art deco concept from 1930s honored at world's most prestigious concours d'elegance

Woodcliff Lake, NJ – August 20, 2012... The BMW R7 motorcycle won best-in-class in the Motorcycle class at the 2012 Pebble Beach Concours d'Elegance. The award was received by Karl Baumer, Head of BMW Group Classic.

"The BMW R7 is one of the most extraordinary motorcycles in our collection," noted Baumer upon

receiving the award. "We are delighted that the effort to bring the BMW R7 to the Pebble Beach Concours was rewarded with Best in Class for Motorcycles."

The 2012 Pebble Beach Concours d'Elegance featured motorcycles from Germany. On the cusp of its 90th year of motorcycle production it was only natural that BMW would feature prominently.

The BMW R7 motorcycle was created in 1934 at the height of the art deco movement which heavily influenced its design. It was created as a concept but never put into production making this R7 the only one of its kind in the world.

It had not been seen for nearly 70 years

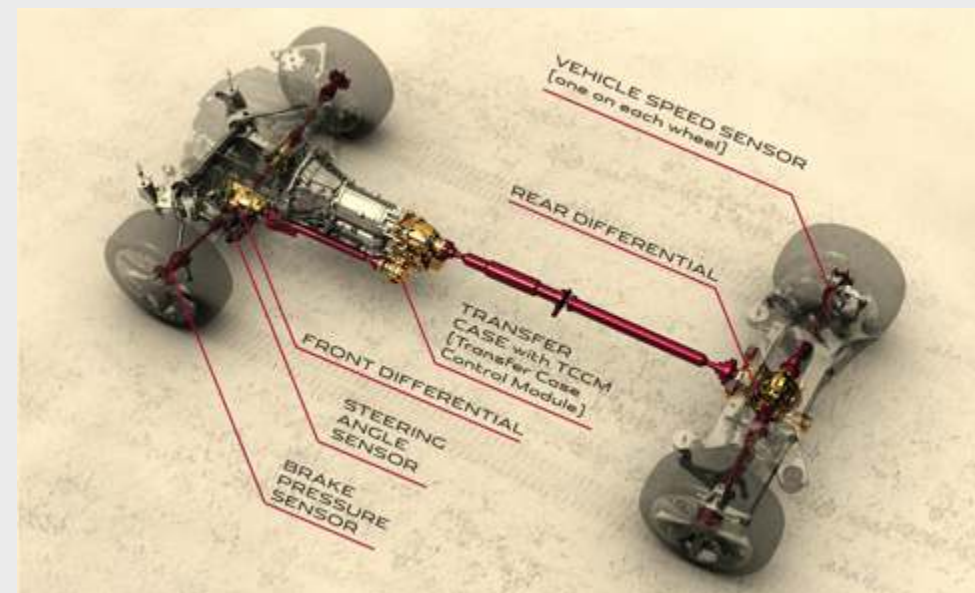
when it was discovered in 2005 whereupon it was painstakingly restored by BMW Group Classic. It is now a part of BMW Group Classic's extensive collection of significant BMW cars and motorcycles.



AUGUST 2012 - JAGUAR ANNOUNCES ALL-WHEEL DRIVE FOR XF AND XJ MODELS

Jaguar today announces that it is introducing All-Wheel Drive to the 2013 Model Year XF and XJ ranges. In recognition of the AWD models' arrival, winter was specially 'transported' to New York; media and celebrities being invited to escape the summer heat at an exclusive unveiling in a snow-dome constructed in Manhattan. The AWD XF and XJ will be powered exclusively by Jaguar's new 3.0-litre V6 Supercharged petrol engine in 340PS form, and will offer optimised traction in all grip conditions. The AWD models will be available in selected markets including North America, Russia, China and Continental Europe.

Ian Hoban, Vehicle Line Director, Jaguar, said: "Our All-Wheel Drive system preserves all the dynamic qualities of our rear-wheel drive Jaguar saloons in terms of handling, steering quality and ride refinement while adding a new



depth of ability in low-grip conditions. The system delivers all the traction benefits you would expect, but the AWD XF and XJ are still very rewarding cars to drive - which was exactly our intention."

At-a-glance

Jaguar is introducing a new All-Wheel Drive (AWD) system to its 2013 Model Year XF and XJ saloon cars for selected markets*.

The AWD system is powered exclusively by Jaguar's new 3.0-litre

V6 supercharged petrol engine in 340PS form driving through an eight-speed automatic transmission and featuring Stop/Start technology.

Jaguar AWD operates 'intelligently', continuously monitoring grip levels and driver inputs to both pre-empt and react to wheel-slip, enabling maximum traction in all conditions.

Feed-forward torque distribution allows the system to actively anticipate wheel slippage and prevent it occurring, therefore providing greater driver confidence and vehicle stability in low-grip scenarios. Torque split can be up to 50:50 front/rear.

At speed in normal grip conditions the AWD system delivers drive predominantly to the rear wheels, thus providing the dynamic driving experience all Jaguars are renowned for, while maximising powertrain efficiency.

Suspension and steering systems have also been reengineered in order for the AWD XF and XJ to match their rear-wheel drive counterparts' acclaimed driving dynamics.



(Crewe, England. 22 August 2012). Bentley is releasing full technical details of its exciting new 205 mph (330 km/h) all-wheel drive performance flagship ahead of its official international show debut at the Moscow Motor Show on 29 August. The new Continental GT Speed is the fastest road-car Bentley has ever produced and orders are being taken now, with deliveries scheduled to start in October 2012.

Powered by Bentley's iconic 6-litre twin-turbo W12 engine, the GT Speed develops 625 PS (616 bhp) at 6000 rev/min – up 50 PS versus the standard Continental GT - with 800 Nm (590 lb.ft) of torque available from 2000 to 5000 rev/min (up 100 Nm) for instantly accessible high performance. Coupled with a new ZF eight-speed close-ratio automatic transmission and state-of-the-art engine management software, the GT Speed despatches the zero-to-sixty sprint in 4.0 seconds (0-100 km/h in 4.2s), reaching 100 mph (160 km/h) from a standing start in just 9.0 seconds. In-gear acceleration is equally breath-taking.

In the Bentley Speed tradition, outstanding performance is matched by an enhanced chassis with up-rated springs, anti-roll bars and bushes, a lowered ride height (by 10mm front and rear) together with re-tuning of the electronically controlled damping and steering systems.

However, this newest, most powerful addition to the Continental stable still displays the refinement and suppleness that makes a Bentley unique. Even the exhaust note, deeper and more exhilarating under hard acceleration, remains civilised and refined during high-speed cruising.



Its all-wheel-drive system, biased 60:40 in favour of the rear, offers reassuring stability and the potential to access the prodigious performance all year round in virtually any weather conditions or road surface.

Subtle signature design cues distinguish the GT Speed from its stable-mates, including exclusive 21-inch, ten-spoke alloy wheels, dark-tint matrix to the radiator shell and lower bumper grilles and 'rifled' exhaust tailpipes. Inside the handcrafted cabin, the Speed models are specified exclusively with the Mulliner Driving Specification, featuring quilted, perforated leather and bright metal detailing plus a broader choice of optional technical finishes. This now includes the exclusive-to-Speed dark tint aluminium as well as carbon fibre. The result is a highly distinctive,

contemporary, sporting, luxury coupe.

The 575 PS (567 bhp) W12 powertrain of the Continental GT coupe and GTC convertible models also benefits from enhancements made to the more powerful GT Speed. In addition to the new engine management system and eight-speed transmission, all W12 engines now feature an energy recuperation system. Together, these deliver a



12% improvement in fuel economy and CO2 emissions across the GT W12 range and a 10% improvement for the GTC W12.

Porsche Sport Driving School USA Announces Course Schedule

Definitely not for the faint of heart, the Porsche Sport Driving School offers to all who dare to rise to the challenge, the opportunity to live their automotive fantasy. You will pilot the latest Porsche models; Carrera S, Boxster, Cayman R, Panamera Turbo and Cayenne S and experience the incomparable Porsche 911 Turbo.

Below is the schedule for January to March of 2013.

January

January 12 – 13, Saturday - Sunday: Performance
January 25, Friday: Precision
January 26 – 27, Saturday - Sunday: Performance

February

February 9 – 10, Saturday - Sunday: Performance
February 22, Friday: Precision
February 23 – 24, Saturday - Sunday: Performance

March

March 6 – 7, Wednesday - Thursday: Performance
March 8, Friday: Precision
March 14 – 15, Thursday - Friday: Performance



March 16 – 17, Saturday - Sunday: Masters
March 20 – 22, Wednesday - Thursday: Masters Plus
March 27 – 28, Wednesday - Thursday: GT3 Cup Experience

PSDS offers the best instructors in the business-

We believe our staff of 40 instructors, are the most qualified, patient and knowledgeable in the business. Learn skills from past and current champions who have experience in all aspects of the sport. All of our instructors are top professional drivers who are certified by Porsche and who earn

their living in this business, no part-timers here!

The best track facility in North America-

Barber Motorsports Park is beautifully landscaped and often referred to as the Augusta of racetracks, but more importantly the circuit is exciting and challenging. With 2.38 miles, 16 turns and over 80 feet of elevation changes, its demands will keep your attention and make you a great driver. The Barber Vintage Museum, located at the circuit, is a world class facility with over 1000 vehicles on display.

A fleet of over 40 new Porsche vehicles-

As the only Official Porsche driving school in North America, PSDS offers you the opportunity to experience all of the current models available. Learn more about your current Porsche or experience the capability of these incredible machines in the ultimate test drive.



One-of-a-Kind 850-Horsepower 2013 Ford Shelby GT500 Cobra Created as a Tribute to Carroll Shelby

"Friends of Carroll Shelby" builds a one-of-a-kind 2013 Shelby GT500 Cobra to commemorate the late Carroll Shelby

In honor of the 50th anniversary of the Shelby Cobra, the new GT500 Cobra sports an 850-horsepower Ford Racing supercharged V8, Shelby American wide-body kit, and is finished in Cobra historical Guardsman Blue/Wimbledon White stripe paint

MONTEREY, Calif., Aug. 17, 2012

– Friends of Carroll Shelby, including Ford Motor Company, Shelby American, Ford Racing and many others have built a unique 2013 Shelby GT500 Cobra as a tribute to the late Carroll Shelby.

Ford is also announcing a renamed road at its Product Development Center in Dearborn, Mich., as a tribute to Shelby as well. Cobra has been the consistent performance label as Shelby worked with Ford for most of the last 60 years, and Shelby was instrumental in the creation of Ford performance vehicles including Cobras, the GT40 and Mustangs since the mid-1960s.

2013 Shelby GT500 Cobra

The unique tribute car was unveiled by Ford Motor Company board member Edsel Ford II, Ford's group vice president for sales and marketing Jim Farley, and Shelby American president John

Luft at the Rolex Monterey Motorsports Reunion where Cobra is the marque of show for 2012.

"Even at 89 years of age, Carroll was an inspiration to us all," says Farley. "This year marks the 50th anniversary of the original Shelby Cobra. The one-off car we have created represents the very idea he had about making the 2013 Shelby GT500 into a true Cobra."

Using the 662-horsepower 2013 Shelby GT500 as a foundation, "Friends of Carroll" created the one-of-a-kind 2013 Shelby GT500 Cobra wide-body Mustang that now generates more than 850 horsepower with the help of a Ford Racing 4.0-liter Whipple supercharger.

Putting that much power to the ground requires plenty of traction, so the 13-inch-wide rear wheels are wrapped in massive 345-section



American provided a specially designed hood, new rear wide-body kit, Shelby Wilwood brakes and new 20x13-inch rear and 20x10-inch front wheels. The bodywork is finished in the same Guardsman Blue with Wimbledon White stripes that graced so many of the Cobra roadsters built in the 1960s.

"Carroll Shelby changed the performance world forever," says Luft. "And while he was proud of Shelby American's achievements, Carroll was far more interested in the next car we would build. You will find the spirit and influence of Carroll Shelby in every future vehicle we build just as you'll find it in the rear wide-body kit and hood integrated into the 2013 Shelby GT500 Cobra."

"You might also know that Carroll was a philanthropist, noted for supporting causes that moved him," adds Farley. "In that spirit, this car will be taken on tour around the country, and hopefully will be used in a special way at the end of its tour – a way Carroll would appreciate."

Before the 2013 Shelby GT500 Cobra hits the road, it will be shown at the Ford display in the expo area at the Rolex Monterey Motorsports Reunion.



high-performance tires for extra grip.

Ford Motor Company teamed up with Shelby American for several key components on the Carroll Shelby tribute car. Shelby

Thrilla in Marilla



A GREAT TURNOUT THAT shut down a small WNY town all day! Cars were parked along country roads for miles!

There were 1,100 registered vehicles, 2,000+ motorcycles rode in, and over 25,000 spectators!

Link to [official website](#) and [Youtube video](#).

THIS IS what a car show / cruise-in SHOULD BE!

Benefited [Mercy Flight](#) too, a great cause and the whole town got behind it!

Our correspondent, Gary Rosier, was there. Enjoy his pics! >>

All Photos for This Feature: Gary Rosier















Marrilla is situated about 20 miles east of Buffalo, NY. Normally a sleepy little town, it really came alive for the *Thrilla In Marilla* Car & Bike Meet.

Celebrity guests included: BOBBY

ALLISON..."The Legend". Named 4th in NASCAR Drivers of the century. BYRON CHERRY..."Coy Duke" from "Dukes of Hazzard". LOU SANTIAGO... Host of TV's "Car Fix" and one of the country's Top

Five Best Car Builders & Master Fabricators. DIANE SOX... proud wife of the late great Five Time World Champion Drag Racer Ronnie Sox.

All for a very good cause - [Mercy Flight](#)



Porsche Perfection



All Photos for this Feature: Porsche



The classic Porsche racer
911 GT3 RSR
at the
12 Hours of Sebring 2012

THE PORSCHE 911 is an iconic marque. Ahead of its time when introduced in 1964, the rear-engine 911 has evolved over three decades to when Porsche introduced a completely new 911 Carrera for 1999. The lineage includes 911 S (1967), the 911 Turbo (1974 [1976 in the U.S.]), the first 911 Cabriolet (1983) and the first all-wheel drive 911 Carrera 4 (1990).

Of course Porsche will be remembered for its string of outright wins at the classic 24 hr race at Le Mans, France. These started with the 917K, and went through the 935, 936, 956 and 962 models.

Finally it was the turn, in 1998, of the 911 GT1-98 which, despite being slower than the Toyota or the Mercedes, fulfilled Porsche's slim

hopes of winning, taking both first and second place overall. Thanks to reliability, this gave Porsche its record-breaking 16th overall win at Le Mans, more than any other manufacturer in history.

Not that the 911 GT1-98 had much to do with the regular 911 range. It was very much a specialist racer. Only the headlamps had any resemblance to the stock 911 of the time. After this, perhaps unexpected, 16th win at Le Mans Porsche withdrew from factory racing at Le Mans.

In *Porsche Perfection* we are looking at the latest 911 range, and more specifically the latest racing 911's, including the hybrid version - the 911 GT3-R Hybrid.

Of course, the Porsche racing tradition started back in 1951 with the model 356 Light Metal



Coupé. But the Porsche brand goes back even further, to 1948 when on 8th June 1948, a two-seater sports car based on VW parts, the Porsche Nr. 1, the 356 Roadster was introduced to the world. It was first automobile bearing the Porsche name.

But we are not looking at the racing history, we are looking at the present.

We have some spectacular 911 racing photos direct from Porsche for your viewing pleasure. So sit back, relax and enjoy the high speed ride:



The Porsche 911 GT3 RSR (Type 997) is ready to race.

The top model of Porsche Motorsport's Customer Racing Vehicles has had extensive modifications for the 2012 season. Particularly striking at first glance are the changes to the body: the width of the new GT3 RSR has grown by 48 millimetres. Built to conform to the A.C.O. "LM" GTE regulations, this 911 represents the crowning pinnacle of a range of successful customer sport race cars that are based on the 997 type 911 GT3 RS street sports car.

More on the next page >>



Powering the 2012 model 911 GT3 RSR is a particularly efficient six-cylinder boxer engine with a four-litre capacity. With a mandatory air-restrictor, it generates 460 hp (338 kW) and drives the 310 millimetre wide rear wheels. The diameter of the front wheels has increased by 30 mm to now measure 680 millimetres. The Porsche sequential six-speed gearbox is operated via paddle shifts on the steering wheel.

The nose and rear panels are adapted to the flared front and rear wheel arches, as are the door sill and the wheel arch coverings.

The aerodynamic concept is complemented by a new ducting of the

intake air. Openings in the rear side sections, as known from the turbo variants of the Porsche 911, replace the air scoop on the engine hood, which is very similar to the 911 GT2 RS street sports car.

The 911 GT3 RSR was designed to be raced at the Le Mans 24 Hours, the FIA World Endurance Championship, the Le Mans Series, the American Le Mans Series as well as the International GT Open and in other series and races.

The new Porsche 911 GT3 RSR has been delivered to customer squads around the world from January 2012. The selling price was around \$600,000, plus tax of the respective countries.



More powerful still than the 911 GT3 RSR, the Porsche 911 GT3 R is extremely popular for its forgiving handling and basic speed. And it was

exactly in this direction that the improvements for the 2012 model year were targeted. The engine output was increased by 20 hp to now

deliver 500 hp (368 kW).

Paddle-shifts on the steering wheel ensure gear changes are even quicker and simpler,

making it easier for pilots to concentrate on braking.

The 1,200 kg lightweight 911 GT3 R is based on the

Porsche 911 GT3 Cup (Type 997) for one-make Cup racing. Thanks to a 0.2-litre increase in engine capacity, the 2012 model GT3 R delivers

50 hp more than its Cup relatives. Both race vehicles are based on the extra-wide body of the street-legal 911 GT3 RS



The 2012-spec Porsche 911 GT3 Cup is based on the lightweight 911 GT3 RS (997) street sports car. The power unit is largely identical to the production engine of the 911 GT3 RS with the same output of 450 bhp and the same maximum engine speed of 8,500 rpm. A race exhaust system with a controlled catalytic converter keeps emissions to a minimum.

The vehicle cannot be approved for road use. It's the most successful race car on earth: The Porsche 911 GT3 Cup.

With over 2,200 units sold, it is the undisputed number one amongst customer racing teams all over the world. The 2012 911 GT3 Cup features a 100-litre FT3 safety fuel tank, filled via an opening in the front hood and, according to Porsche, the new tank contributes to a further improvement in safety standards.

The flared wheel arches at the front axle accommodate light alloy rims measuring 9.5Jx18 with 25/64-18 Michelin race tyres. The light alloy rims at the rear measure 12Jx18 with 30/68-18 tyres.

Depending on the type of racing, the new 911 GT3 Cup features different rim specifications.

The blade-type anti-roll bars at the front and rear are adjustable in seven positions allowing an extremely precise set-up for each race track. Exclusive to the Porsche Mobil 1 Supercup, which runs as support to Formula 1, is the PCCB Porsche Ceramic Composite Brake. This is also available for Porsche's road models. Compared to the composite cast brakes in the Carrera Cup cars and the GT3 Cup Challenge cars, PCCB reduces the weight of the car by around 20 kilograms.





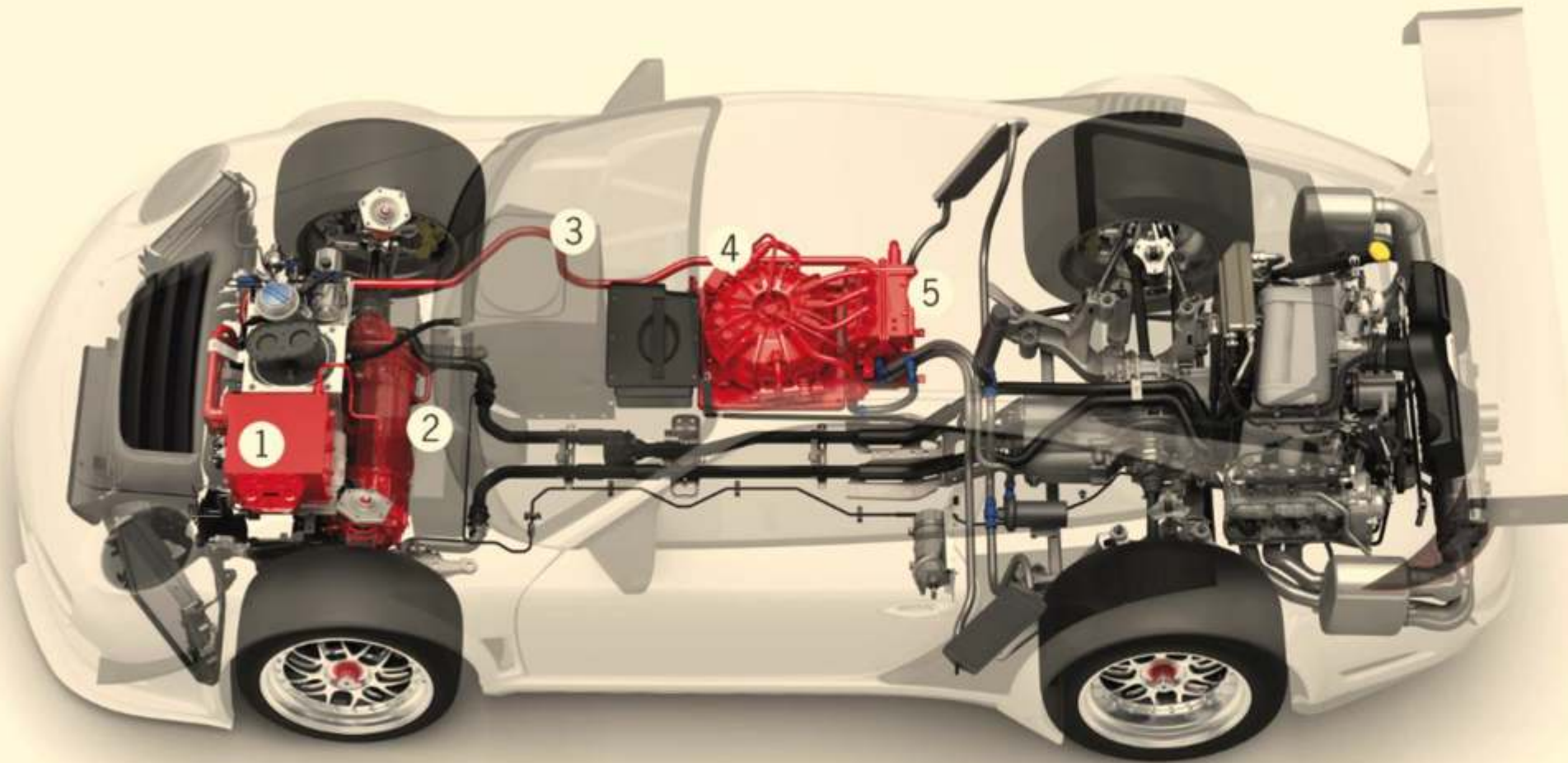
The 911 GT3 R Hybrid

This Porsche 911 GT3 R, with its innovative hybrid drive, opened up a new chapter in the history of Porsche which has had more than 20,000 wins in 45 years of racing.

More about this revolutionary race car on the next 3 pages >>



Porsche 911 GT3 R Hybrid



1. Power electronics
2. Portal shaft with two electric motors
3. High-voltage cable
4. Electrical flywheel battery
5. Power electronics



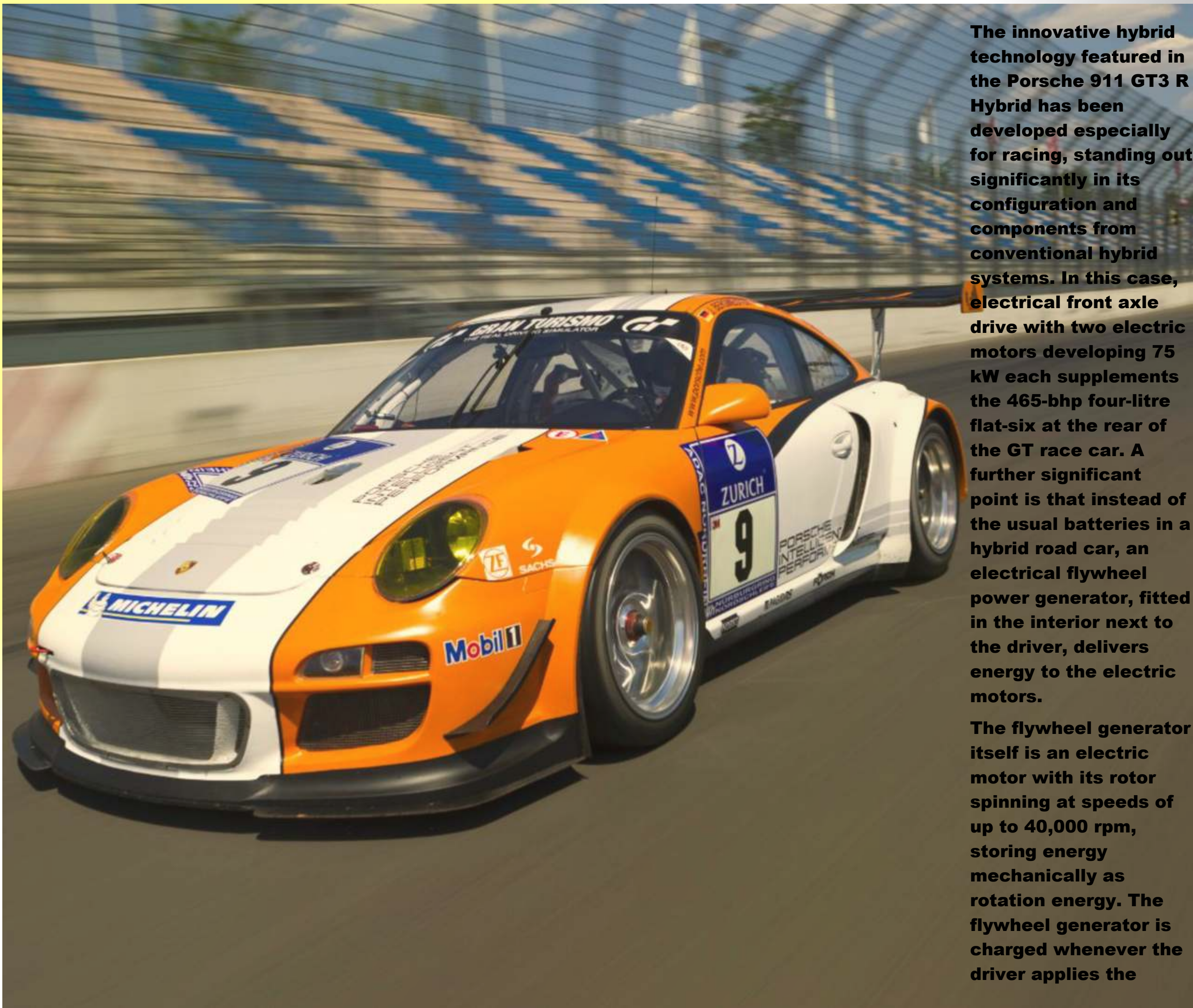
The concept of the Porsche 911 GT3 R Hybrid is simple. Utilize energy produced during braking to drive a flywheel which in turn produces electricity to drive 2 electric motors in the front wheels.

Photo above shows the concept.

Photo left shows the flywheel generator.

Photo right shows the complex steering wheel controls.





The innovative hybrid technology featured in the Porsche 911 GT3 R Hybrid has been developed especially for racing, standing out significantly in its configuration and components from conventional hybrid systems. In this case, electrical front axle drive with two electric motors developing 75 kW each supplements the 465-bhp four-litre flat-six at the rear of the GT race car. A further significant point is that instead of the usual batteries in a hybrid road car, an electrical flywheel power generator, fitted in the interior next to the driver, delivers energy to the electric motors.

The flywheel generator itself is an electric motor with its rotor spinning at speeds of up to 40,000 rpm, storing energy mechanically as rotation energy. The flywheel generator is charged whenever the driver applies the

brakes, with the two electric motors reversing their function on the front axle and acting as generators. Then, whenever necessary, the driver is able to call up extra energy from the charged flywheel generator. The flywheel being slowed down electromagnetically in the generator mode and thus supplying up to 150 kW to the two electric motors at the front from its kinetic energy. This additional power is available to the driver after each charge process for approximately 6 - 8 seconds.

Energy formerly converted – and thus wasted – into heat upon every application of the brakes, is now highly efficiently converted into additional drive power. Depending on racing conditions, hybrid drive is used in this case not only for extra power, but also to save fuel.



Racing photos from the 2012 Long Beach '45 race.
Note the 'clock' graphics on the photo bottom left.



Mobil 1



The Pack at the 12 Hrs of Sebring, 2012



Photos Top & Bottom
Left - The Grand Prix
of Miami, 2012



PORSCHE

***More motorsport news & photos from
Daytona Beach, Speed City USA.***

2012 saw the 50th anniversary of the Daytona 24hr race, now known as the Rolex 24. A Porsche 911 was the safety car.

In keeping with the Porsche theme of this issue, there's more Porsche photos from the Rolex 24hr on the following pages.



Photos for this Feature: Porsche, unless otherwise notated









**The Goodyear Blimp often watches over
the Rolex 24hr. during the day of course.**



**The Goodyear Blimp was at Dayton again in July
for the Coke Zero 400 Sprint Cup Race.**



Photo: Gary Rosier

A massive B-52 arrived at Daytona ready for a fly-by for the Coke Zero 400 Sprint Cup Race.

Photos: Gary Rosier



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Reno Air Races are GO!