

Speedi

Wings & Wheels

www.speedi.tv

August / September 2013

Issue No: 9

News

Events

Features

Show Reports

Reviews



AIRVENTURE PART 2



HOT RODS ON THE HILL




BARN FIND

2013

AIRVENTURE

O S H K O S H



Best viewed
as Full Size
Single Page

120 Pages of Action



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Magazine

THIS MONTH: AirVenture 2013 (Double Feature) Hot Rods on the Hill Barn Find and Much More

Photo: NASA - Dwarf Galaxy
Caught Ramming Into a Large
Spiral Galaxy

NASA's Chandra X-ray
Observatory revealed a
spectacular sight in a galaxy
about 60 million light years
from Earth.

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

Editorial

Welcome to the August / September 2013 issue of *Speedi Wings & Wheels*.

Take a look at our 'Content's page to find out more about what's in this issue. The magazine is published bi-monthly during the last week of February, April, June, August, October and December. Follow *SpeediTV* on Twitter to keep up to date when future issues are published.



In this issue we report on AirVenture 2013 in a special double feature. Plus much more . . .

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

Blue Sky's and Safe Flying.

The Speedi Team

Photo: Boeing

First Boeing 787-9 Dreamliner Features New Boeing Livery

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

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8+ AirVenture 2013 - 44 pages!

Speedi

Wings & Wheels

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Photo: Gary Rosier



Photo: Gary Rosier



Photo: Gary Rosier

Vehicle Assembly Building at Kennedy Space Center

Happy 50th

The Vehicle Assembly Building (VAB) at NASA's Kennedy Space Center celebrates its 50th anniversary in August. After serving through the Apollo and Space Shuttle Programs, the mammoth structure now is undergoing renovations to accommodate future launch vehicles and to continue as a major part of America's efforts to explore space for another 50 years.

Construction began with driving the first steel pilings on Aug. 2, 1963. It was part of NASA's massive effort to send astronauts to the moon for the Apollo Program. Altogether, 4,225 pilings were driven down 164 feet to bedrock with a foundation consisting of 30,000 cubic yards of concrete. Construction of the VAB required 98,590 tons of steel. When completed in 1965, the VAB was one of the largest buildings in the world with 129,428,000 cubic feet of interior volume.

The structure covers eight acres, is 525 feet tall and 518 feet wide. To accommodate moving, processing and stacking rocket stages, 71 cranes and hoists, including two 250-ton bridge cranes were installed. On the east and west sides are four high bay doors, each designed to open 456 feet in height allowing rollout of the Apollo/Saturn V moon rockets mounted atop launch umbilical towers.

The photo on the page right is from November 9, 1970, and shows a ground level view at Launch

Complex 39, Kennedy Space Center, with the Apollo 14 (Spacecraft 110/Lunar Module 8/Saturn 509) space vehicle leaving the Vehicle Assembly Building. The Saturn V stack and its mobile launch tower, atop a huge crawler-transporter, were rolled out to Pad A.

When completed in 1965, the VAB was one of the largest buildings in the world with 129,428,000 cubic feet of interior volume. The structure covers eight acres, is 525 feet tall and 518 feet wide.

To accommodate moving, processing and stacking rocket stages, 71 cranes and hoists, including two 250-ton bridge cranes were installed. On the east and west sides are four high bay doors, each designed to open 456 feet in height allowing rollout of the Apollo/Saturn V moon rockets mounted atop launch umbilical towers.

The VAB was constructed 3.5 miles from Launch Pad 39A and 4.2 miles from Launch Pad 39B. A pair of crawler-transporters, among the largest machines ever built to move on land, carried the assembled rockets to the pads.

After the conclusion of Apollo in the 1970s, the building was refurbished to accommodate the space shuttle. Inside the VAB, the shuttle solid rocket boosters were stacked atop a mobile launcher platform. The external fuel tank was attached between the two boosters and the shuttle mounted to the tank. Following three decades of flight, the shuttle was retired in 2011.

Modifications of the VAB are underway to support the Space Launch System (SLS) and Orion spacecraft, which also will result in the ability to process multiple launch vehicle types. SLS will be the agency's advanced heavy-lift launch vehicle providing a new capability for human exploration beyond Earth orbit. However, NASA also is partnering with private industry on launch vehicle and spacecraft development options for taking astronauts to low-Earth orbit and the International Space Station.

Last year shuttle-era work platforms were removed from the VAB's High Bay 3 as a project of Ground Systems Development and Operations, or GSDO, to accommodate the SLS heavy-lift rocket.

According to Jose Lopez, the VAB senior project manager in the Vehicle Integration and Launch Support Branch of GSDO, the changes are part of a centerwide modernization and refurbishment initiative in preparation for the next generation of human spaceflight.

Lopez noted that some of the utilities and systems scheduled for replacement at the VAB have been used since the facility was originally built. This initial work is required to support any launch vehicle operated from Launch Complex 39 and will allow NASA to begin modernizing the facilities while vehicle-specific requirements are being developed.

Plans for 2014 include awarding the construction contract for new access platforms, including structures and systems required for the SLS.

the SLS.

Some of the current work has included removal of over 150 miles of obsolete Apollo- and shuttle-era cabling. This will make room for installation of more efficient, state-

of-the-art command, communication, control and power systems needed to perform testing and verification prior to the SLS and other rockets being rolled out to the launch pad.

As plans move ahead to outfit the VAB with the new infrastructure, code upgrades and safety improvements, the building will continue in its role as a central hub for the Florida spaceport well into



NASA Photo

EAA Founder Paul Poberezny Passes at Age 91

Evergreen Foundation Inc.: 1130 North Westfield St., Oshkosh, WI 54902

American Cancer Society, Northeast Wisconsin: 790 Marvella Lane, Green Bay, WI 54304

August 22, 2013 - EAA Founder Paul Poberezny passed away this morning (August 22) at Evergreen Retirement Village in Oshkosh, Wisconsin, after a battle with cancer. He was 91.

The Poberezny family has expressed the following: "We deeply appreciate all the support shown to Paul and Audrey over the past five months. As Paul often said, he considers himself a millionaire because through aviation he made a million friends. He leaves an unmatched legacy in aviation and can be best remembered by all the people who discovered aviation through his inspiration to create EAA. We also thank you for respecting our family's privacy during this time."

Only private family services are scheduled at this time. Memorials in honor of Paul's life and legacy can be made to any of the following:

EAA Aviation Foundation: P.O. Box 3086, Oshkosh, WI 54903



"You can't be a success if you don't love people."

Paul Poberezny came from humble beginnings, yet he created one of the world largest aviation organizations and emerged as one of the 20th century's greatest aviation leaders, creating a worldwide aviation organization and the world's largest annual fly-in event, EAA AirVenture in Oshkosh, Wisconsin.

He died on August 22, 2013, in Oshkosh after a career that spanned more than 70 years of flight at the controls of more than 500 different types of aircraft.

Paul is survived by his wife, Audrey; one son, Tom (Sharon) Poberezny of Brookfield, Wisconsin; one daughter, Bonnie (Chuck) Parnall of Oshkosh; two granddaughters, Audra (Michael) Hoy of Oshkosh and Lesley Poberezny of Brookfield, Wisconsin; and one great-granddaughter born in 2012, Charlotte "Charley" Hoy.

Paul Poberezny often said that there was not a day that went by that he didn't say the word "airplane." His flight experiences began as a high school student and continued through service in World War II and the Korean conflict. Between the wars, he began his hands-on approach to aircraft design and building that would direct his future and his legacy.

In January 1953, he organized about three dozen aircraft builders and restorers in a local Milwaukee, Wisconsin, club that was named the Experimental Aircraft Association. Later that year, the first EAA fly-in gathering formed the foundation of what has become EAA AirVenture Oshkosh.

Paul Poberezny's life and career was a shining example of vision, self-reliance, and leadership. He is regarded as one of the individual giants of aviation's first century, with an influence that reaches beyond a single flying accomplishment to affecting tens of thousands of people who have dreamed of flying. This site is a

small glimpse of the man who will forever be connected with the personal freedom of flight.

Poberezny's idea - EAA - has often been described as the world's most dynamic aviation organization. Each year, EAA AirVenture Oshkosh draws more than 500,000 people and 10,000 airplanes to Oshkosh for the world's premier general aviation event. Poberezny is one of the most decorated men in the international aviation community, having received literally hundreds of trophies, awards and honors for his countless contributions to the world of flight.

He was a 1999 inductee to the National Aviation Hall of Fame in Dayton, Ohio, America's place of honor for its most legendary aviators. In 2002 he also received the prestigious Wright Brothers Memorial Trophy from the National Aeronautic Association.

Watch this great 2008 video about Poberezny - [Click here](#)

**Daytona Beach, FL/Prescott, AZ,
July 30, 2013**



Embry-Riddle Aeronautical University has installed Angle of Attack (AOA) indicators in its entire fleet of 61 Cessna training in Daytona Beach and Prescott.

This action dovetails with a recent report from an FAA/industry panel that recommends the use of AOA-based systems by general aviation as the best method for reducing fatal loss-of-control accidents in the approach and landing phase of flight. Bolstering that conclusion, FAA Administrator Michael Huerta has called on the general aviation community to add AOA systems and other potentially life-saving equipment to their aircraft.

The new Alpha Systems AOA indicator in Embry-Riddle aircraft is a stand-alone aftermarket device installed in the cockpit and on an airplane's wing. It continually communicates to the pilot, via a grouping of colored lights, the available lift and margin above an actual stall, increasing the precision of the flight, improving stall/spin situational awareness, conserving fuel and building confidence in student pilots.

"This device is a direct measurement of energy; it lets pilots know at a glance how much lift is available regardless of an airplane's speed and altitude," said Dr. Jackie Luedtke,

Director of the Robertson Safety Institute at the Prescott Campus and associate professor of Safety Science. "This low-cost improvement offers considerable educational value for our students and faculty. It reinforces Embry-Riddle's niche as a leader in hands-on, applied education as we constantly assess ways to increase our quality of training and education."

The new devices will give researchers at the Prescott Campus the opportunity to gather detailed data and feedback about the controllability, sideslip and maneuvering effectiveness of Embry-Riddle aircraft with the AOA indicator installed in take-off, landing and emergency situations. During student flights, data will be compiled from aircraft with and without an AOA indicator installed. The ultimate goal of this ongoing research is to determine the best practices and learning methodologies for integrating AOA technology into flight education.

"The benefits of this research will allow us to increase the safety and confidence of our student pilots," said Dr. Frank Ayers, Prescott Campus Chancellor. "We believe this research will improve upon our stellar safety record and bring a tremendous value to our students, who will have the confidence of learning to fly with such a necessary device."

At the Prescott Campus, the Cessna aircraft bearing the new AOA indicators include two planes used by the nine-time national champion Golden Eagles Flight Team.

At the Daytona Beach Campus, Alpha Systems originally donated two of its AOA devices to the Eagles Flight Team for installation in the group's two Maule aircraft last fall. The AOA tool performed so well that the decision was made shortly afterward to equip all 42 Cessnas with the system. Half the cost was defrayed by a \$45,000 donation from James C. Ray through his Aviation Education Foundation. "I know this is going to save lives," the pilot and businessman said.

The installation of AOA devices in the Daytona Beach aircraft was preceded by research that included 30 trial flights supervised by Dr. Albert Boquet, Embry-Riddle associate professor of Human Factors, to determine which AOA display would be most effective and to gather flight instructor feedback on which training maneuvers using the AOA indicators would be most beneficial for student pilots.

Ken Byrnes, chair of the Flight Department at the Daytona Beach Campus, said "Based on the number of loss-of-control accidents that have occurred in aviation, both the NTSB and the FAA have recommended an increased use of AOA indicators. Our initial research shows that using AOA indicators during training improves student knowledge on aircraft performance, especially at slower airspeeds such as those that are required for landing. I have no doubt that using the AOA tool during training will increase the airmanship skills of our graduates and result in an increase in aviation safety."

Embry-Riddle Aeronautical University – Worldwide to Partner with D/FW Fire Training Research Center

Daytona Beach, FL, August 19, 2013

ERAU Partners With Fire Research Center

Embry-Riddle Aeronautical University – Worldwide and the Dallas/Fort Worth International Airport's Fire Training Research Center have entered an agreement that will enhance training and degree opportunities for firefighters in the United States and abroad.



"The Embry-Riddle Fire Science Team has been working with the Dallas/Fort Worth Fire Training Research Center for some time now, and we really are excited about this unique partnership. Now firefighters who are already training at the center can get Embry-Riddle credit toward a bachelor's degree in fire science," said Dr. Ron Wakeham, fire science department chair at Embry-Riddle Worldwide. "Over the years, the role of fire department leadership and administration has evolved – reaching beyond the traditional firefighting role. Our bachelor's degree will help prepare firefighters to become professionals

academically equipped to lead today's modern fire department."

The agreement, which was signed earlier this month, calls for the two entities to partner in curriculum review. It will also encourage other collaborative efforts including research to advance scientific knowledge in the fire and emergency services disciplines. Embry-Riddle, which has a Fire Emergency Services Higher Education (FESHE) recognized program through the U.S. Fire Administration's National Fire Academy, will accept specific course credits from the center and apply them toward a bachelor's degree in fire science.

"The Fire Training Research Center at DFW Airport is proud to partner with Embry-Riddle Aeronautical University on aircraft rescue firefighting training and curriculum," said Jeff Fegan, CEO of DFW Airport. "Embry-Riddle students gain real-world knowledge and hands-on training that will share best practices around the world and result in safer communities."

A-380 Multi-purpose Trainer



This trainer is currently the only A-380 mock up in the United States, providing students a one-of-a-kind, realistic experience necessary to

prepare for a real aircraft incident. The trainer offers multiple perspectives challenging everyone from the first responding ARFF firefighters to incident command staff

Narrow Body Specialized Aircraft Trainer



This is a full-scale aircraft trainer designed to deliver procedure and technique training required for aircraft fire extinguishment and search and rescue operations. Training scenarios can be created as a single project or a combination of training under extreme smoke and heat conditions.

Cargo Aircraft Trainer



This trainer is an actual Boeing 727 cargo aircraft. Students are provided with unique challenges allowing hands-on training to access and open narrow body aircraft cargo doors. The trainer also enables the student to develop aircraft skin penetration techniques and agent application.





EAA AirVenture 2013 Oshkosh, Wisconsin

EAA AIRVENTURE IS the largest general aviation airshow in the world. During the week that it is held, approximately 10,000 aircraft and 500,000 people attend the airshow. People fly in from all over the U.S., from Canada, and from many other countries throughout the world. Whitman Field becomes the busiest airport in the world for that week. Many people fly their own aircraft in from every state in the U.S. And abroad.

Others drive or fly commercial. AirVenture is such a popular event, that you would be wise to make your reservations for airline tickets, rooms, and transportation at least six months in advance if not more. Any later than that and you can still get reservations but you will pay a premium and will find yourself staying further from the site.

We had two photographers at AirVenture 2013. One, our West Coast correspondent Jim (Flybum) Pratt, waited until May to book his trip and ended up staying in Milwaukee (90 miles away)

and driving every day.

Here's his story:

It sounds bad but I really enjoyed the drive and the show. Green Bay (50 miles away) had rooms available, but for some reason the car rental companies insisted on having you book the cars separately and were asking \$160/day for rental. There must have been some activity going on there that placed a heavy demand on rental cars. Looked like price fixing to me since all of the rental agencies were doing the same thing.



Day 1:

My friend, Scott Jura, and I arrived at the event at around 8:30 am on Monday and made a stop at the Press building to pick up my credentials. We rejoined the line of cars entering the event and were parked shortly thereafter. The traffic control at the event is managed very efficiently. If you drive in, be prepared for a

long walk from your car to the gate. Once you get inside, there are trams available to take you to any place on the field except the entry area. We entered through the main gate and encountered the Light Sport Aircraft section first, followed by other manufacturers. Some of the LSA companies with displays were Flight Design CTLs with their land and water-based

models. They also displayed a four place mockup. Also represented were Skycraft, AeroTrek, Cessna Skycatcher, Discovery, Liberty, Terrafugia, Velocity, Cessna Mustang, Icon, Glasair Aviation, and many more.

One of the main attractions was the flying car - The Terrafuga



Fighter Town

We headed for Fighter Town and the north end of the field and decided to start there and work back. On the way there, we encountered acres and acres of Van's RV series of kit built aircraft. They were, by far, the best

represented kit planes on the field. Hundreds and hundreds of beautiful, well-built, aircraft. With so many, one would think that they are easy to build and affordable, but those assumptions are relative. Fighter Town is the area where the privately-owned warbirds are parked.

What a sight to see!

As we walked through the gate there as a Russian Yak 9 and several rows of P-51 Mustangs, airplane heaven. I paid my respects to each aircraft by taking pictures. They had names like "Was that Too Fast", "Little Rebel", "Petie",

"Gentleman Jim", "Old Crow", "Swamp Fox", "Quick Silver", "Sweet Revenge", "Charlotte's Chariot", "Baby Alice", and "The Brat III". Then came the P-40s. Strangely, they didn't have names but the shark's mouth painted on the nose said it all. A picture of a P-40 made me

fall in love with airplanes when I was a seven-year old kid. Next came a variety of aircraft including an L-39, a Stearman trainer, and some T-6s. After that, there was a circle of other WWII aircraft including a couple of B-25s, a P-51 representing the Red Tails

(Tuskegee Airmen), an authentic Japanese Zero, a TBM Avenger, a Grumman Wild Cat, a Corsair, an authentic Japanese Zero, and a D-Day C-47 transport. Further out in the field were more Corsairs and Avengers.























1939 Waco - Custom Cabin EGC-8

Originally NC61 - 1 of 8 built for the
CAA (forerunner of the FAA)

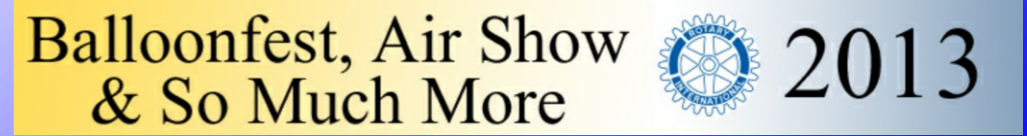
Delivered to the Safety Board, Long
Island, NY







Honda Jet Formation





Grumman Bearcat - as flown by the Blue Angels







AIRVENTURE 2013 **A DIFFERENT PERSPECTIVE**



Photos - This Page Through to Page 54 - Gary Rosier









KIDS HAD FUN . . .
SO DID CHICAGO . . .







JetMan - How the crowd saw him. On take-off and landing. The rest of the time he flew so high he was invisible to the crowd below.



















Ashley Battles walks on the wing of a Superman Stearman
piloted by Greg Shelton - also next page











Ford graciously provided a special 'Thunderbirds' Mustang for the Young Eagles auction. The 2014 Ford Mustang GT U.S. Air Force Thunderbirds edition is actually the sixth custom vehicle created and donated by Ford to the EAA Young Eagles Auction. It sold for \$398,000. In 2008 a Mustang that paid homage to the F-22 Raptor fighter aircraft brought more than \$500,000 at the same auction.



UNTIL AIRVENTURE 2014...



SPEEDI'S BLOG

WELCOME TO SPEEDI'S Blog.

It's 50 years since construction started on the massive Vehicle Assembly Building at the Kennedy Space Center. It took 3 years to build and was used to assemble American manned launch vehicles from 1968-2011. At 3,664,883 cubic meters (129,428,000 cubic feet) it is one of the largest buildings in the world by volume.

The VAB is the largest single-story building in the world and was the tallest building in Florida until 1974. It is still the tallest building in the United States outside an urban area. Having been inside it on a number of occasions I can certainly vouch for its massive scale. Originally built for the vertical assembly of the Saturn V rocket it was used for most of its time to house the massive external fuel tank and

solid rocket boosters of the Space Shuttle. The Shuttle itself was moved into the VAB for mating with the assembled fuel tank and boosters.

The building is 526 feet (160.3 m) tall, 716 feet (218.2 m) long and 518 feet (157.9 m) wide. It covers 8 acres (3 ha),



Being a massive building it has at least 10,000 tons of air conditioning equipment, including 125 ventilators on the roof supported by four large air handlers (four cylindrical structures west of the building) to keep moisture inside under control. Air in the building can be

completely replaced every hour. The interior volume of the building is so vast that it has its own weather, including "rain clouds" which can sometimes form below the ceiling on very humid days", which the moisture reduction systems are designed to minimize.

Up top on the roof of the the VAB I have been fortunate enough to view the launches of a number of rockets following the end of the Space Shuttle program.

One of my most memorable experiences was being inside the VAB when the Space

Shuttle Atlantis was lifted vertically for the very last time before it was mated with its fuel tank and rocket boosters. This was an unusual and spectacular sight to see.

Modifications of the VAB



are now underway to support the Space Launch System (SLS) and Orion spacecraft, which also will result in the ability to process multiple launch vehicle types. SLS will be the agency's advanced heavy-lift launch vehicle

providing a new capability for human exploration beyond Earth orbit.

Once the Space Shuttle program ended the airspace around the Kennedy Space Center reverted to the situation it was in prior to 9/11. Pilots are now once again allowed to fly over the Shuttle Landing Facility runway, all its 15,001 ft length and 300 ft width. Often one can fly as low as 100 ft. The photo above right shows my airplane 'Goofy' flying in the #4 wing position in a formation flight over this long long runway - the massive VAB is in the background.

AirVenture 2013 is featured twice in this issue of Speedi Wings & Wheels Magazine - on pages 8 through 28 and pages 29 through 52. Our East Coast and West



Coast correspondents, Gary Rosier and Jim (Flybum) Pratt were both there. Each has a different photographic perspective on AirVenture, the world's largest general aviation event.

Organized by EAA - the Experimental Aircraft Association, AirVenture takes place at Oshkosh, WI. The airport's control tower becomes the busiest control tower in the world during the gathering. EAA was founded by Paul Poberezny in 1953 in Milwaukee, Wisconsin as an organization for people who were building or restoring their own recreational aircraft. Homebuilding is still a large part of EAA >

SPEEDI'S BLOG

> but the organization has grown over the years to include almost every aspect of recreational aviation and aeronautics.

The first EAA fly-in was held in 1953 in Hales Corners, Wisconsin (near Milwaukee). In 1959, EAA fly-in moved to Rockford, Illinois. When it outgrew its facilities at the Rockford airport, the EAA fly-in moved to Oshkosh, Wisconsin in 1970.

Sadly Paul Poberezny passed away on August 22, 2013 - age 91 - just 18 days after the 61st AirVenture ended. There is a short tribute to this outstanding aviator on page 6 of this issue. I've been a keen EAA member for many years, and was a Past President of EAA Chapter 1168 in the UK, as well as a Young

Eagles Coordinator for this Chapter and Chapter 288 in Daytona Beach, Fla.

Hot aviation news this month is the delay in the merger of American Airlines and US Airways thanks to the intervention of the Department of Justice (DOJ). The DOJ filed suit a couple weeks ago



asking that a court block the deal on the grounds that it would limit competition, raise prices and reduce service to some smaller areas of the country.

The Justice Department filed the case in U.S. District Court for the District of Columbia with states of Arizona,

Florida, Pennsylvania, Tennessee, Texas, Virginia and the District of Columbia. The locations represent the home states of the two airlines, along with several of their major hubs.

The merger of AA and US Air would create the world's largest airline. Pilots are each airline stand to benefit substantially from the merger, as do the present management.

Whilst the merger of Delta and North West and more recently United and Continental both went through without opposition from the DOJ, the AA / US Air deal has attracted a DOJ suit. I wonder why? Perhaps the management at the competition were able to pull strings in high places.

Many readers will know that I'm heavily involved in formation flying, both a lead and as a wingman. Over recent years I joined my fellow Lakes / Goofy Flight lead, Jeff Edwards, in teaching new recruits to our team the basic elements of formation flying. This means I get to fly right seat in some interesting planes - a turbine Maule was certainly an interesting plane to fly. This week I have been teaching in two Cessnas - a 172 and a 150. The last time I flew a high wing Cessna was over 15 years ago, and never in formation.

Like my plane, a GlaStar, the Cessnas were both high wing airplanes. A high wing plane has many disadvantages for formation flying. Perhaps I should rephrase this - the lack of visibility as a result of the wing means a high wing pilot must be more precise - and at all times.

Lakes / Goofy flight has flown with up to 11 planes in a single formation, and no one plane was alike. This makes our formations more challenging than flying identical planes - like the RV series. Throw in a mixture of low wings and high wings and it makes the challenge even greater.

The fast flights in the Spruce Creek Gaggles fly the 250 mph SX300's. Slightly slower are the RV-8 flights at around 190 mph. Lakes / Goofy Flight flies at around 95 mph so to fly in the same display we have to concentrate for

twice as long. Perhaps this is why we like to fly with a large number of planes. The crowd can enjoy the experience for longer and it increases the pilots skill no end.

Whilst the faster flights come screaming in for fast and conventional echelon breaks - it slows them down quickly for landing - we have perfected the art of breaking out of a large formation. Technically more involved, and certainly more elegant. We spend many hours in training for our displays. The photo below shows our 11-ship break out of a Stingray formation.





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".



New 'Big Kid on the Block' Jack Ditmars having fun landing his turbocharged Aerostar





Runway Hazards at Spruce Creek
No, this was not just after dawn
And there are the turtles too . . .





AirVenture 2013 Kit Champion - Bronze Lindy Winner
John Wilson - rebuilt 1993 SX300 - N42SX







Dick Russell - Octogenarian
Formation Pilot enjoying himself,
with his wife along for the ride





Whiskey Flight



HOT RODS ON THE HILL





SONIC HOSTED THE registration for the *Hot Rods on the Hill* event at Holly Hill, just north of Daytona Beach, Florida.

The event was supported by many car clubs, and not just 'hot rodders'. It was a community event in support of the Holly Hill

Police Explorers. As a result the Holly Hill Police Department were there in full support - rather than 'hot pursuit'.

After the registration at the Sonic Drive-in (Sonic is a great supporter of car events) the vehicles left on a River Cruisin' Parade



to Hollyland Park, where the car show itself took place.

Ok, the event was titled "Hot Rods on the Hill", but hot rods themselves were just a few of a wide variety of vehicles of all shapes and sizes on show.

Our East Coast correspondent, a Cruisin' enthusiast, Gary Rosier, was there to capture the event on film - well digital photos.

Here's his photo report of a great event - enjoy . . .





























Many Thanks - Sonic

NOSE ART & NUMBERS



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



NOSE ART & NUMBERS



CARMEL, Calif. – 15 August 2013

Cadillac today revealed the Elmiraj Concept, a grand coupe expressing the pure enjoyment of driving and exploring new dimensions for Cadillac's ongoing expansion. The Elmiraj Concept showcases a new vision for luxury driving and the top of the brand's expanding range.

of streamlined design and engaging rear-wheel drive performance.

At 205 inches (5207mm) in overall length, Elmiraj is four-seat coupe with presence and poise. Taking up from where the memorable Ciel Concept left off, Elmiraj is a statement of pure luxury and performance with a purposeful character and proportion.

exemplified in the ATS sport sedan and the all-new and elevated 2014 CTS launching this fall in the U.S.

"Elmiraj advances Cadillac's provocative modern design and performance, contrasted with bespoke craftsmanship and luxury," said Mark Adams, Cadillac design director. "It explores performance driving, as well as how we're approaching elevating the Cadillac



"Cadillac is fueled by the creativity of our designers, led by Ed Welburn," said Bob Ferguson, senior vice president, Global Cadillac. "Elmiraj provides a look inside the Cadillac Studio on how we envision performance and luxury for the next generation of luxury drivers." A modern update to the classic format of a two-door grand coupe, Elmiraj is a pure expression

The concept advances Cadillac's philosophy of dramatic design and performance, and its commitment to lightweight, agile cars. Elmiraj is constructed with chassis and structural elements of an ongoing Cadillac vehicle development project slated for future production. This new vehicle architecture expands the brand's commitment to lightweight RWD performance,

range and new dimensions of Art & Science philosophy."

Elmiraj is powered by a 4.5-liter twin turbocharged V8 delivering an estimated 500 hp. The engine takes the baseline technology from the new Cadillac Twin Turbo V6 featured in the upcoming 420-hp 2014 CTS Vsport edition, and expands it to the classic performance format of a V8 engine.

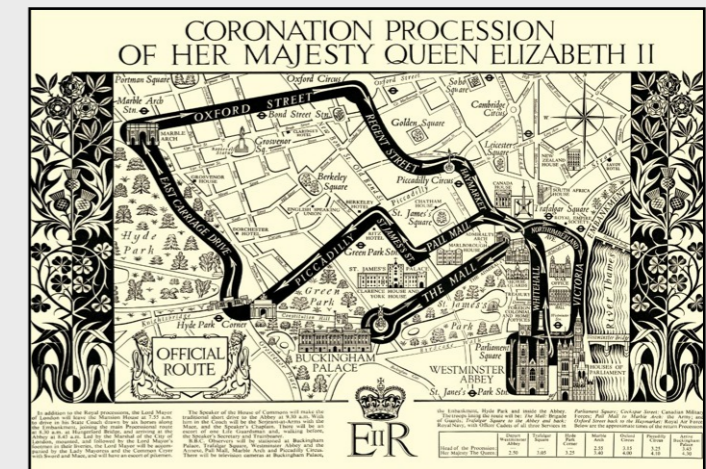
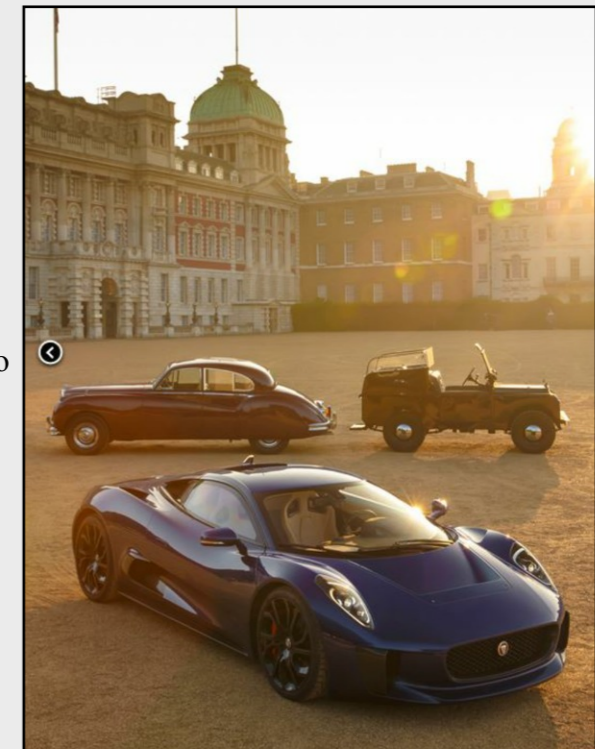
Jaguar Land Rover Celebrate the Coronation Festival with a Unique Royal Heritage Drive in London

London, England - 7 July 2013

Westminster Abbey, Houses of Parliament and Marble Arch, then regrouped back on one of the UK's most celebrated roads, The Mall.



The Royal heritage vehicles which took to London's streets included the 1953 Land Rover Series 1 Royal Review - the first bespoke Royal Land Rover - and



In a celebration of 60 years since Her Majesty The Queen's Coronation, Jaguar Land Rover, official motor partner to The Coronation Festival, drove a selection of its Royal heritage vehicles along a central London route.

Echoing the original procession driven by the Queen in 1953, the route passed famous landmarks such as Horse Guards Parade,

a 1955 Jaguar MARK VIIM Saloon, once owned by the Queen mother.

Jaguar Land Rover has supplied vehicles to the Royal household for many years.



Atlanta, GA - August 2013

Porsche is continuing to celebrate the 50th birthday of its 911 sports car at the 63rd annual Pebble Beach Concours d'Elegance with static and dynamic displays of new and historic models.

From Aug. 14 – 18, a special, limited edition 50th Anniversary Porsche 911 was showcased alongside rare Porsche road and racing cars.

The upcoming 918 Spyder hybrid super sports car was on show at various locations throughout the Monterey peninsula during the weekend, including at the Porsche Zentrum at Quail Lodge, Rolex Monterey Motorsports Reunion at Mazda Raceway Laguna Seca and at the Pebble Beach Concours d'Elegance.

On Friday, Aug. 16, The Quail Motorsports Gathering featured a

Porsche exhibit highlighting 50 Years of the 911. One of the first 911s sold in the US was displayed alongside the new 50th Anniversary 911 and the 2014 911 GT3.

The Porsche Zentrum (8000 Valley Greens

Drive, Carmel, Calif., 93923) hosted the current lineup of Porsche models, including the 2014 911 GT3 and the upcoming plug-in electric Panamera S E-Hybrid, from Aug. 14 - 18.

A special Porsche 911 class, the Weissach Cup was featured at the 38th running of the Monterey Motorsports Reunion at Mazda Raceway Laguna Seca in honor of the 50th anniversary of the 911.



A 1972 Martini 2.1 Turbo RSR, the 1978 "Moby Dick" 935, the 1978 "Baby" 935 and not one, but two 911 GT1s were on display in the garage area of Laguna Seca, before they moved to Pebble Beach Concours d'Elegance for display on Sunday. The latest 911 GT3 Cup car which will race next year in the United Sports Car Racing (USCR) series made its debut and was on display all weekend at Laguna Seca.

About Porsche Cars North America

Porsche Cars North America, Inc. (PCNA), based in Atlanta, Ga. is the exclusive U.S. importer of Porsche sports cars, the Cayenne SUV and Panamera sports sedan. Established in 1984, it is a wholly-owned subsidiary of Porsche AG, which is headquartered in Stuttgart, Germany, and employs approximately 220 people who provide parts, service, marketing and training for 189 dealers. They, in turn, work to provide Porsche customers with a best-in-class experience that is in keeping with the brand's 63-year history and leadership in the advancement of vehicle performance, safety and efficiency



Munich, Germany - August 2013

The present and future of driving pleasure converge in the new models presented by the BMW and BMW i brands at the International Motor Show (IAA) 2013 in Frankfurt am Main. One of the highlights of the world's most important car show, which takes place from 12 – 22 September this year, is the premiere of the BMW i3. With its passenger cell made from carbon-fibre-reinforced plastic (CFRP) and BMW eDrive technology designed to deliver zero-emission driving, the first series-produced model from the BMW i brand heralds a new era in mobility.



The BMW i3: zero-emission mobility, customary BMW driving pleasure.

The BMW i3 is the world's first premium car conceived from the ground up to provide all-electric mobility. Its electric motor develops output of 125 kW/170 hp using power supplied by a lithium-ion battery pack mounted in a low, central position in the car's underbody. Like the extraordinarily light yet extremely rigid CFRP passenger cell, the electric drive system and battery were also developed and produced by the BMW Group. The BMW i3 weighs just 1,195 kilograms (DIN kerb weight) and offers a range of 130 – 160 kilometres (approx. 80 – 100 miles) in everyday driving. This can be increased to a maximum 300

kilometres (approx. 180 miles) if the two-cylinder range extender combustion engine is specified.

The BMW i3 is based on a new kind of vehicle architecture. The LifeDrive concept underpins the car's visionary form, which is defined by a standalone design language and generous levels of space for all four seats. A signature theme of the BMW i brand is the thread of sustainability running throughout the value chain. For example, the carbon fibres for the passenger cell are manufactured at Moses Lake in the USA using hydro power alone, while the energy required for production of BMW i cars at BMW Plant Leipzig is generated 100 per cent by purpose-built wind turbines.

Also on show at the IAA 2013 are the latest innovations developed under the Efficient Dynamics banner, attractive new Original BMW Accessories and the most recent additions to the BMW ConnectedDrive line-up. The selection of driver assistance systems and mobility services underpinned by intelligent connectivity is now even richer in variety. A number of services tailored specifically to the demands of electric mobility and urban driving have been developed for

the BMW i3. Added to which, a restructuring of the BMW ConnectedDrive range brings even greater flexibility and convenience to the business of meeting individual

Sant'Agata Bolognese, Italy – 31 July, 2013

Lamborghini Gallardo LP 570-4 Squadra Corse - Race track emotion direct to the road.

Sant'Agata Bolognese, 31st July 2013 – With the new Gallardo LP 570-4 Squadra Corse, Automobili Lamborghini brings race track emotion directly to the road. It delivers

high performance and brings the fascination of motor racing to the street-legal world. This new and most extreme model in the Gallardo line-up is based on the Gallardo Super Trofeo, the successful race car from the Lamborghini Blancpain Super Trofeo, the world's fastest onemake series. The car will have its world premiere at the 2013 Frankfurt Motor Show.

The name Squadra Corse refers to the recently-founded department within Automobili Lamborghini, which manages all motorsport

activities from GT3 to the Lamborghini Blancpain Super Trofeo championships in Europe, Asia and America where gentlemen drivers battle face-to-face in fierce contests on the most challenging racetracks.

The new Gallardo Squadra Corse is very close to the race cars. Both share the same V10 engine, which is used in the racing version with no



modifications. Likewise, the Squadra Corse has the same rear wing for greater aerodynamic load – achieving, under the best aerodynamic conditions, three times the load of the Gallardo LP 560-4 – for increased dynamic stability during tight, highspeed driving. Another element taken directly from the racing version is the removable engine hood with quick-

release system. Both the rear wing and the hood are made from carbon composite material, as are a host of other components on the Squadra Corse.

Lightweight construction through consistent use of carbon fiber Together with aluminum, carbon fiber is the basis behind the extremely lightweight construction of the new Gallardo new top model.

The Gallardo LP 570-4 Squadra Corse boasts a dry weight of 1340 kilograms, 70 less than the already lean Gallardo LP 560-4, which gives the Squadra Corse a stunning power-to-weight ratio of 2.35 kilograms

per hp for breathtaking performance. It sprints from 0 to 100 km/h in a mere 3.4 seconds and reaches 200 km/h in just 10.4 seconds. Its forward thrust finally tops out at 320 Km/h. The production-standard carbon-ceramic brake system guarantees unmatched stopping power.

Aug 14, 2013 , INGOLSTADT, Germany

Special edition TTS competition celebrates 500,000 Audi TT cars

Half a million Audi TT cars have been built. Audi is celebrating this production milestone for its compact sports car with an exclusive special edition model. Coupé and Roadster versions of the 200 kW (272 hp) Audi TTS competition will begin rolling off the assembly line in October. Total production is limited to 500 units.

The Audi TT has long been a design icon, and Audi is setting new accents with the TTS competition. It is available exclusively in the special paint finishes Imola yellow or Nimbus gray, and its exterior calling card is a fixed rear wing with bars in a matt aluminum-look finish. The

Roadster's top is available in either Black or Gray. The 19-inch wheels feature a five-arm "Rotor" design and are shod with beefy 225/35 tires.

The Impulse leather package in steel gray dominates the interior of the TTS competition and uses characteristic leather bands as decorative elements. Their cut edges are dyed Imola yellow, and this same shade of yellow is used for the contrasting stitching. Aluminum badges on the door trims embossed with "1 of 500" further accentuate

the exclusivity of the special edition model.

A leather multifunction steering wheel with a more strongly contoured rim and the rear parking system round out the equipment. All other features – from xenon plus headlights and Audi magnetic ride damper control system to aluminum inlays – correspond to the already comprehensive list of standard equipment in the TTS. The TTS competition is also very attractive financially. The extra charge for the



competition package is just 1,900 euros.

With its 200 kW (272 hp) and 350 Nm (258.15 lb-ft) of torque, the 2.0 TFSI engine defines the dynamic character of the Audi TTS competition. Paired with the six-speed S tronic, it accelerates the Coupé from 0 to 100 km/h (62.14 mph) in 5.3 seconds (5.5 seconds with manual transmission). Average fuel consumption for the Coupé is 7.7 liters per 100 kilometers (30.55 US mpg) with the S tronic, 7.9 liters

per 100 kilometers (29.77 US mpg) with the manual. The Audi TTS competition Roadster with the six-speed S tronic sprints from 0 to 100 km/h (62.14 mph) in 5.5 seconds. With the manual transmission, this same sprint takes 5.7 seconds. The Roadster consumes 7.9 liters of fuel per 100 kilometers (29.77 US mpg) when equipped with the S tronic and 8.1 liters per 100 kilometers (29.04 US mpg) with the manual. quattro permanent all-while drive delivers the power to the road in all models, and top speed is electronically limited to 250 km/h (155.34 mph)

Limited to just 500 units, the Audi TTS competition is a particularly exclusive special edition model. For all regular TT variants with up to 155 kW (211 hp), Audi offers the S line competition trim line, which also features special

visual cues, 19-inch wheels and the S line sports package.

The production of the 500,000th Audi TT documents the success of the compact sports car. The TT achieved design icon status with the very first generation, which debuted as a Coupé in 1998 and as a Roadster the year after. Its consistently implemented clarity of form and the loving attention to detail continues to captivate both the media and customers alike.

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/>

Happy 4th July



BANDS, FIREWORKS,
CLASSIC car show,
clowns & more
entertained the crowds at a
spectacular 4th July
celebration event at Port
Orange, just south of
Daytona Beach, Fla.

**Our Daytona correspondent,
Gary Rosier, was there:**































Barn Find!



1966 Shelby GT 350

Text and photos by Gary Rosier

YOU HEAR ABOUT these stories more and more lately, maybe it's the years we're all putting on. As they pass and our loved ones "go West" as

the saying goes, these cars pop up from people wanting their 'treasures' to go to a good home and be resurrected once again, enjoyed - rather than languishing in the

depths of despair; piles of things heaped all over, under and around them. Such was the case with this original 1966 Shelby GT 350 Mustang. Rocky Meisel has had his eye

on this car since the 70's. Being that it was his neighbor (about 4 miles away) who owned it, he had kept an eye out for the car over a long period of time.

There was even a flood in 1996 of which at one time reached 40 inches deep. You can see the evidence of this up to the fender line of the car!





Documented with
Shelby American (its
#6S2046), it sat
around until Feb of
2012, when Rocky was
finally able to

purchase the car. It's a
numbers matching car
including the original
carburetor (rebuilt by
the owner)



On Feb 17th of 2012, Rocky was able to shake hands with the guy (Rocky's Birthday – what a present!). The interior is all original and he cleaned it, but the carpet was worn in a few spots and didn't clean up as well as the rest of the interior so he replaced it. The gauges all work but even have a little residue from the flood waters still visible inside them.



Meisel rebuilt the motor, added new fuel lines, a gas tank and painted the roof and right front fender. He even left the windshield like it was, partially cracked but he doesn't want to restore it he says, "just enjoy the car".



PA.
ANTIQUE
HISTORIC
CAR
R037

GT-350

GT-350

radial T/A
BFGoodrich



MUSTANG G.T. 350

Vehicle serial number

SFM 6S2046

made in U.S.A.



Manufactured by
Shelby American, Inc.
Los Angeles, California

GT. 350





Meisel wanted to leave the car in its found state or “Patina” as so many like to call it. He has all the pictures with

furniture all piled in and around the car with various boxes and things all over the car, so much so that you couldn’t even

see the car! Meisel even visited the Watkins Glenn Shelby Convention the first week of June 2012 and took laps in the

car all day, turning the tach to 7500 rpm and burning up race gas by the gallon! The car did all 8 “sessions” of 20

minutes each, turning some good laps of the road course and she handled like everyone knew they could and did!

POWEROAT RACING CAME to Daytona Beach - Speed City USA - on 15 & 16 June, 2013. But the weather did not cooperate and high winds meant the P1 SuperStock boats were

unable to race. The P1 AquaX jetski races, which run alongside the SuperStock series, were able to race.

Our Daytona Beach correspondent, Gary Rosier went along for the wild action:



All photos: Gary Rpsier



The British have a passionate relationship with sport and they proudly claim to have invented many of the world's leading sports. Their latest export arrived in Florida on 14-16 June when the P1 AquaX USA Championship launched in Daytona Beach.

AquaX (pronounced Aqua Cross) jet ski racing runs alongside the P1 SuperStock powerboat series in the UK, where it has become a favorite with watersport fans around the country, and the same format will be adopted in the USA

















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