

Speedi

Wings & Wheels

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August / September 2014

Issue No: 15

News

Events

Features

Show Reports

Reviews



PILATUS PARTY



GARY'S BIG ROAD TRIP

AIRVENTURE 2014 - MAMMOTH 60 PAGES

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132 Pages of Action



FREE!
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Magazine

THIS MONTH:

AirVenture & More AirVenture

Gary's Big Road Trip

Pilatus Party

and Much More

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

NASA's Curiosity Mars rover used the camera at the end of its arm in April and May 2014 to take dozens of component images combined into this self-portrait where the rover drilled into a sandstone target called "Windjana."

Editorial

Welcome to the August / September 2014 issue of *Speedi Wings & Wheels*.

Take a look at our 'Content's page to find out more about what's in this issue. The magazine is published bi-monthly during the last week of February, April, June, August, October and December.



In this issue we are featuring EAA AirVenture 2014 Plus much more . . .

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

Blue Sky's and Safe Flying.

The Speedi Team

Speedi Wings & Wheels is a wide screen format magazine

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Image of a RAF 15 Squadron Tornado GR4, seen here with training munitions attached - Crown Copyright



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Speedi

Wings & Wheels

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Photo: Gary Rosier

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Ford F-35 Lightning II Edition Mustang Celebrates 50 Years and Supports Young Eagles

* New F-35 Lightning II aircraft inspires one-of-a-kind 2015 Ford Mustang design, to be donated and sold at charity auction, July 31 at EAA AirVenture in Oshkosh, Wis.

* Sale will benefit the EAA Young Eagles foundation: Ford vehicles have collectively raised more than \$2.5 million to support Young Eagles

* This one-of-a-kind car is one of the first all-new 2015 Ford Mustangs to be sold



DEARBORN, Mich., July 29, 2014 – The engineering and design teams at Ford Motor Company led the development of the one-off 2015 F-35 Lightning II Edition Ford Mustang, which will be donated by Ford and sold at the Gathering of Eagles charity event. The event is held on Thursday, July 31, 2014 during the Experimental Aircraft Association (EAA) AirVenture Oshkosh 2014 – the World's Greatest Aviation Celebration.

All proceeds from the sale of the car will benefit the EAA Young Eagles program, which has provided free introductory flights to more than 1.8 million young people since 1992, helping inspire and motivate the next generation of leaders, aviators and innovators.

Ford is the exclusive automotive sponsor of EAA AirVenture Oshkosh, held July 28 through Aug. 3 at Wittman Regional Airport in Oshkosh, Wis.

"The idea to model one of our specialty builds after the F-35 was

four years in the making, under discussion even as we created the SR-71 Blackbird Mustang for auction in 2010. Just as the F35 was designed with unprecedented capabilities and versatility in mind, we felt it would be a natural fit to pair with the all-new 2015 Mustang," said Edsel B. Ford II, a member of the Ford Board of Directors. "Lockheed Martin supported our requests on both vehicle builds and is bringing their F-35 Lightning II Cockpit Demonstration System, plus several test pilots, to the Ford Hangar. Visitors to the Ford Hangar are sure to be wowed by both the beauty of the F-35 Lightning II Edition Mustang and the opportunity to get the fighter jet experience first hand."

The unique 2015 F-35 Lightning II Edition Mustang draws design cues from the Lockheed Martin F-35 Lightning II aircraft, the new joint forces strike fighter. The aircraft is the world's most advanced multi-role fighter jet,

providing unmatched capabilities to the military forces of the United States and its allies.

This one-of-a-kind sports car will be one of the first 2015 Ford Mustangs to be sold. The design of the modified Mustang GT fastback exudes a creative connection to the F-35 Lightning, while highlighting the new design features of the 2015 Mustang. Ford design manager Melvin Betancourt and Mustang chief engineer Dave Pericak led the design and engineering teams that developed this unique car.

The exterior will showcase a customized glossy and matte titanium paint scheme with distinctive accents inspired by the blue and yellow lightning tail livery applied to the early production examples of the F-35. The bubble canopy of the stealthy F-35 features a distinctive gold tint designed to help minimize its radar signature – an appearance that is replicated on the windows of this Mustang.

The springs of the Mustang GT performance pack have been >>

>> replaced with Eibach units for a lower ride height and the exhaust system gets larger, ceramic-coated outlets. This Mustang rolls on a set of Forgiato-created custom 21-inch wheels to further differentiate it from anything else on the road. Additional elements include a carbon fiber front splitter, rear diffuser and rocker moldings, unique mirror skull caps and a vertically-enhanced rear spoiler.

Exclusive interior details include a modified instrument cluster, Recaro® seats, custom audio system and floor mats embroidered with F-35 Lightning II elements and unique sill plates.

The Young Eagles auction is part of the EAA Gathering of Eagles gala. The Gathering of Eagles annually draws more than 1,000 aviation enthusiasts in support of Young Eagles and other EAA programs that inspire young people to become engineers, aviators, astronauts, scientists and innovators – the aviation pioneers of tomorrow.

"Ford has been a committed sponsor of EAA and AirVenture for 15 years, bringing incredible value to those who make Oshkosh the highlight of their aviation year," said Jack Pelton, EAA chairman of the board. "With its seventh Mustang donation, Ford continues to excite with its specialty vehicles, which reflects the depth of Ford's commitment and allows EAA to provide support to its valuable programs and dedicated members in helping us grow the next generation of aviators."

The F-35 Lightning II Edition Mustang joins six other one-of-a-kind Mustangs created by the Ford design and engineering teams for the EAA Young Eagles auction. Ford vehicles donated at EAA AirVenture events have collectively raised more than \$2.5 million to support the EAA Young Eagles.

The unique vehicles produced by Ford in support of EAA Young Eagles, include:

2008 – Mustang AV8R, with cues from the F-22 "Raptor," which helped introduce the glass-roof canopy and delivered a record auction contribution of \$500,000



2009 – The AV-X10 "Dearborn Doll" Mustang was crafted in honor of World War II aircraft

2010 – Two automotive icons – the late Carroll Shelby, a former U.S. Air Force flight instructor, and Jack Roush, longtime P-51 pilot – collaborated for the first time to create the SR-71 Blackbird Mustang inspired by the legendary reconnaissance jet

2011 – The Blue Angels Mustang celebrated 100 years of United States naval aviation

2012 – The Red Tails Mustang paid homage to the Tuskegee Airmen, the courageous squadron of P-51 Mustang pilots who were the United States' first African American military airmen

2013 – The U.S. Air Force Thunderbirds Edition Mustang celebrated the 60th anniversary of the U.S. Air Force Thunderbirds demonstration team

During EAA AirVenture, Ford will offer attendees access to the latest advances in automobile technology and feature exciting attractions and fan favorites at the Ford Hangar on the grounds of

Wittman Regional Airport. Ford activities include top-tier entertainment and interactive components that will add excitement for the hundreds of thousands of aviation fans in attendance.

To participate in the auction, candidates must prequalify by contacting the EAA development office at 800.236.1025 or development@eaa.org.

The F-35 Lightning II Edition Mustang was modified by MAD Industries. Additional contributors to the project: AUNDE Corporation, Eibach Springs, 3D Carbon Fiber, BASF Automotive Refinish, Gibson Performance Exhaust, PIRELLI Tires, Forgiato Wheels, Rigid Industries LED Lighting, sPOD, MGP Caliper Covers, LGE-Paint, Madico, PIAA Corporation, APR Performance, FOCAL, The Source AV, Raceskinz, ODYSSEY Battery and Specialized Ceramic & Powder Coating.

Gathering of Eagles Dinner Raises \$2 Million

Oshkosh, WI - August 1, 2014

The annual Gathering of Eagles gala on Thursday evening in the EAA Museum Eagle Hangar raised \$2 million to support the Young Eagles program.



More than 1,000 people packed the Eagle Hangar. EAA Chairman Jack J. Pelton opened the event with a salute to founder Paul Poberezny. Video clips from the past of Paul's comments on the Young Eagles program and the spirit of EAA set the tone for an evening of celebration and memories.

The crowd also got to see our chairman hamming it up on videos. In one scene Jack played Lucy of the Peanuts comic strip in her psychiatrist role trying to help Young Eagles chairman Sean D. Tucker recover from his fear of failing to raise enough money through the "Raise the Windsock" individual donations.

The video was corny, but had everyone laughing, and donating. Raise the Windsock collected \$310,000.

But our chairman wasn't finished with his comedy act. Near the end of the program, Jack is joshing

around on video with Jeff Skiles who was sitting on a dunk tank on the nose of a replica of an Airbus. Jack nailed the dunk tank target with a baseball dressed up like a goose and doused Jeff.

The same Airbus dunk tank then appeared as the Eagle Hangar doors rolled back and people bid for the chance to send Jeff into the drink again.

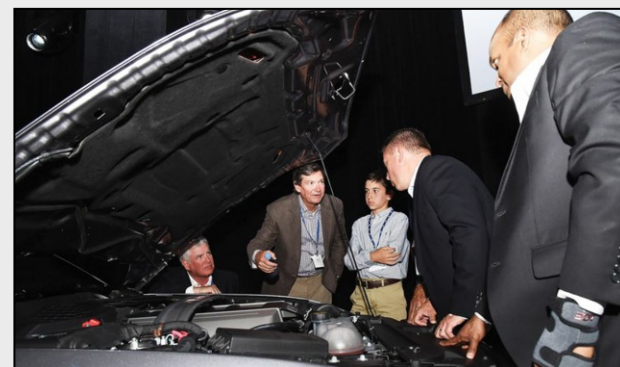
The bidding winner was Clay Presley, who was a passenger in Jeff's famous "Miracle on the Hudson" landing and had been waiting for a chance to soak Jeff again.



A new object for bidders was in a Mystery Box. During the program clues about what was in the box were given but bidders still couldn't be sure what was inside.

The Mystery Box turned out to contain a Sonex airplane kit that went for \$30,000.

The highlight of the fund raising auction was a very special 2015 Ford Mustang in F-35 Navy fighter livery. High bid for the one-of-a-kind 50th Anniversary Mustang was \$200,000.



The C-130 Hercules 60 Years Young

The Lockheed Martin C-130 Hercules reaches another major milestone Aug. 23 marking the 60th anniversary of its first flight at Burbank, CA in 1954'

The C-130 Hercules is operated by 70 countries. You might even be able to name several of C-130's 70+ variants.

Clarence L. "Kelly" Johnson (father of the P-80, U-2, SR-71 and many other aircraft) thought only 100 C-130s would be sold, total. Kelly was quoted as saying at the time the original proposal was submitted to the Air Force in 1953 that, "The Hercules is a good design, but there is no market for it." Sixty years and 2,400 planes later, the C-130 is still going strong.

2471 C-130s have been delivered as of July 2014. With more than 300 delivered, production of the C-130J now exceeds total production of the



C-130B (230 aircraft built) and the C-130A (231 aircraft built).

Here's what Capt Larry Traskos, a former C-130 pilot, had to say about his experiences flying the Hercules - "I was fortunate as a first tour Naval Aviator to fly the F (ex-Marine tanker), G (a basic 155,000 lb GW Air Force Airplane model) E and the Q model, a dedicated Naval aircraft with a 175,000 lb GW maximum. The Q model did not get a HP (kw) increase though which demonstrated the capability of the

initial C-130s. Allison and it's engine was key to the success of this aircraft. The T56 (military) and 501D-13 (civilian version) are bullet proof. The same engine is on the P3, E2, Convair, pipeline operations, etc. It coupled with the General Motors (civilian) Aero Products propeller and the Hamilton Standard (military) prop are equally fantastic!

Features like pitch lock, NTS and auto feather make this a safe and reliable prop. A great engine/prop combination!

From a crew position, a full size bunk/ beds on the flight deck were great accoutrements to facilitate rest for the over worked off duty pilot! To be able to take one's boots off that had been professionally polished by a "Batman" (when over in the UK) was a real treat and made for happy pilots! Jets had nothing on us! Plus we had a fantastic galley for wonderful meals on our grueling 11 to 12 hour flights!"

One happy customer!



Embry-Riddle, Kiddie Hawk Air Academy Renew Partnership, Offer Oshkosh Activities for Youngsters

Oshkosh, WI - Thu Jul 31, 2014

Embry-Riddle Aeronautical University and Kiddie Hawk Air Academy (KHAA) are joining forces to host aviation activities for children ages 4-9 at this year's EAA AirVenture Oshkosh, kicking off a five-year extension of their exclusive higher education partnership in developing educational and STEM programs to inspire the next generation of pilots, aircraft technicians, aerospace engineers and dreamers.

The free activities are taking place from 9 a.m. to 3:30 p.m. every day through Saturday at the KHAA/Living Legends of Aviation display in the Wittman Hangar at KidVenture, which can be found on the EAA map at D7. Here, Embry-Riddle students and KHAA volunteers are available to guide children in using Kiddie Hawk aircraft and helicopter trainers. These kinetic-motion flight simulators specially designed for children let them "fly" a few feet off the ground, learning about pitch, yaw and roll while using a stick-

and-pedal system similar to real aircraft.

Prominently positioned at the entrance to Wittman Hangar is a new RV partially funded by Embry-Riddle as part of its renewed collaboration with KHAA. Throughout the Oshkosh run, Embry-Riddle students are stationed by the vehicle conducting three ongoing workshops for children – a chart scavenger hunt, a transportation matching game and paper airplane construction.



"We're so grateful to Embry-Riddle for helping to make the new RV possible," said Stacey Elsner, executive director of the nonprofit KHAA and Living Legends of Aviation. "It really takes our joint STEM outreach to the next level, allowing us to transport the Kiddie Hawk flight simulators and volunteers around the country in an attractive and professional-looking vehicle." The RV and its staff will visit schools and aviation events, including Embry-Riddle's Wings &

Waves air show Oct. 11-12 this year in Daytona Beach, Fla.

Another feature of KHAA's Oshkosh display is a "Legends and Guests" stage where aviation celebrities, business leaders and innovators are on hand each day to answer questions from kids, encourage them to strive for academic excellence and discuss career options in aviation and aerospace.

"The fun, interactive activities developed by Kiddie Hawk Air Academy and Embry-Riddle are proving to be an effective way to encourage children to explore aviation," said Embry-Riddle Vice President of Marketing and Enrollment Management Bill Hampton. "It was a natural next step for us to reaffirm our alliance with Kiddie Hawk to

continue sparking a love of flight in children who come to air shows like EAA AirVenture."

Youths interested in more information about Embry-Riddle, the world's leading aerospace university, can check out the school's College Park exhibition at Oshkosh, where Cessna, Diamond, Piper and Robinson aircraft from the university's Daytona Beach, Fla., and Prescott, Ariz., campuses are on display.

Embry-Riddle Becomes First Training Provider in Nation to Receive FAA Approval for Airline Certification

Tue Jul 8, 2014

When new Federal Aviation Administration regulations take effect Aug. 1, 2014, all future airline pilots will be required to complete an Airline Transport Pilot (ATP) Certification Training Program to qualify to take the ATP Airman Knowledge Test, a prerequisite for the ATP certificate that is required for employment as a commercial airline pilot in the United States.

Now, Embry-Riddle Aeronautical University has become the first training provider in the country to receive approval from the FAA for its ATP Certification Training Program (CTP).

"We are very excited that our students will be able to complete this training as part of their normal degree requirement," said Ken Byrnes, chairman of the flight department in the College of Aviation at Embry-Riddle. "Our mission is to provide the best education possible so our students can become outstanding aviation professionals. The FAA approval of our ATP CTP course once again ensures that our graduates will have the qualifications necessary to be employed, succeed and help shape the future of the aviation industry."



With the completion of an FAA-approved aviation degree program from Embry-Riddle, graduates are also eligible to receive the newly created Restricted ATP certification after 1,000 or 1,250 flight training hours, making them eligible for hiring by a scheduled passenger airline (Part 121 carrier), between 250 and 500 flight training hours sooner compared to students completing a non-qualified program.

Embry-Riddle's ATP CTP coursework includes a minimum of 10 hours of flight time in the university's aircraft simulators, including the only FAA-qualified Level-D CRJ-200 full-motion full-flight simulator in use by a university in the United States

The Embry-Riddle ATP CTP curriculum contains at least 30 hours of advanced aviation training on topics that include the following:

- * Propulsion and Aerodynamics
- Operational Meteorology

Aerospace and Air Carrier Operations

- * Leadership Training and Professional Development
- Crew Resource Management
- * Investing in and Maintaining an Exceptional Safety Culture

Once the ATP CTP course is completed, Embry-Riddle students receive a graduation certificate and the required endorsement to take the FAA's ATP Airman Knowledge Test. Students who major in Aeronautical Science with an Airline Pilot area of concentration will complete the ATP CTP course as part of their normal degree requirements.

For more information on the new Restricted ATP (ATP-R) rules and course requirements through Embry-Riddle's College of Aviation, go to <http://daytonabeach.erau.edu/college-aviation/flight/faq-r-atp/index.html>.

TAKE ONE

By Jim (Flybum) Pratt



EAA AirVenture 2014

So Many Aircraft, So Little Time



I think the title of this article pretty much defines EAA AirVenture. Having been to the event many times, driving into Whittman Field off of Highway 41 feels like coming home to visit family. You get th feeling that the event must have been going on all year and you are here to visit one more time. It is hard to believe that it is only a one week event. So many

things are familiar and the people look like the same friendly people that you left last year. It is an indescribably warm feeling and I am always glad to be here. Time has taken care of the sore legs, the information overload and over-exposure to the sun that I suffered last year, and all I can think of is, "it's time to explore again!" Walking through the gate

this year, we were greeted with a baggage check so I had to open my knapsack/camera bag and expose the maze of cables, three cameras, and three lenses and a voice recorder and convince the Security person that there was nothing there that could constitute a bomb. They were actually friendly and I appreciate their efforts.

Kit Planes

In working our way back to air show center, we ran across the Kitplane Section and saw lots of vendors there . Naturally, Van's Aircraft was there and lots of the regulars. One plane that struck me as interesting was the single-place Panther. It can be built in the LSA or Experimental category. With a kit price of

approximately \$15,000 and using a modified Corvair engine, this kit is within the range of quite a few people. For the full specs, check out <http://flywithspa.com/pant her/pantherspecs.html>

Another well-represented vendor, Sonex, was there with its full line of kit aircraft. The Sonex Jet flew a flight demonstration, and boy

could that little tike move. Sonex has a wide range of kits with prices from the mid-twenties to high forties. The jet is somewhat over \$100K but not in their brochure. For more information: [http://www.sonexaircraft.c om/](http://www.sonexaircraft.com/)

There were lots of other kit manufacturers there. It would take a few extra days to cover them all.



Vintage Aircraft Section

Once in, we headed for the Vintage Aircraft section in order to place our lawn chairs in a strategic spot for the airshow. While there, we checked out all of the vintage planes. Everything from Piper Cubs, Waco Biplanes, Beech 18s, Beech Staggerwings, Fairchilds, and.....OMG.....the biggest Gee-Bee I have

ever seen. It was a two-seater. There was also a Meyers OTW that had a beautiful red and white paint scheme. Another surprise was a French Bleriot. What a basic aircraft. Our EAA Chapter had shown the movie "Magnificent Men and their Flying Machines" a few weeks before and a similar aircraft was flown in the movie.



Sport/Ultralight Area

From the Vintage area we went on to the Sport/Ultralight Area. The airstrip there was very active and we watched

several flight demonstrations. There were some interesting gyrocopters and powered parachutes there. Powered parachutes are noted to be safer than

regular aircraft because of their inherent stability and resistance to stalls. They are also slow, 25-35 mph. The flying is constant out of the grass field.

Fighter Town

From there we hopped the tram and headed for Fighter Town, the warbird area at the other end of the field. Nothing like the sound of Mustangs in the

morning, or a Spitfire, or an AD-1 Skyraider, or a P-47 Thunderbolt. Hey wait a minute, there were no P-47s there. What happened? We saw a bunch of them at Chino. Maybe they came later in

the week? The Navy was well represented with a TBM Avenger, Corsairs, A-4D Skyhawk, two SkyRaiders, and a Wildcat. The Army Air Force had its P-51s (lots of them), P-40s, P-38s (including Glacier

Girl), an OV-10 Bronco, B-25s, B-17, B-24, a Caribou, and some transport aircraft (C-47s, Beech 18s, etc.) *Devil Dog*, a dark blue B-25, from Georgetown, Texas was there. My brother lives

near Georgetown and while visiting him a few years ago we discovered *Devil Dog* in a hangar at the Georgetown Airport and now here it is. Cool!



There is a presentation area at Fighter Town that seems to constantly have famous military pilots giving talks about their

wartime experiences. Bud Anderson was giving a presentation but the stands were full and there is virtually no way to get a

peak at what is going on. They might want to provide more space for these events.















On Tuesday, it was time for a ride around Pioneer Airport at the museum in the Bell Helicopter, a

tradition that started about 4 years ago. It is a great ride considering the cost is less than 50 bucks. It

allows me to get some pictures that show the magnitude of the event. It is hard to describe it to

outsiders without some pictures. After the ride, came the customary tour through the museum and

the hangars at Pioneer. Plan on spending a half day in this area.

Show up early for the helicopter ride. The line gets longer as the day wears on!







1915 NIEUPORT II REPLICA
FABRICATION AND CONSTRUCTION
FABRIC COVERING AND PAINTING
FINISHED AND FLYING !!!
THE FLOOD OF '15
THE REBUILD

Air Show

The air show started out relatively light on Monday, got better on Tuesday, and even better on Wednesday. On Monday there was the typical introduction with the opening parachute jumps, then aerobatic routines by the Aeroshell T-6 Team, Tubreaux, some formation flights by T-6s, Beech Mentors, and Chinese Yaks, and a BD-5 Jet.

All of the routines were very entertaining, but the BD-5 stole the show as it zipped around the field like a mad little bee. The first production Honda Jet also flew a demonstration.









On Tuesday, the Marines flew a flight demonstration of the Osprey. That plane is amazing with its big props and the ability to take off and land vertically. Once it gets to level flight it really moves out. It looks like a high-maintenance bird to me, and probably needs some A-10s in the area for ground suppression. It is fun to watch. Watching it beat the air with those huge propellers looks like an unnatural act.

The Navy planes including the ADs got into the act along with the OV-10, the T-33s, some Russian L-39s, and the P-51s. Things were getting more exciting.





Matt Younkin flew his twin Beech routine. He really knows how to throw that beast around. There were so many routines flown and here are the others: Matt Chapman (Eagle 580), Bob Carlton (SubSonex),

Geico Skytypers (T-6s), Mike Goulian (Extra 330SC), Rob Holland (MX-2), Jerry Kerby (RV-8), Nicolas Ivanoff (Edge 540), Greg Koontz (Xtreme Decathlon), Dave Martin (Cap 222), Micheal Rambo (T6

Texan II), Gene Soucy (Showcat), Sean D. Tucker (Oracle Challenger III) and Ken Pietsch (Interstate Cadet). Additional performers may have performed on days when I was not present.





On Wednesday, the Gee-Bee flew. What a treat that was. Several years ago, I saw the smaller model of the Gee-Bee fly and it made me nervous because it was so small and had such a small wing area and yet so much horsepower. It also had a reputation from the thirties. I didn't want to

see a crash and the feeling was that one little twitch and boom. This newer model of the Gee-Bee is bigger and has a much larger wing and flies two people. It seems more like an airplane that is not always on the verge of crashing. It is still as much fun to watch it perform.





The war got bigger on Wednesday. Added to the mix of military planes were a Cobra gunship, a Huey equipped with door

gunners, the A-4D Skyhawk Navy attack jet (I'm partial, I served in an A-4 squadron), the Caribou troop transport. The air

strike was accentuated with explosions and I imagine it brought back some memories to the veterans in attendance.

There was also an F4U Corsair and a real Japanese Zero that staged a dog fight for the crowd. Both planes were beautiful examples of their models and the pilots flew them skillfully, giving the crowd an idea of what a real dog fight would look like.







Until Next Year



TAKE TWO

By Gary Rosier













Paul Holmes brought his Jetmobile all the way from Daytona Beach, Fla in support of the EAA Young Eagles program



































The photo top left shows that the weather was not CAVOK all of the time . . .

The Thunderbirds were the star of the show as far as the general public were concerned.

It was great to see this premier USAF Demonstration Team performing their skills after being grounded for so long by the farce of sequestration.















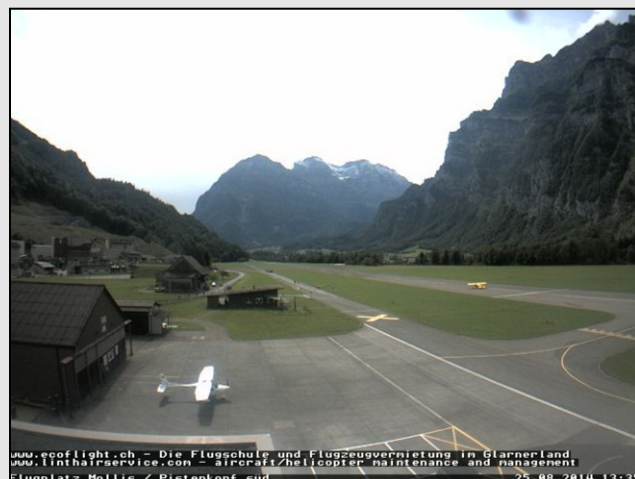
Until Next Year



SPEEDI'S BLOG

WELCOME TO SPEEDI'S Blog. In this issue we have a feature about the *Pilatus Party* in Switzerland (pages 77 through 83). Whilst I did not attend this fun event on Swiss National Day, I was in Switzerland a couple of weeks later.

I was visiting a pilot friend who lives near Zurich. He is a Citation pilot and flies not only in



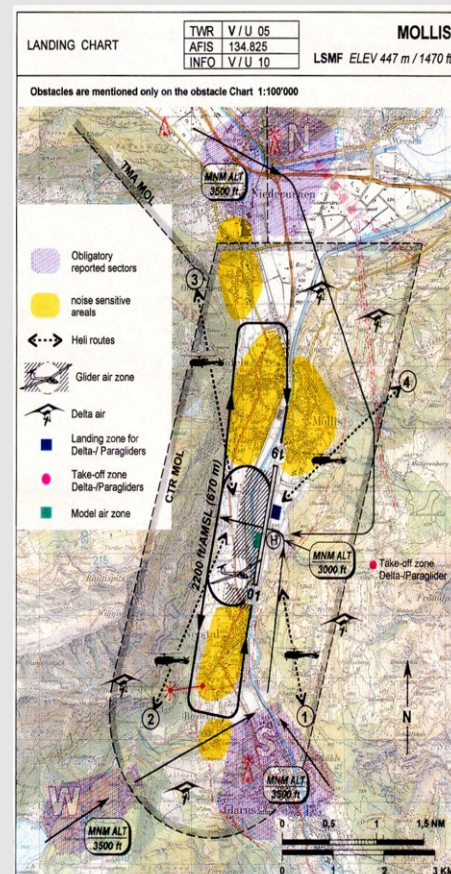
Europe but also in the USA. He took me to an airfield south west of Zurich - Mollis Airport - where his plane is based. This was visit by car and as we approached the airfield, from perhaps 15 miles out, the terrain changed. The mountains began,

and then the valleys. So much so that it looked impossible for an airfield to be located in this area.

Then suddenly we were there. A long 5900 ft runway appeared, with the mountains close by, (and I mean *close*) encased in clouds. The airport, and they call it Hawker International Airport, is at 1467 ft amsl. It is strictly a VFR airport, with all flights made in VMC conditions, - or as my friend said, sometimes this means "Very Messy Conditions" when the weather suddenly changes.

The left downwind to runway 01 has a towering mountain face just off the right wing tip. Even the final to 01 has a teardrop pattern to miss the hill at the southern end of the runway.

Mountain flying is taught there by [Ecoflight](#) and



the approach chart makes very interesting reading. There are zones and routes for fixed wing, gliders, helicopters, paragliders and model airplanes.

Looking at the airport's [website](#) it seems that this is a very active airfield. In addition to the flying activities there's also a motorcycle training

school.

Numerous air shows are held and the photos showing the Patrouille Suisse jet demonstration team flying at Mollis are certainly impressive. The team presently flies the Northrop Grumman F-5E Tiger II. Prior to



this they flew the British Hawker Hunter for some 30 years.

Mollis is also well known for its *Hunter Meet*. A specially painted Mk 58 Hawker Hunter, known



as the *Graffiti Hunter* flies out of Mollis.

What a pity I did not get chance to fly at Mollis or be there for one of the many air events.

I've been away from

flying myself for almost 2 months now and it's going to take a while to get back into the way of tight formation flying.

Readers of my blog will know that formation flying is something which now takes up most of my flying time. I've been formation flying for almost 15 years, so it takes far less time now to get back up to speed than it used to do.

Labor Day is here, as this magazine is published, and



there is usually some formation flying to be done to entertain the locals in and around Daytona Beach, in Florida.

Of course all this assumes that I will be able to get a flight over to the USA after Iceland's Bardarbunga volcano began erupting on Saturday under the ice of Europe's largest glacier. Back in 2010 the eruption of Iceland's Eyjafjallajokul volcano produced an ash cloud that caused a week of international aviation chaos, with more than 100,000 flights canceled. At least the name of the latest volcano to erupt is easier to pronounce!



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 1700 386/756-6125 (Security)

VORTAC OMN 112.6 MHz 165°R/13.9 DME

VORTAC ORL 112.2 MHz 020°R/35.6 DME

FSS St. Petersburg 122.2 MHz

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

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

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

AWOS 121.725 MHz

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

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

Airport Manager: Dick Cunneen, Cell 386 872-1431

Airport Assistant Manager: John Sponza, Cell 386 872-1430

Airport Committee Chairman: Jim Calhoun, Cell 386 295-8271



NEWS FROM THE BARN

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

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".



Photos for this feature - Gary Rosier



The Downwind Cafe now plays host to a weekly 'Cars & Coffee meet













Conrad Yelvington and some of his 'toys' . . .

Pilatus Party



Some 35,000 spectators watched as the show took place at Buochs airfield in central Switzerland. The interest and attention which the event attracted were simply overwhelming!

Photo: Herb Wiehl

A world premiere took place August 1, on Swiss National Day, when Pilatus Aircraft Ltd officially unveiled its first ever PC-24 prototype.



Photo: Herb Wiehl



The first Pilatus PC-24 prototype leaves the production hangars

Typically, uniquely, unmistakably – Pilatus! And so indeed was the presentation by Pilatus of its very first PC-24. The show got underway at 12.35 when a team of 24 horses, chosen to symbolise the number appearing in the PC-24 product name and its future mission profile as a 'workhorse', pulled the first prototype out of the production halls.



Photo: Rolf Ellwanger



75 Historic tractors of Swiss production open the 75th birthday party for Pilatus

Oscar J. Schwenk, Chairman of the Board of Directors of Pilatus, is enthusiastic about the new PC-24 and the event:

"Today's celebration is a clear sign of our commitment to Switzerland as a centre of vision and action. Our company was established here in Stans exactly 75 years ago. We have seen our activities grow and expand here in Stans, and this is where we want to be in the future: in Stans, producing our aircraft for sale to customers around the world.



The 100% newly developed PC-24 is the first time that traditional Pilatus values such as versatility, efficiency and Swiss precision have been combined in a jet. The PC-24 is the world's first ever business jet to come equipped as standard with a cargo door, with the kind of performance specification that allows it to operate in and out of very short runways or even unmade strips.

Pilatus sold 84 PC-24s at the European Business Aviation Conference & Exhibition (EBACE) in May this year.



The new jet sports an eye-catchingly elegant design in Swiss style, featuring chrome and gold-coloured Alpine flowers.

The rollout was preceded by a fly-by of all the aircraft which have ever reached series production in the company's 75 year history. Over 120 performers and more than 160 children of company employees made the rollout an unforgettable event for high-ranking guests, customers and fans of Pilatus.

Federal Councillor Ueli Maurer, who attended the event, paid tribute to the success of Pilatus in his speech, remarking on the new Swiss business jet with great pride. He also announced that the members of the Federal Council have voted to buy a PC-24 – a further sign of the

confidence placed in the new Pilatus-produced jet!

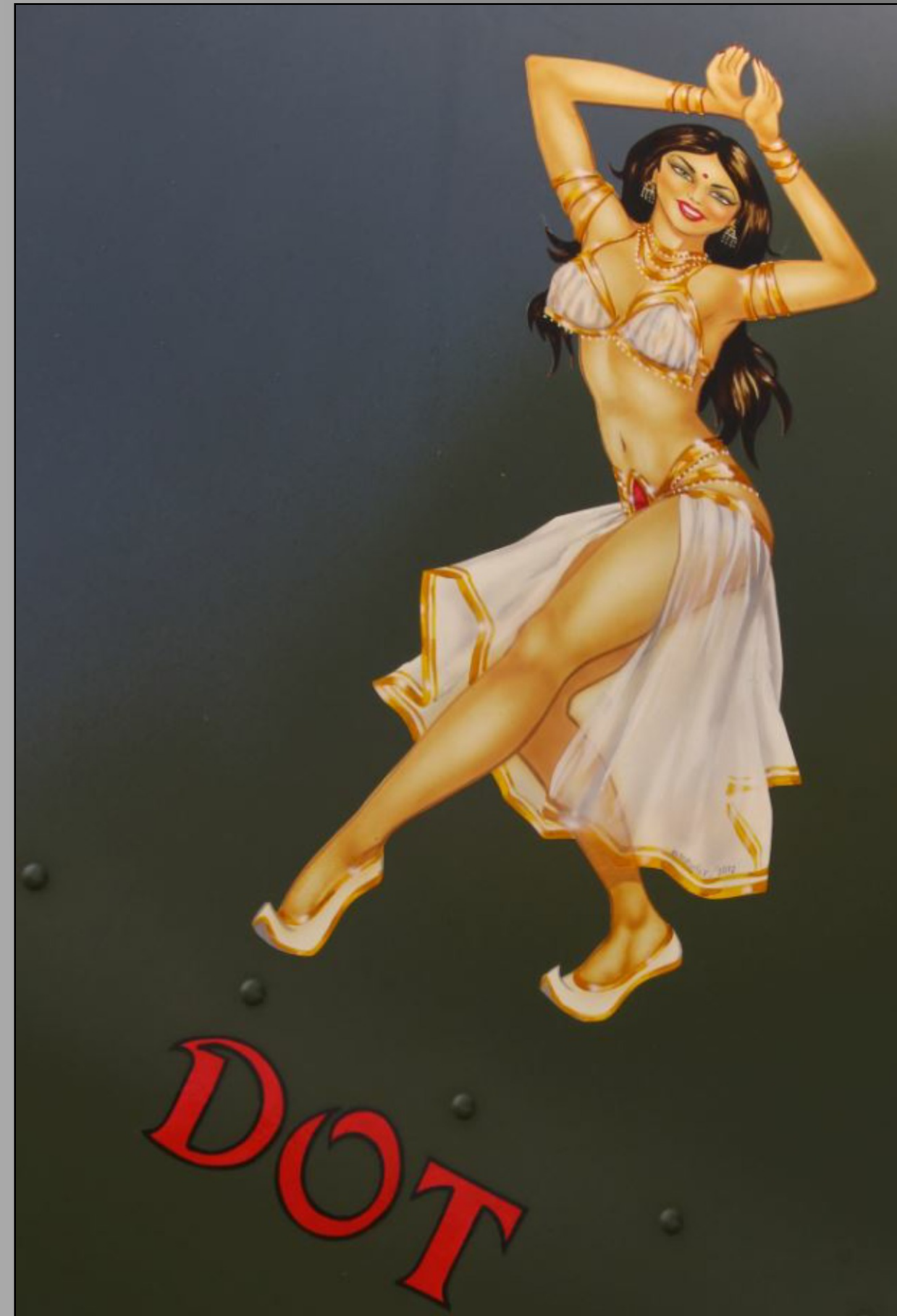
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A total of three prototypes will be produced for the PC-24 test flight programme. The maiden flight of the first prototype, which was presented at the rollout, will go ahead in spring 2015. Final certification and start of deliveries to customers are planned from 2017.

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.







Jaguar Reveals U.S. Spec F-TYPE Project 7 Vehicle At Pebble Beach

(MAHWAH, N.J.) - August 14, 2014 - Last night, the U.S. production version of the F-TYPE Project 7 was unveiled at the exclusive Jaguar Land Rover Pebble Beach Kick-Off event in California. Named to reflect seven Jaguar overall wins at the 24 Hours of Le Mans, F-TYPE Project 7 is inspired by the Jaguar D-Type which celebrates its 60th anniversary this year.

Created by the Jaguar Land Rover Special Vehicle Operations team, the F-TYPE Project 7 will be a limited production all-aluminum, fully road-legal two-seater roadster with bespoke aerodynamic aids. To

further emphasize the Jaguar racing heritage, the vehicle will feature a 575hp 5.0 liter supercharged V8 engine with a 0-60mph acceleration time of 3.8 seconds and an electronically-limited top speed of 186mph.

The F-TYPE Project 7 will come to market in two standard color schemes - Glacier White, a metallic white which is the feature color for the model and Ultra Blue, a metallic take on French Racing Blue and the signature color of the Jaguar Land Rover SVO team. British Racing Green, Ultimate Black and Caldera Red will also be available as optional upgrades.

* Named in honor of seven Jaguar wins at Le Mans, the F-TYPE Project 7 is a road-legal two-seater inspired by the Jaguar D-Type

* Created by the Jaguar Land Rover Special Vehicle Operations (SVO) team, F-TYPE Project 7 will be a limited production vehicle

* Powered by a 575hp 5.0 liter supercharged V8 engine, F-TYPE Project 7 is capable of accelerating 0-60mph in 3.8 seconds with an electronically-limited top speed of 186mph[1]

* F-TYPE Project 7 will be available in two standard colors - Glacier White and Ultra Blue. British Racing Green, Ultimate Black and Caldera Red will also be available as optional upgrades

* Customer deliveries will start in Spring 2015

* US Pricing starting at \$165,000

CONTINENTAL GT3-R MAKES NORTH AMERICAN DEBUT AT 2014 PEBBLE BEACH

(Pebble Beach, 11th August 2014) Making its North American debut at this year's Pebble Beach is the new Continental GT3-R – the most dynamic and fastest-accelerating Bentley ever produced.

Inspired by Bentley's race-winning Continental GT3 race car, the GT3-R is powered by Bentley's race and road proven 4.0 litre V8 engine. Bentley engineers have developed a retuned version of the high performance 4.0-litre twin-turbo V8 for this new two-seater GT. Developing 572 bhp and 516 lb-ft of torque, together with a 220 lb weight reduction and shorter gearing, the Continental GT3-R

is the fastest-accelerating Bentley ever. Capable of reaching 60 mph from a standstill in just 3.6 seconds, the GT3-R is a Grand Tourer with the performance of a racer.

Hand-built in Crewe, England, the car will be finished by Bentley's motorsport department. The GT3-R is limited to just 300 examples globally, 99 of which are bound for the US market with four more destined for the Canadian market. Pricing for the racing inspired

Continental GT3-R is set at \$337,000 USD. Dealers are now accepting orders for the Continental GT3-R, with deliveries to start in the Americas Region in the first quarter of 2015.

Christophe Georges, President and CEO, Bentley Motors, Inc. comments: "Pebble Beach is the perfect location for the debut of the rarest and most dynamic Continental GT, the GT3-R. It is a testament to the Bentley trademarks of luxury and performance and

by a new fixed rear wing fitted to the boot lid – both finished in carbon fibre. Additional unique exterior features adding to the sporting design include gloss black headlamp bezels, matrix grille, window surrounds and bumper strips. The look is complemented by an all-new lightweight 21" wheel finished in gloss black. The theme continues under the bonnet where the 4.0-litre V8 receives a unique GT3-R carbon fibre cover.

Interiors feature a two-seat configuration of new bespoke sporting seats designed for comfort and finished in Beluga black leather with diamond-quilted Alcantara®. In place of the rear seats is a new uniquely trimmed rear cabin, complete with a carbon fibre surround and finished in leather and Alcantara®.

Contrasting the Beluga leather and motorsport-inspired materials is a vivid accent green, used as a hide colour on the seats, instrument panel and door panels and in contrast stitching throughout the seats and diamond quilted areas. Unique GT3-R badging adorns the center console and passenger fascia panel, while headrests receive stitched logos in contrast green thread. All 99 models bound for the US will receive sequentially numbered GT3-R sill treadplates identifying the car's one-of-a-kind status.



we're excited to share it with the friends of Bentley during this gathering of fine automobiles."

Continental GT3-R Highlights

All 300 Continental GT3-R models take design inspiration from the GT3 racer and will feature a Glacier White exterior, highlighted by the use of two-tone green graphics that trace the two prominent power lines to the side profile of the car. A new front splitter provides an assertive look to the front of the car, balanced

Jaguar Land Rover Special Operations Reveals 'New' Lightweight E-type

"Special Operations' remit is to indulge our most discerning and enthusiastic customers' passion for our cars - including those from our past. This is why our Jaguar Heritage division exists, and why the new Lightweight E-type is such an incredibly exciting project.

"The E-type is an iconic car, and the Lightweight E-type the most desirable of all. To be able to complete the intended production run of 18, some 50 years after the last Lightweight was completed, was an opportunity we couldn't miss."

John Edwards, Managing Director, Jaguar Land Rover Special Operations

IN DETAIL

Jaguar has revealed the prototype of its 'new' Lightweight E-type - a further six of which will be built and sold.

Jaguar announced in May 2014 that it would recreate six new Lightweights, each built by Jaguar Heritage, part of Jaguar Land Rover's new Special Operations division.

Each of the six cars will be built to a specification originated from the last Lightweight E-type produced in 1964 and will be hand-crafted at the original home of the E-type,



Jaguar's Browns Lane plant in Coventry, England. The cars will be sold as period competition vehicles and all will be suitable for FIA homologation for historic motorsport purposes.

The new cars are the 'missing' six vehicles from the 'Special GT E-type' project, which originally started in February 1963 with the objective of building 18 cars. Only 12 of the aluminium-bodied Lightweight E-types were eventually built and the remaining six designated chassis numbers having lain dormant, until now. The six new cars will carry those original, historic Lightweight E-type chassis numbers.

A race winner in the hands of a variety of famous drivers during its short competitive career, the car has achieved worldwide fame and original examples are now valued in the many millions. In recreating the Lightweight E-type, Jaguar Heritage has been able to call on the superlative skills and experience of many talented engineers and

technicians already working in a variety of departments within Jaguar.

All, when offered the chance to assist with this unique project, leapt at the opportunity. Some even have an indirect link with the E-type when it was new: one master technician calculated that his family - including his grandparents, his father and his uncle - had a collective 170 years' service at Jaguar stretching back to the early 1960s.

The expertise and attention brought to bear on this recreation project is staggering, with the full resources of Jaguar being applied to ensure that the six new Lightweights will not only be authentic, but will also be built to the highest quality standards.

So the six chosen customers will each receive the rarest of things - a brand new Lightweight E-type, hand-built at Browns Lane and just as desirable as one of the originals.

MINI turns 55: a small car with a great history.

Munich. When the first classic Mini, made in Birmingham, went on the market on August 18th 1959, none of the people involved at the time are likely to have imagined that the concept of a revolutionary small car would turn into one of the automotive industry's most impressive success stories stretching over a period of five and half decades. 55 years ago, two models were presented to the public which differed solely in their radiator

grille, hub caps and paint finishes: the Morris Mini Minor and the Austin Seven. Designer Alec Issigonis' concept was both simple and ingenious: lots of interior space combined with minimum exterior dimensions, four seats, perfect driving properties, low fuel consumption and a reasonable price. These brilliant ideas had an impact that was to extend into the 21st century.

The brand's underlying principle was confirmed once more when it was restarted with the market launch of the MINI in 2001: a superior concept gained popularity in a range of different forms and eventually became firmly established. Since then MINI has combined the classic values of the early generations with the demands of a modern automobile. Very few vehicle concepts have survived for such a long period of time or gained a

comparable level of popularity - and no other concept has been applied to such a wide variety of versions as is the case with MINI.

Today the range comprises a large number of models: starting with the classic body variant of the MINI, it includes the MINI Clubman, the MINI Convertible, the MINI Coupé and the MINI Roadster, going right through to the MINI Countryman and the MINI Paceman. The brand began another fresh chapter of its success story in spring 2014 when the new MINI went on the market. An entirely new variant in the model



program follows in autumn 2014 - the MINI 5 door.

On the first weekend in August, members of the classic Mini and the new MINI community met in the county of Kent to celebrate the most successful and most popular British small car on its 55th anniversary. MINI enthusiasts were just as impressed by the new generation of the original in the premium segment of small cars as they were by some of its ancestors that were to be seen on the grounds. The vehicles on

show ranged from one of the very first cars of the brand dating back to 1960 to a classic Mini Clubman Estate and a classic 25 Special Edition Mini from 1984 through to one of the last classic Minis ever built from the year 2000.

Guests of honour at the anniversary included Paddy Hopkirk, who achieved the brand's first win at the Monte Carlo Rally in a Mini Cooper S 50 years ago and Russ Swift, who demonstrated some of his unique stunts and tricks.

Fans of the brand traditionally get together at the International Mini Meeting to demonstrate their passion for the world's most famous small car. This year they designed and produced hundreds of individual stickers featuring messages and pictures. The best designs will be on show later this year at a big MINI exhibition at the BMW Museum in

Munich.

The International Mini Meeting (IMM) was first held in Germany in 1978 - at that time it was a relatively small-scale three-day camping event. Its popularity increased from one year to the next, however, with fans prepared to travel further and further until the organisers finally decided to turn it into an international meet-up. The IMM takes place in a different country every year, but it returns to the UK every five years to mark the brand's anniversary in August.

Dodge Unleashes Most Powerful Muscle Car Ever

July 22, 2014 , Auburn Hills, Mich. - The newly consolidated Dodge and SRT brands are launching out of the gate at full throttle – introducing the new 707 horsepower 2015 Dodge Challenger SRT with a Hellcat engine and its stablemate, the 2015 Dodge Challenger SRT – just a few months after taking the wraps off the new Dodge Challenger 392 HEMI® Scat Pack Shaker at the New York International Auto Show.

Driven by the five SRT performance hallmarks, the new 2015 Dodge Challenger SRT 392 and Challenger SRT with the HEMI® Hellcat engine are re-designed and totally re-engineered to be the most true-

to-form muscle coupes on the market with performance-enhancing technologies inside and out. With 707 horsepower, the Dodge Challenger SRT Hellcat features the most powerful V-8 engine ever produced by Chrysler Group – the supercharged 6.2-liter HEMI V-8.

“The new 2015 Dodge Challenger SRT Hellcat is the most powerful muscle car ever,” said Tim Kuniskis, President and CEO — Dodge Brand and SRT Brand, Chrysler Group LLC. “With 707 horsepower and 650 ft.-lb. of torque,

we have unleashed a true GT car with an all-new driver-focused interior, the TorqueFlite eight-speed transmission and the first supercharged HEMI® engine Chrysler has ever produced. The Challenger Hellcat has been released!”

The 2015 Dodge Challenger SRT coupes will be built at the Brampton (Ont.) Assembly plant. Production is scheduled to begin in the third quarter of 2014.

Awe-inspiring powertrains For 2015, the Challenger SRT with a Hellcat engine is propelled by the



new supercharged 6.2-liter HEMI V-8. Its 707 horsepower rating will be the highest of any V-8 engine in Chrysler Group’s celebrated history. The all-new V-8 engine can be mated with an upgraded six-speed manual transmission or a beefy, new TorqueFlite eight-speed automatic – the first such gearbox ever offered in the Dodge Challenger SRT’s time-honored segment.

This new HEMI® Hellcat engine is Dodge and SRT’s first application of V-8 supercharger technology,

delivering the full brand experience with fresh potency.

The breakthrough supercharged engine features a forged-steel crankshaft with induction-hardened bearing surfaces. The result is a crank so well-engineered it can withstand firing pressures of 110 bar (1,595 psi) – the equivalent of five family sedans standing on each piston, every two revolutions. And its unique, specially tuned crank damper has been tested to 13,000 rpm.

High-strength, forged-alloy pistons – developed using advanced telemetry measurement – are coupled to powder-forged connecting rods with high-load-capacity bushings and diamond-like-carbon-coated piston pins.

The new supercharged 6.2-liter HEMI V-8 has premium-grade, heat-treated aluminum-alloy cylinder heads that are optimized for

superior thermal conductivity. And its die-cast aluminum rocker covers are HEMI Orange.

Unlocking the power

For the first time in Chrysler Group history, the all-new 2015 Dodge Challenger SRT with a Hellcat engine comes standard with two key fobs – red and black. The red key fob is the only key that can unlock the full horsepower and torque potential of the Challenger SRT Hellcat engine; while the black key fob limits the driver to a reduced engine output.

Testing on All-New Right-Hand-Drive Mustang Begins

For the first time ever, a right-hand-drive Ford Mustang will roll off a Ford assembly line when global production begins. The addition of a

161,000 Mustangs have been sold outside of North America in that time. In 2012 alone, more than 4,000 Mustangs were sold in 35 countries outside of North America, ranging from the United Arab Emirates to Chile to the Philippines.

[While Mustang has more than 100 fan clubs around the globe](#), and was recently voted “[Europe’s Most Wanted Classic Car](#)” by AutoScout24, bringing a right-hand-drive Mustang to market will allow more enthusiasts to



Aug 15, 2014 | Dearborn, Mich

- * Ford’s new Mustang goes on sale this fall in the U.S. and globally in more than 120 countries next year
- * This is the first time in 50 year history that the Ford Mustang will be available in a factory-built right-hand-drive configuration
- * More than 25 new right-hand-drive markets will be able to purchase the new Mustang, including the United Kingdom, Australia and South Africa

right-hand-drive Mustang to Ford’s lineup of global vehicles will allow the iconic pony car to be exported to more than 25 right-hand-drive markets around the world, including the United Kingdom, Australia and South Africa.

Mustang engineers recently finished construction of the very first right-hand-drive sixth-generation Mustang. The prototype Mustang will be used to conduct various development tests in preparation for the car’s entry into the global market in the coming months.

While the United States is the largest market for Mustang with more than 9.2 million sales since the car’s debut in 1964, more than

experience the car than ever before.

50 years of Mustang

Ford Mustang is the newest member of a very exclusive club – vehicles in continuous production for 50 years. The car has a worldwide base of fans, including more than 7.6 million on Facebook – the most of any vehicle nameplate. From the beginning, Mustang’s unique combination of style, performance and affordability established an entirely new class of sporty cars, and it has led the segment ever since.

The sixth-generation Mustang goes on sale in the United States this fall, and will eventually be available in more than 110 countries worldwide.

GONE CRUISIN'

Gary's Hot Rods & Cruisers



Gary's Big Road Trip

Gary's been having great fun of late. His mammoth road trip on the way to and from AirVenture at Oshkosh, WI took 31 days on the road to various places, visited 15 states, a total distance of 4089 miles - a GREAT Trip!

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/>



The third Monday of the month is the American Legion (VFW Post 205) car cruise-in of East Aurora, NY. It's a perfect location; scenic and lot's of history too as witnessed by the various tributes to past conflicts and our fallen hero's. This was a record turnout as over 130 cars were present and you couldn't hardly squeeze even a VW Beetle into the grounds. Some very nice cars, including a Ferrari, Lark, vintage/classic and all kinds of muscle cars and more.

Thanks to Jim Suttell and his brother Norm (Legion members) for the heads up and to so many who worked hard to pull this off. It was a beautiful evening in Western New York for sure!





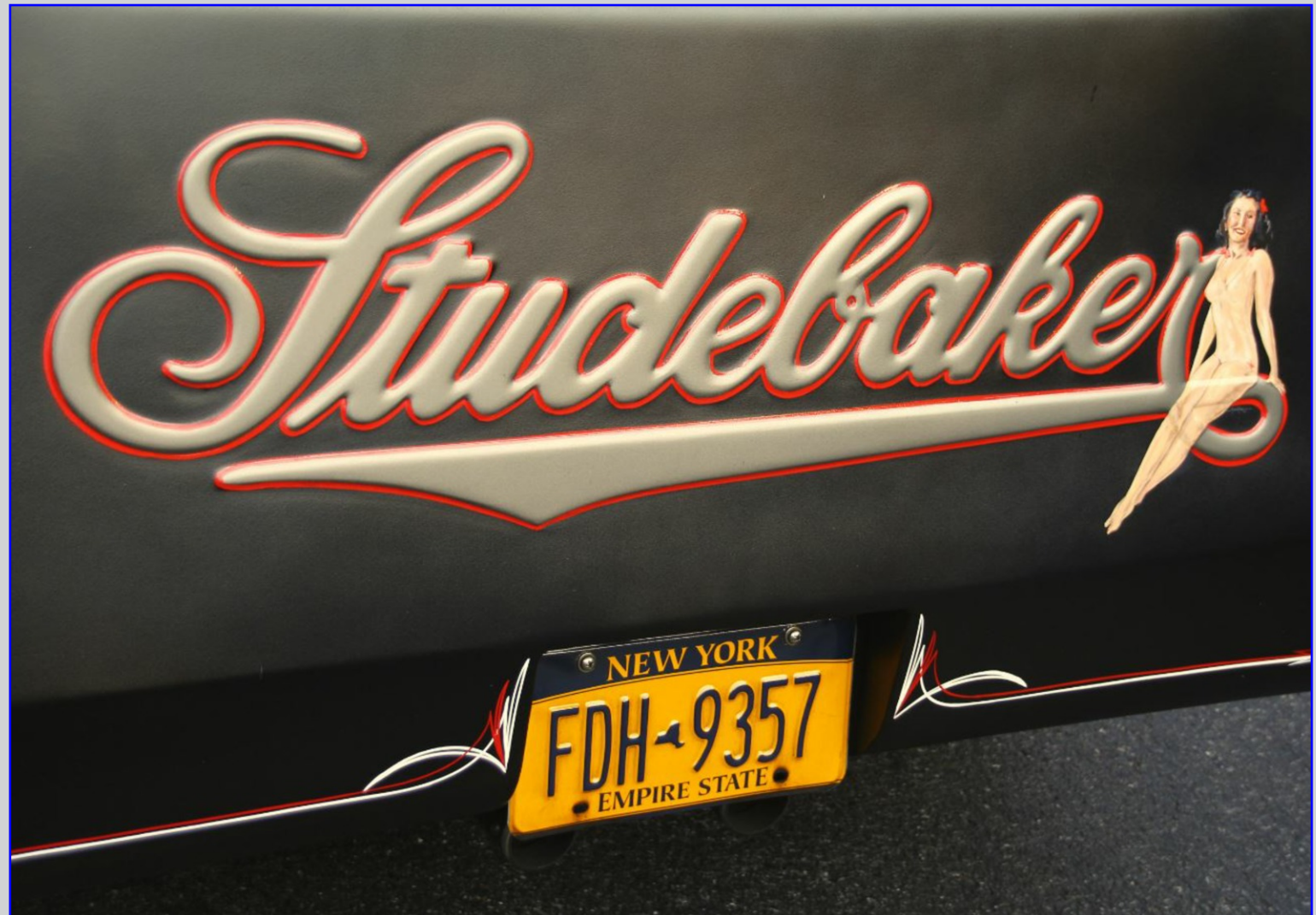






























During his Road Trip, Gary stopped at Delacy Ford just outside Buffalo, NY for their annual cruise-in, which included a neat appearance by a very good Elvis impersonator.

Over 300 cars attended on a windy but beautiful Buffalo, NY Day!





























TERRY BUCHWALD

Elvis

"THE

LEND

LIVES ON"



Photos for this feature: Gary Rosier



RED BULL GLOBAL Rally Cross came to Daytona Beach for its inaugural event on Aug 22 & 23. According to Red Bull “GRC events offer a unique and unparalleled

viewing experience for fans at the track and watching broadcasts alike. Events are designed to produce the fastest and most exciting racing in all of motorsports, without

lengthy breaks in the action.” Red Bull says “Global Rallycross cars roll out of the factory as production models, but receive significant improvements to

chassis, engine, and safety features to bring them up to racing spec. GRC vehicles are incredibly versatile; they produce 600 horsepower and can accelerate from 0-60 miles per hour in 1.9

seconds, but are also built to withstand 70-foot jumps and contact with other vehicles. Unlike many other racing series, they also do not feature the aid of electronic traction aids. Ford, Volkswagen,

Subaru, Hyundai, and Chevrolet serve as Official Manufacturer Partners of the series.” Our local correspondent, Gary Rosier, went along to enjoy the action . . .



















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