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Wings & Wheels

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WINGS OVER CAMARILLO

GARY'S BIG ROAD TRIP

August / September 2015

Issue No: 21

FREE! Online Magazine

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Massive 148 Page Edition

THIS MONTH: AirVenture 2015 Gary's Big Road Trip Wings over Camarillo and Much More

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Online
Magazine

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NASA Photo: The 'Dumbbell nebula,' also known as Messier 27, pumps out infrared light in this image from NASA's Spitzer Space Telescope. Planetary nebulae are now known to be

The Important Details:

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

Speedi Wings & Wheels

Editorial

Welcome to the August / September 2015 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 AirVenture 2015 from Oshkosh, WI - Plus much more . . .

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

Blue Sky's and Safe Flying.

The Speedi Team

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

Canadian Avro Lancaster at AirVenture 2015 - EAA Photo

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Speedi Wings & Wheels

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Cover Photo: Gary Rosier

Regular Features:

GYROCOPTER 'ROXY' COMPLETES A RECORD SETTING ROUND THE WORLD FLIGHT

Larne, Northern Ireland, 11 August, 2015:

Norman Surplus returns home . . .

The mission has been completed! A 5 year Odyssey around the world by a quiet and unassuming gentleman from Larne, Northern Ireland, in his tiny out of the ordinary flying machine, now affectionately called 'Roxy', came to an end just after 7 pm on the 11th August 2015 as the pair touched down on the Sandy Bay Playing Fields in Larne...5 years 5 months after they had taken off from there.

The crowds that greeted Norman on his arrival were mirrored a hundred fold by the congratulatory messages sent by well wishers from around the world.

Here's what Norman had to say:

"There are so many people in so many countries that it is difficult to mention everyone personally at this point, but rest assured that every single act of kindness and assistance no matter how large or how small, has helped to make this trailblazing flight the global success that it has now become.

It has shown me that time and time again in so many far flung places around the globe, that the true spirit of adventure, compassion, generosity and curiosity lies deep within every single person that I have had the very good fortune to meet along the way. We each share a common bond, a common humanity to give help to other humans in time of greatest need. You have all recognised this need at crucial points of the journey and have readily directly or indirectly volunteered and given necessary assistance in abundanc e...in recognition of that fact, the numerous FAI World Records that have been set by this circumnavigation flight in reality should belong to all of us....without the contribution and cooperation of everyone that has managed to keep the project moving through the many challenges and pitfalls both in the air and on the ground, the flight could simply not have been able to complete any of its overall objectives at all.

In a way I suppose "Roxy" has been a catalyst, the glue if you like, that has remotely bonded so many diverse peoples from so many diverse cultures and countries to work together for a common purpose, a simple goal; to simply help to see this littlest of aircraft achieve the biggest of dreams, to win out against all the odds stacked against it and to safely and successful achieve a pioneering Autogyro flight right around the world.

You have all made this possible!"

Click here for a link to Norman's blog

Angels in the sky? Must be Seafair!

Boeing's partnership with Seattle's iconic festival and air show continues to soar.

Seattle, WA – August 5, 2015: The annual Seafair festival in Seattle, Wash. is a visual feast of heart-racing action -- from overhead acrobatics performed during the Boeing Seafair Air Show, to the roaring hydroplane boat races on Lake Washington. This year the festival celebrated its 66th year, and Boeing has been a partner since the beginning.

Photo above: Members of the Boeing Employees Veteran's Association (BEVA) marched in the Torchlight Parade displaying a new hot air balloon in the shape of a Blue Angel.

Boeing's participation in Seafair ranges from the skies to the streets and all points in between. Boeing drivers and vans shuttled guests almost non-stop from packed parking lots to the fairgrounds during the three day event. Once on site, the approximately 180,000 visitors were able to meander through the grounds, which included a new Boeing store site and an enormous FIRST Robotics tent that was hosted by Boeing.

Inside the tent, student teams were able to show off their recent mechanical creations, and children were invited to take a spin on a joystick to see how they could manipulate the innovative robotics. Student Daniel Shorr says FIRST has inspired him to focus more on science, technology, engineering and math. "It's to really inspire the engineer in all of us," he says about FIRST and its partnership with Boeing. "It's awesome that Boeing is here to support us with that!"

One week before the festival in Genesee Park, Boeing also played a large role in the iconic torchlight parade through downtown Seattle. Two dozen members of the Boeing Employees Veteran's Association (BEVA) marched a massive new hot air balloon in the shape of a Blue Angel through the streets.

Rosa Bartol, president of the local BEVA branch, said it's an honor to represent the more than 11-thousand veterans Boeing employs in Washington state. "This is a big, huge deal to us having all our BEVA members come out and do something like this," said Bartol. "BEVA rules!"

Just behind BEVA and their balloon were smiling members of the Everett-based 777X team who hitched a ride aboard the Dreamliner-liveried U-787 hydro.

But as many reflect on Seafair 2015, it is the images they saw in the sky during the Boeing Seafair Air Show that will likely stand out. A 747-8 freighter sporting a fresh Seahawks livery spread its wings over an adoring audience, while the ever-popular Blue Angels performed in their Boeing FA-18s. Angels in the sky over Seattle? Must be Seafair!

Here's a link to a video of the Seafair show – click here

Photo below: Members of the 777X team hitched a ride upon the U-787 hydro which sports a Dreamliner-inspired livery during the Torchlight Parade.

Farewell to Flight

Why 2015 must be XH558's last flying season

At the end of the 2015 flying season, Vulcan XH558 will land for the last time. By then, she will have far exceeded the 250 flying hours promised before her restoration and will have completed significantly more flying hours than any other aircraft of her type. Here's the story:

"As a charity funded largely by XH558's supporters, we are deeply aware of our responsibilities to those who support and pay for this magnificent aircraft, so have done everything we can to see whether another year might be possible. We have conducted a detailed evaluation of the factors that affect her continued flying life and, most critically, have taken advantage of the extended fatigue life to modify the way we fly her so that more engine life might be released. The results of our research have been discussed at the highest levels with those who influence the future of the last airworthy Vulcan.

Unfortunately, having evaluated a great many factors, the three expert companies on whom we depend – BAE Systems, Marshall Aerospace and Defence Group and Rolls-Royce, together known as the 'technical authorities' - have collectively decided to cease their support at the end of this flying season. Without that support, under Civil Aviation Authority regulations, we are prohibited from flying.

At the heart of their decision are two factors. First, although we are all confident that XH558 is currently as safe as any aircraft flying today, her structure and systems are already more than ten percent beyond the flying hours of any other Vulcan, so knowing where to look for any possible failure will become gradually more difficult. Second, maintaining her superb safety record requires expertise that is increasingly difficult to find. Our technical partners already bring specialists out of retirement specifically to work on XH558; a solution that is increasingly impractical for those businesses as the necessary skills and knowledge become distant in their collective memories.

This is an immensely sad decision for everyone who has worked so hard to return her to the skies and to keep her there. The decision is not about funding or parts supply, it is about mandatory third-party support; sadly it is one that Vulcan to the Sky Trust is not able to reverse."

For a link to the Vulcan to the Sky website - click here

More Vulcan information click here

Photo above: Vulcan XH558's first public display after her award-winning return-to-flight restoration, captured here from the rear of her predecessor, the Avro Lancaster. Only 11 years seperates the first flights of these two dramatically different aircraft.

GULFSTREAM G500 COMPLETES FIVE FLIGHTS

Two Additional Aircraft Preparing For Flight

SAVANNAH, Georgia, August 10, 2015 — Gulfstream Aerospace Corp. today announced that the Gulfstream G500 has completed five test flights since it first took to the skies on May 18.

During more than 15 hours of flying, the aircraft achieved a top speed of Mach 0.80 and a maximum altitude of 38,500 feet/11,735 meters. The aircraft's longest flight was more than four hours.

Over the past several weeks, the aircraft has been undergoing planned modifications in preparation for returning to flight later this month.

"The first five flights exceeded our expectations," said Dan Nale, senior vice president, Programs, Engineering and Test, Gulfstream. "And they demonstrated that our testing facilities on the ground are having very real benefits in the air, allowing us to identify and address issues before they're ever seen in flight."

Gulfstream announced the G500 and G600 family of aircraft on Oct. 14, 2014. Programs for both aircraft are progressing well. As the first G500 flight-test article undergoes modification, two more are preparing for flight and a fourth is in production. Additionally, the first G600 flight-test aircraft has begun the initial stages of production.

Together, the two programs have completed more than 36,000 hours of lab testing, and both the G600 integration test facility (ITF) and the G600 Iron Bird are now operational. The engines for the G500 and G600, the PW814GA and the PW815GA, respectively, were certified by Transport Canada in February.

The G500 and G600 offer an optimized combination of speed, wide-cabin comfort and efficiency providing best-in-class performance with advanced safety features.

The G500 has a range of 5,000 nautical miles/9,260 kilometers at Mach 0.85 or 3,800 nm/7,038 km at Mach 0.90, while the G600 can carry passengers 6,200 nm/11,482 km at Mach 0.85 and 4,800 nm/8,890 km at Mach 0.90. The maximum operating speed for both aircraft is Mach 0.925, the same maximum speed as Gulfstream's G650 and G650ER.

The G500 and G600 also include Gulfstream's all-new SymmetryTM Flight Deck, the most advanced, stylish, comfortable and intuitive flight deck in business aviation. The cutting-edge technology comes in the form of active control sidesticks (ACSs), integrated touchscreen controllers, next-generation enhanced vision system (EVS III), and Honeywell Primus Epic avionics.

The G500 and G600 cabins maximize comfort, with an industry-leading cabin altitude of 4,850 feet/1,578 meters at FL510 and 100 percent fresh air that boosts mental alertness and productivity while reducing fatigue.

Gulfstream anticipates certification of the G500 in 2017, with entry into service in 2018. The G600 certification is slated to follow in 2018, with entry into service in 2019.

Photos for this feature: Gary Rosier


WORLD'S BUSIEST CONTROL TOWER


A350XWB

T-34 Flypast

Airbus A350 XWB Flypast


AIRBUS A350


A350 AIRBUS
AIRBUS


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FLIGHTSERVICEGSE.COM
A350
XWB
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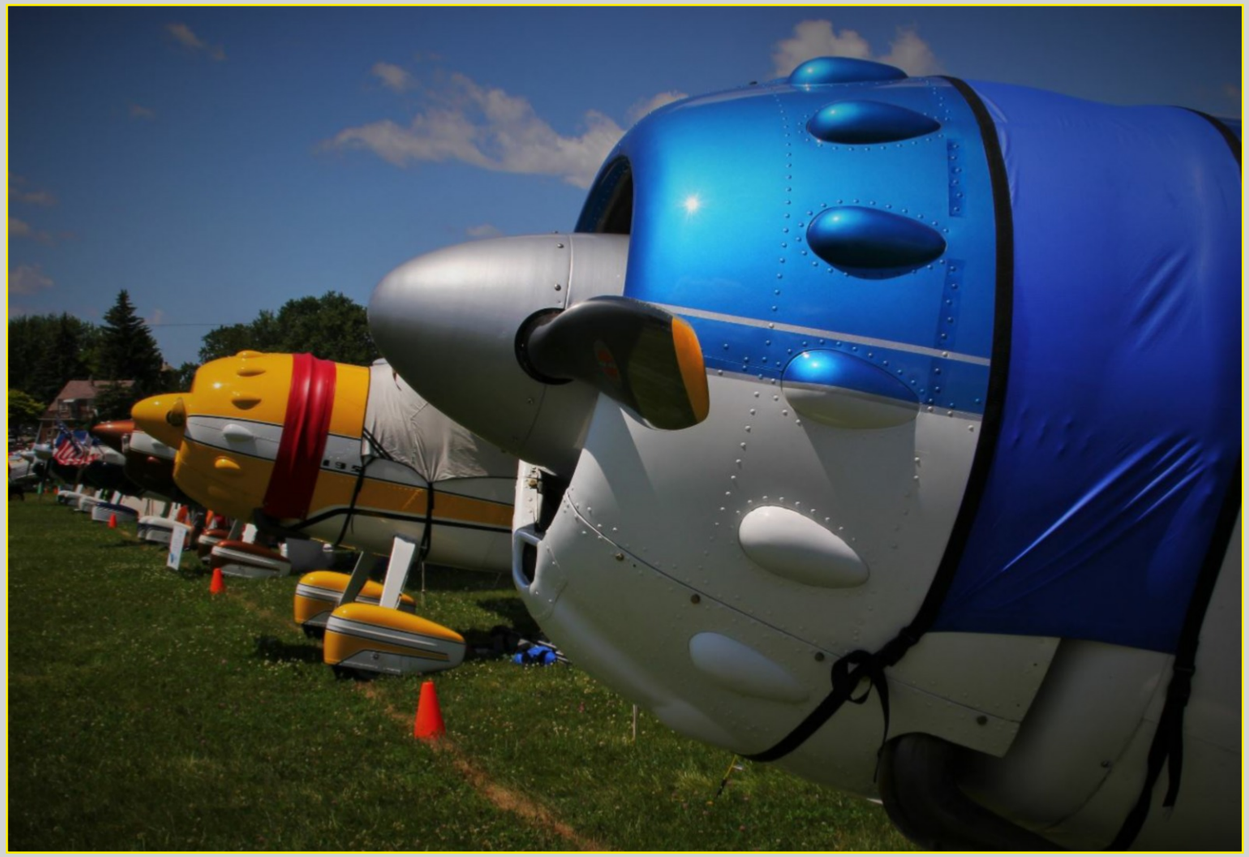
N514RS
A350


A350
A350 AIRBUS




Sky
Dynamics


OSHKOSH
OR
BUST
N6650R


U.S.NAVY
88
469


USN
7693


472218


PECOS BILL


WELCOME TO
FIGHTERTOWN
WARBIRDS
IN REVIEW
DAILY SCHEDULE


OLD CRO N
U.S.A.


WARBIRDS
2016 Pin-Up Calendar

Photo top left : Bob Hoover


"Ole Yeller"
R.A.
N51RH


993
597
Marge


"FIFI"


29
AMERICAN AIRWAYS
NC 11153
72
RENTAL


U.S. AIR FORCE
Pearl 1
S. AIR FORCE


AI-114


PANCHITO
430734


P
ROYAL NAVY
WJ288
NX155
153


JIM BARTON
'BLACK ONE'
1920-1997


X-TERMINATOR


Bluebonnet Belle


"FIFI"
L107
L107


X-TERMINATOR
TECNAM


FedEx
Express
FedEx


FedEx


GENE SOUC
NX7699


TEMPEST
LyCon
HORIZON


HAMMERHEADS
Joy
N341LX
EXTRA
330LX


SCHOOL TIME
STOP
Jets are Hot
Drivers are Hot!


YEAR
WINGFOOT ONE


NC
18781


CUB


TRAIL TO
SEAPLANE
BASE


N730BA
LIGHT SPORT


N53RN
CUB
N617PJ

UNTIL NEXT YEAR . . .

SPEEDI'S BLOG

Welcome to Speedi's Blog.

August and September 1940 was the period when air power was used by the British and Germans to effectively determine if the United Kingdom would be invaded or not. The 75th anniversary of The Battle of British is the topic of this blog as a tribute to those involved:

Tuesday 13 August 1940 was the start of the Battle of Britain as far as the Germans were concerned - they called it 'Adlertag' (Eagle Day). Waves of strong attacks over a ten-hour period came in against Essex, Kent, Sussex and Hampshire. On 'Eagle Day' the Luftwaffe mounted a total of 1,485 sorties (missions) with Fighter Command flying 727 sorties in response.

The day before, 12 August 1940, was the first time the Germans began a systematic assault on RAF (Royal Air Force) Fighter Command's forward airfields and radar stations, striking at Manston, Lympne and Hawkinge aerodromes in the south-east and radar installations in Kent, Sussex and on the Isle of Wight. This was their first major attack on Fighter Command's ground organisation. The airfields suffered different degrees of damage but were all serviceable by the next morning. Most of the radar stations were also quickly back on air, except Ventnor on the Isle of Wight which was seriously damaged.

It was radar which would be decisive in turning the tide of the Battle of Britain.The British had developed an air defence network that gave them a critical advantage during the Battle of Britain. The Dowding System – named for Fighter Command's Commander-in-Chief Air Chief Marshal Sir Hugh Dowding – brought together technology, ground defences and fighter aircraft into a unified system of defence. It not only controlled the fighter force, but other elements of the defence network as well, including anti-aircraft guns, searchlights and barrage balloons.

On 15 August 1940, all three of the Luftwaffe's air fleets were deployed in a coordinated onslaught for the first time. This day saw the heaviest fighting of the Battle of Britain and both sides were pushed almost to their limits. Attacks ranged from Kent to Suffolk to east Yorkshire as well as all along the south coast. There was also a large air battle off the Firth of Forth in Scotland.

The Luftwaffe flew over 2,000 sorties and lost 75 aircraft, while Fighter Command flew 974 sorties during the daytime and lost 34. Considering the scale of the German attack, the damage caused was slight and no serious gaps had appeared in the defences. In contrast one of the German air fleets suffered so severely that it never made another daylight attack during the entire Battle of Britain.

The Luftwaffe made a similarly massive effort the following day, 16 August 1940, with three assaults over Kent and the Thames Estuary, Sussex and Hampshire, and at four different points between Harwich and the Isle of Wight. The pattern of raids was very similar to 15 August, with the strongest German activity directed against Fighter Command. The Luftwaffe's intelligence shortcomings meant that only three of the eight airfields attacked, Manston, West Malling and Tangmere were fighter bases.

After their major efforts on 15 and 16 August, the Germans paused to recover before returning in force on 18 August. Flying 750 sorties, the Germans attacked airfields at Biggin Hill, Kenley, Croydon and West Malling. The raid on RAF Kenley caused severe damage. All ten of its hangars and several aircraft – mostly Hurricanes – were destroyed. The Germans also bombed the Isle of Wight, destroying an important radar station. Another large scale attack fell on Kent in the late afternoon.

The Germans suffered for their efforts. The losses of Junkers 87 'Stuka' dive bombers were so severe that this aircraft was largely withdrawn from the main battle.

On 30 August during a period of direct assaults against RAF sector stations across the south-east, Fighter Command flew 1,054 sorties - its largest daily number yet. Twenty-two fighter squadrons saw action, most at least twice and some up to four times. The Germans flew 1,345 sorties, their biggest daylight effort for a fortnight. The tempo of combat was increasing daily and for the British, 30 August 1940 was the heaviest day of fighting they had experienced so far. **>>**

SPEEDI'S BLOG

The first main raid, flying in across Kent and Sussex, began at 10.30am. At 1.30pm successive waves of German bombers came in over southern Kent and the third and largest raid began around 4.00pm. Biggin Hill

(photo of present day control tower above) suffered severe damage – one of the last remaining hangars was destroyed and most telephone lines, gas, electricity and water mains were cut.

On 31 August 1940 the Germans mounted an even larger operation. It was costly for both sides and Fighter Command's losses were the heaviest of the whole of the Battle of Britain - 39 aircraft shot down and 14 pilots killed. Early waves of attacks came in over Kent and the Thames Estuary, targeting the airfields at North Weald, Debden, Duxford and Eastchurch. The next attack focused on RAF Croydon, Biggin Hill and Hornchurch, with the latter two attacked again later in the afternoon. Both airfields were serviceable by the following day, but the cumulative damage at Biggin Hill meant two of the three squadrons based there were put under the control of nearby sectors.

Biggin Hill was also attacked again on 1 September 1940. This was Biggin Hill's sixth raid in three days. It was bombed again on 5 September 1940.

On 7 September 1940, after a fortnight of assaulting vitally important RAF sector stations in the south-east with considerable success, the Germans suddenly changed their tactics and launched an all-out attack on London. Germany felt that the sector stations had suffered sufficient damage and that, with time running out in which to launch a successful invasion of Britain, the most rapid conclusion to the Battle of Britain could be reached by focusing effort on the capital.

Fighter Command would be certain to defend the capital in the greatest possible strength, so targeting London offered the unique chance for a huge and decisive air battle.

German fighters provided close escort support for the bombers and the sheer size of the German force meant many of the raids were successful in hitting targets in the capital.

The Germans laid waste to large areas of London. The fires from the burning buildings were perfect markers for the bombers which continued to come throughout the night and for the next 9 months - what became known as the 'Blitz'.

Despite the damage the raids on London caused the German decision to shift the focus of attacks away from RAF targets was a tactical error of such importance that it was arguably the turning point of the Battle of Britain.

A week later the Germans launched another massive assault on 15 September 1940. They believed this would finally shatter Fighter Command's resistance and open the way for a successful invasion. However, since 7 September Britain's defences had recovered, fighter production continued and operational pilot strength was the highest it had been since the start of the Battle of Britain.

The German offensive came in two distinct waves, giving British aircraft time to refuel and rearm.

Thankfully for the British, the Germans usual diversionary manoeuvres were not employed so the British were able to deploy as many as 17 squadrons - in good positions - to meet the threat. German bomber formations were smashed, making accurate bombing impossible. Although bombs were dropped on London, Portland and Southampton, little damage was done. It was a day of heavy and sustained fighting and the Germans suffered their highest losses since 18 August. It was obvious to both sides that German tactics had failed and the Luftwaffe had not gained the air supremacy they needed for an invasion.

Fighting continued for another few weeks, but the action on 15 September 1940 was seen as an overwhelming and decisive defeat for the German Luftwaffe. For this reason, this date is celebrated in the United Kingdom as Battle of Britain Day.

Text and black & white photos thanks to the Imperial War Museum - visit their website at iwm.org.uk

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

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

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

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

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

AIRPORT SAFETY VIDEO – The airport management recommends that all Spruce Creek Fly-In residents and airport users view this very good airport safety video. Click Here Airport Info 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: John Sponza, Cell 386 872-1430

Airport Assistant Manager: Buddy Dicey, Cell 386 872-1431

Airport Assistant Manager: John Steidinger, Cell 386 872-1431

Airport Assistant Manager: Dave Baldwin, Cell 386 872-1431

Airport Committee Chairman: Kathy Royer, Cell 386 451-8929

Photos for this feature by Steve Wood, unless otherwise notated

In our '*News from the Barn*' section we will be featuring news and photos from Spruce Creek Fly-in, the world's greatest aviation community. With over 1600 homes, and not all of them are hangar homes, and home to over 3000 people, there are over 650 airplanes based at Spruce Creek. But it's not all about aviation at Spruce Creek - there's golf, tennis, motorcycling and much more, as well as a Country Club and the Downwind restaurant right alongside Beech Boulevard - a major taxiway in the center of the airport. EAA Chapter 288 (Daytona Beech) meets at Keith Phillip's hanger on the other major taxiway - Cessna Boulevard. Then there's the Gaggle Flight, which is quite something in its own right. Every Saturday morning (and sometimes on Wednesday too) members of the Gaggle Flight meet at The Big Tree which sits right in the middle of the airport. Upwards of 30 aircraft depart in flights of 3 or 4 (and sometimes more) flying out to breakfast. The arrivals back are usually spectacular, with overhead breaks the norm. Our North America editor, Steve Wood, is part of Goofy Flight - named after his GlaStar which has the special registration N-600FY. Steve even has 'goofy' smoke on his airplane which can 'puff' or be continuous at whim. Everyone has great fun at Spruce Creek Fly-in which perhaps explains why there's a sign inside the main entrance which reads *"Caut ion - Children And Adults At Play".*

In this issue we feature Gary Rosier's photos from a Saturday morning flight down to the Valiant Air Command Warbird Museum at Titusville. Gary rode with Lenny Ohllson in his J3 Cub.


NC37703

Gary having fun . . .


N5SX

Capt Sal organizing things at the breakfast . . .


N6400S
Willit Run?


MTMN
N414MT


N62BW

On Saturday, August 22, 2015 a B-25 'Killer B' visited Spruce Creek. This page and the next 8 pages shows some of the photos shot by Gary Rosier during the visit . . .


KILLER B


KILLER B

WINGS OVER CAMARILLO

AIRSHOW

Photos for this feature by Jim (flybum) Pratt and Tim Sowell

Wings Over Camarillo Airshow 2015

Jim (flybum) Pratt

I have not been to the Wings Over Camarillo Airshow for at least 20 years. It might have been called something else the last time I was there. Camarillo, CA is located north of Los Angeles between Thousand Oaks and Ventura just off Highway 101. The airport is south of the city right next to 101. Camarillo and the surrounding area is a nice place to visit. Everything is so clean and we had no traffic issues traveling to and from the event. The traffic flow into the show, at 10:00 AM, an hour after the gates opened was as smooth as can be. The airshow was scheduled to start at 12:00 which gave Tim Sowell and myself time to look at all of the ground displays. The theme was of World War II aircraft, but they also had a section where kit built aircraft and other experimental birds were on display. The Camarillo EAA Chapter is building a huge hangar in partnership with the Civil Air Patrol on the site.

We had plenty of time to look at the warbirds on the ground before the air show started. Judy Phelps opened by flying a routine in her Pitts. Judy is an accomplished pilot, a Master Certified Flight Instructor, and an aerobatic pilot with over 7,000 hours logged. She wowed the crowd with her aerobatic skill as she went through her routines. A great opening.

The main show started with Dr. D (Dr. Frank Donnelly) flying his 1946 Taylorcraft. Dr. D holds a ground level waiver and he delivers a slow motion captivating show that gets the crowds attention. It is all about energy management, especially when you have the horsepower on the lower end of the spectrum. It is almost like a ballet performance, but gutsy at the same time.

After Dr. D, an HU-16 Grumman Albatross took to the skies. Dee plane - dee plane! Okay, it is a seaplane that carries passengers and what a beautiful bird it is. It circled the field several times and all the while I was thinking "maybe I should sell the house and buy one of those to live in. Take it to the Caribbean, yeah that's the ticket." Then I heard my wife's voice inside my head say, "not so fast mister, you know I don't like water." I never have flown in a big seaplane, I'll bet it is fun!

Things really started happening now as the Condor Squadron (a flight of T-6 Texans painted like German aircraft) took to the skies, followed by a flight of Chinese CJ-7 Trainers and a B-25, a flight of Ryan Navions, then a P-51, then a P-63 Kingcobra, then a P-47, then a P-38, then a C-47, then a British Mk. XIV Spitfire. Wow this is getting exciting! The Navions did the first fly-bys in a good tight formation.

Next was the European Theater performance starting with Condors (Germans) vs the Spitfire and the Mustang. Several fly-bys were made but no one actually got shot down. A second round of WWII activity included the P-38, P-47, P-51, P-63 and the B-25 escorted by the Chinese Tigers CJ-7s. Numerous passes were made by each flight and it was really exciting to watch.

The C-47 was hauling the Red Bull parachute team who made a jump wearing their bat suits. It is really something to watch as these jumpers soar through the sky like bats for quite some time before they deploy their square chutes. The chutes are very manuevrable but so small, I can't help wondering how these guys don't hurt themselves when they land. The jumpers were immediately followed by Chuck Aaron flying the Red Bull helicopter. Chuck is the first civilian pilot to be licensed to fly helicopter aerobatics in the U.S. He flies a MBB-105 helicopter and does loops, rolls, and everything else no one in their right mind would do in a helicopter.

Next, some Lancairs and Glasairs took to the air and did some passes. Those little buggers are hard to photograph because they are so fast and so small compared to the warbirds. The Lancair Legacy is capable of speeds over 300 mph and the Glasair III is too, I believe. It is hard to believe that people build these kits at home and get that kind of performance out of them. Must be lots of fun.

I heard a lot of kids in the audience saying that the "purple plane" was next, talking about none other than Vicki Benzing, the California Queen of Aerobatics. I have seen Vicki perform many times and I have watched from the pylons as she races at Reno. She is a tough competitor and a great performer, and she does it all with such great enthusiasm. Vicki has well over 6000 hours of flight time and 1100 parachute jumps. You can't keep her out of the sky. She is jet-qualified and has raced an L-39 at Reno, as well as a Lancair Legacy and other aircraft. Her performance on this day was no exception as she demonstrated her amazing skills by owning the Extra 300S. Check her website or Facebook page to see some of her amazing accomplishments.

The final act was the MV-22 Osprey from the Marine Corps Air Station, Miramar. If you haven't seen the Osprey fly it is like nothing you have ever seen before. Imagine wings that tilt from the horizontal to the vertical and affixed to the end of each wing are gigantic propellers and the engines to drive them. The announcer stated that if one of the engines fails, the other provides enough power to keep both props turning, allowing for a safe landing. The plane either takes off vertically with the props pointing straight up of it can tilt the wings to allow a short run down a runway for a runway takeoff. Once airborne it can reach speeds of over 300 mph. That will get the troops there fast. It is being used in Afghanistan and other places to haul troops to the battle area. You have to see it to believe it. An amazing machine.


TUMBLING T-CART


N44HQ


vicky benzing
5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vbaerosports.com
N46EX
vickybenzing
AEROSPORTS


8352
YZ 00
MARINES
VMM-363
00


162
N113BAM


N750PJ


CAF
MB II


CAF
Minsi III


N99JP

Cars were there too . . .


momo
momo
TCK


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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

Going to Extremes: Ford's Cold-Weather Testing in the Sunshine State Leads to Enhanced Vehicle Quality Globally

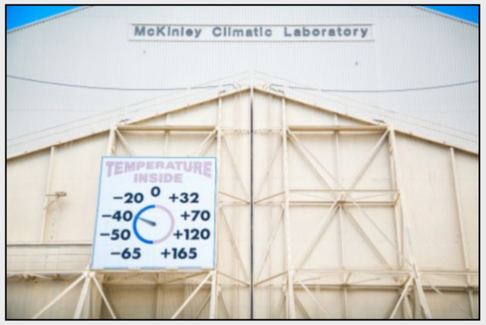
EGLIN AIR FORCE BASE, Fl., August 13, 2015 -- Each year, Ford brings global prototype vehicles and a team of engineers to the world's largest climatic test facility – McKinley Climatic Laboratory at Eglin Air Force Base in the Florida panhandle – to push the limits of extreme cold-weather testing in order to improve vehicle quality and performance for customers.

* Ford vehicles of all sizes – from Focus to F-Series Super Duty – annually submit to subzero testing in the U.S. military's all-weather laboratory designed to re-create nearly every weather condition on earth

* Extreme cold-weather testing at the Florida lab in the summer contributes to continuity, collaboration and efficiency in Ford's product development cycle and, ultimately, to enhanced global vehicle quality

* Ford customers worldwide can approach winter with the assurance their vehicles are designed – through extensive testing – to start and run in frigid weather conditions

In this sophisticated, all-weather facility used by the U.S. Air Force to test every aircraft in the Department of Defense inventory [1], Ford engineers can get temperatures down as low as minus 40 degrees Fahrenheit in a span of just 10 hours. The hot, humid climate of northwest Florida in August has no impact on conditions inside the lab – making it ideal for simulating winter in Alaska's Prudhoe Bay or Canada's Yellowknife region.



So when it's the middle of a development cycle, or the middle of summer, and there's no access to a natural environment where engineers can evaluate whether a vehicle is starting as robustly as it should in below-freezing temperatures, McKinley Climatic Lab allows Ford to simulate, calibrate and validate – all under one roof.

The opportunity to accommodate 75 global prototype vehicles of all sizes for rigorous testing – plus house a versatile team of 54 engineers and technical experts – creates efficiency in the company's product development cycle that helps Ford learn in just three weeks what could take twice as long in a smaller facility. Collecting multiple data sets, analyzing results, and comparing and contrasting enables Ford engineers to quickly implement changes that enhance vehicle quality and ultimately benefit the customer.

Optimum performance in the most extreme weather conditions means different things for customers in different parts of the world. That's why Ford engineers strive to account for all variables when seeking assurance that customers who live and work in cold climates will be able to reliably start and run their vehicles in subzero temperatures. Specific situations engineers test for include:

When running tests at such low temperatures inside McKinley Climatic Lab, engineers make changes daily to help ensure engine start and vehicle driveability, and that Ford is meeting the high quality standards its customers expect. Learnings from these cold-weather tests helped Ford engineers perfect the 6.7-liter engine that powers the current F-Series Super Duty. Engineers found that replacing metallic plugs with ceramic gold plugs enabled the engine to heat up more quickly, for a more robust start.

BMW Concept M4 GTS Premiered During Monterey Car Week

The First M3/ M4 Special Production Car to be Sold in the US.

Woodcliff Lake, N.J. A year on from the launch of the BMW M4 Coupe, BMW M GmbH is presenting an initial preview of a high-performance model for use on the road and on the race track: the BMW Concept M4 GTS – the first M3/M4 special production vehicle to be sold in the US.

The BMW M GmbH was founded in 1972 as BMW Motorsport GmbH and caused a sensation with its iconic BMW M1 racing car. As the force behind the world's most successful racing touring car, the Group A BMW M3 and the development of the first turbocharged engine to win the Formula One World Championship, the BMW M GmbH return to its racing roots with the BMW Concept M4 GTS.

The BMW Concept M4 GTS continues the tradition of BMW M3 special models already illuminated by the BMW M3 Evolution (1988), BMW M3 Sport Evolution (1990), BMW M3 GT (1995), BMW M3 CSL (2003), BMW M3 GTS (2010) and BMW M3 CRT (2011). Technology honed in race competition, a hike in power, a commitment to lightweight design and limited production numbers with unbeatable performance coupled with a powerful and exclusive driving experience.

"While the BMW M4 Coupe embodies the ideal combination of motor sport genes and unrestricted everyday usability, the BMW Concept M4 GTS previews an emotionally powerful and exclusive special model conceived with an eye for trailblazing technology and a keen focus on the race track," explains Frank van Meel, Chairman of the Board of Management of BMW M GmbH. "Despite its outstanding track ability, it is still fully road-legal. This is racing technology for the road in the truest sense."

The BMW Concept M4 GTS showcases new technologies which will debut in production vehicles later this year. The BMW Concept M4 GTS features the innovative water injection system that has already provided a significant output and torque boost in the BMW M4 MotoGP Safety Car. In addition, the BMW Concept M4 GTS has rear lights with OLED (organic light-emitting diode) technology for an unmistakable appearance.

Optimized down to the finest detail.

The BMW Concept M4 GTS builds on the BMW M4 Coupe's dynamic and emotional use of forms. Yet its character as a high-performance special model, in which every detail has been developed to fulfil its purpose as a successful track machine, also comes immediately to the fore. The manually adjustable front splitter and rear wing – both in exposed carbon – ensure perfect aerodynamic balance on the race tracks and on the road. Another example of the engineers' rigorous adherence to lightweight design is the CFRP (carbon-fiber-reinforced plastic) hood which lowers the car's weight and center of gravity. A wide front air intake optimizes airflow and minimizes front axle lift.

The dynamic and exclusive presence of the BMW Concept M4 GTS is accentuated by the exterior paint shade Frozen Dark Grey metallic, with the Acid Orange accent on the front splitter creating an effective contrast. The lightweight, forged and polished light-alloy wheels in 666 M styling also feature an Acid Orange accent. The 9.5 J x 19 (front) and 10.5 J x 20 (rear) wheels are fitted with Michelin Sport Cup 2 tires (265/35 R19 at the front, 285/30 R20 at the rear). The mixed-size tires provide the ideal conduit for the stand-out dynamic attributes of the BMW Concept M4 GTS.

Jaguar F-PACE Tested to the Extreme

(MAHWAH, N.J.) - July 28, 2015 - From the searing heat and dust of Dubai to the ice and snow of Northern Sweden, the new Jaguar F-PACE has been thoroughly tested to the limit in some of the most inhospitable environments on earth.

* Jaguar F-PACE exhaustively tested in the most demanding, extreme hot and cold environments: -40°F to 122°F (-40°C to +50°C)
* Dynamics and performance optimized for all conditions
* Gravel mountain passes included in a Jaguar test program for the first time
* Debuting at the Frankfurt Motor Show in September
* On sale in 2016

As the first performance crossover from Jaguar, the F-PACE offers an unrivalled blend of performance, design and practicality. To ensure that every system functions perfectly under the most extreme conditions, the new F-PACE has been subjected to one of the most demanding test programs the company has ever devised.

"We developed the F-PACE to offer the ride, handling and refinement demanded from a Jaguar car, together with new levels of ability and composure on a variety of surfaces and weather conditions. Just as we paid obsessive attention to detail over the engineering of every single component, we've exhaustively tested the F-PACE in the most challenging conditions to ensure that it will exceed the expectations of our customers around the world," said, Andrew Whyman, Vehicle Program Director, Jaguar F-PACE

At the Jaguar Land Rover test facility in Arjeplog, Northern Sweden, average winter temperatures rarely exceed 5°F (-15°C) and often plummet to -40°F (-40°C). The 37.3 miles (60km) of purpose-built handling tracks, mountain climbs, inclines, split-friction straights and off-road areas are ideal for optimizing the calibration of the all-wheel drive system, Dynamic Stability Control and technologies such as the revolutionary Jaguar All-Surface Progress Control1. The work done here makes sure that, whether on asphalt, snow or ice, the F-PACE delivers the connected steering feel and agility fundamental to Jaguar dynamics DNA.

In Dubai, ambient temperatures can exceed 122°F (50°C) in the shade. When vehicles are left out in direct sunlight, cabin temperatures can soar to 158°F (70°C) - exactly what's needed to ensure that everything from climate control systems to infotainment touchscreens function perfectly in extremes of heat and humidity. In addition to hot weather highway driving, the cooling system of the F-PACE has been further tested under very high load by driving the vehicle in city traffic where the vehicle experienced a combination of high ambient temperatures and low airflow.

Incorporating hot and cold weather testing environments with a variety of new and unique surfaces, Jaguar has paid special attention to help make the F-PACE a benchmark in the performance crossover segment. For the first time in a Jaguar development program, the F-PACE has also been driven over graveled mountain passes as part of its validation tests. Following this testing and development, the F-PACE will debut at the Frankfurt Motor Show in September, with North American sales beginning in mid-2016.

Porsche Opens Fine Dining Restaurant at New Experience Center in Atlanta

Atlanta. July 16, 2015

Porsche Cars North America, Inc. has officially opened the doors to its new fine dining “Restaurant 356” in Atlanta, Georgia. The restaurant sits on the complex of the Company’s new $100 million Porsche Experience Center and headquarters. With panoramic views of the world-class 1.6-mile driver development track, 356 is sure to become a premier dining destination for local patrons and for visitors to Atlanta.

“Atlanta is a city known for its diverse tapestry and international cuisine,” said Andre Oosthuizen, vice president of marketing for Porsche Cars North America, Inc. “At Restaurant 356, our guests will enjoy elegant dishes that honor Atlanta’s global flavors, while culminating a unique Porsche experience.”

Located on the second level of the Porsche Experience Center, 356 offers a distinct view of aircraft taking off and landing at Runway 826 Right at the Hartsfield-Jackson Atlanta International Airport. Innovative dishes are served inside a dining room featuring a contemporary décor. The seasonal menu showcases a refined world cuisine made with locally farmed and foraged ingredients. A vast wine selection pays tribute to the great winegrowing regions of the world. Classically-focused cocktails are available for those favoring tradition.

At the helm of Restaurant 356’s purist approach to food is Executive Chef Kyle Forson, former executive sous chef at The Spence. Forson focuses on carefully hand-crafted dishes that let the quality of seasonal ingredients shine through.

While guests can expect to see influences from Forson’s own Polish heritage and experiences with French, Californian, and Southern fare, no single type of cuisine will dominate the menu. “I want guests to enjoy food that enhances the Porsche experience and fuses it with a sense of place,” said Chef Forson.

In addition to Restaurant 356 and the driver development track it overlooks, the Porsche Experience Center features a classic car gallery, restoration center, human performance center, and driving simulator lab. A state-of-the-art business center features 13,000 square feet of conference and event space. The complex has been specifically designed as a destination for the public, where an estimated 30,000 guests are expected to visit each year.

The Lotus Exige 360 Cup

*** Limited edition - 1 of 50 - Exige V6 Cup**

*** Increase in power of 10 PS**

*** New lightweight louvered tailgate and front access panel**

14 August 2015:

Lotus Motorsport redefines the Exige V6 Cup with the introduction of the Exige 360 Cup. New lightweight panels and an increase in power mean the Lotus Motorsport Cup model continues to provide a benchmark in handling and performance.

The Exige 360 Cup bespoke styling signals an evolution in design, with an option of four colours (Metallic White, Metallic Grey, Metallic Black and Metallic Silver) and stealth matt black roof, front access panel and louvered tailgate. This design is a limited edition run of 50 vehicles and each of these special Exige 360 Cup cars will receive a numbered Lotus Motorsport build plate.

This new model boasts an increase in power of 10 PS with freer flowing induction and a sports exhaust system, which combined with a low vehicle weight of 1130 kg gives an incredibly pure driving experience on road and track. The powertrain updates also give the Exige 360 Cup a sportier soundtrack to enhance the driving experience.

Jean-Marc Gales, CEO of Group Lotus plc, commented: "The V6 Cup was a favourite amongst many knowledgeable customers with its incredible track performance and distinctive design. I am excited about the introduction of the new 360 Cup which moves the game forward with striking new design features and performance upgrades that offer phenomenal ability on road and track."

The Exige 360 Cup uses the track proven aero package from the Exige V6 Cup with an aerodynamically optimised front splitter, rear diffuser and wing. Together with the flat underside these aerodynamic aids offer 42 kg of downforce at 100 mph (160 km/h).

The chassis on the Exige 360 Cup is a Lotus designed stiff and lightweight bonded aluminium chassis with double wishbone suspension all round. The car is fitted with track focused 2-way adjustable suspension and a 4-dynamic mode (drive, sport, race and off) system, including launch control.

New features for the Exige 360 Cup include a bespoke lightweight front access panel, new lightweight rear tailgate and louvered panel. The Exige 360 Cup has a distinctive design, updated grooved brake discs for improved performance, Motorsport Red wheels, embroidered seats and dash panel.

The options available for the Exige 360 Cup include a new red Alcantara interior, adjustable anti-roll bars, Öhlins race dampers, fire extinguisher and electrical cut-off, FIA carbon seats, air conditioning and removable steering wheel.

The Exige 360 Cup is on sale now through the Lotus dealer network with prices starting at £62,995 (MSRP) including 20% tax.

As with all Lotus Motorsport Cup models the Exige 360 Cup is eligible for Lotus Cup race series.

The Pinnacle of Sportiness – the new Audi S8 plus

August 8, 2015 - Ingolstadt

* Highest powered sport sedan in the premium segment
* 4.0 TFSI engine outputs 445 kW (605 hp) and up to 750 Nm (553.2 lb ft)
* Zero to 100 km/h (62.1 mph) in 3.8 seconds; top speed of up to 305 km/h (189.5 mph).

Audi is making a strong statement with the new S8 plus*. With a power output of 445 kW (605 hp) and a top speed of up to 305 km/h (189.5 mph), the new Audi S8 plus* delivers even more enhanced driving performance. The new top model is reinforcing the brand's position in the segment of premium class sedans.

"We have further sharpened our large sport sedan," says Prof. Dr. Ulrich Hackenberg, Board Member for Technical Development at AUDI AG; he continues "The new Audi S8 plus has a substantial gain in power and defines the pinnacle of sporty performance in the segment. That is why 'plus' appears in its name."

One strength of the large sedan is its lightweight design. Its body is made almost entirely of aluminum. Its design is based on the Audi Space Frame (ASF) and weighs just 231 kg *(509.27 lb)* – which is the lightest among the competition.

Audi engineers have further advanced the development of the 4.0 TFSI engine for the new S8 plus. The sonorous V8 biturbo engine now has a power output of 445 kW *(605 hp)* and a maximum torque of 700 Nm *(516.3 lb- ft)*; in overboost mode, it can even produce 750 Nm *(553.2 lb- ft)*. The large sport sedan – whose power was boosted 63 kW *(85 hp)* compared to the S8* – accelerates from 0 to 100 km/h *(62.1 mph)* in 3.8 seconds, and its governed top speed of 250 km/h *(155.3 mph)* can optionally be increased to 305 km/h *(189.5 mph)*.

Audi and Quattro GmbH bundled their expertise in engine development to attain these top figures. Modifications made to the 4.0 TFSI range from its special engine control with speed and charge pressure boosting to its modified exhaust valves and the inner geometry of the turbocharger that was optimized for efficiency.

An eight-speed tiptronic distributes the forces that are generated by the power-boosted V8 engine to a quattro drivetrain with a sport differential. Chassis highlights include the adaptive air suspension sport and dynamic steering, both of which chassis experts tuned specifically for the S8 plus. In Germany, the car comes with 21-inch wheels that were specially designed for the S8 plus and size 275/35 tires.

The increase in top speed to 305 km/h *(189.5 mph)* is part of the dynamic package, which is a standard feature in Germany. In addition to carbon-fiber reinforced ceramic brakes with anthracite-gray brake calipers and the Audi ceramic logo, the package also includes a sport exhaust system modified by quattro GmbH. It gives the S8 plus an unmistakably sporty V8 sound characteristic.

Gary's Big Road Trip

In this issue we feature Gary Rosier's Big Road Trip to upper state New York - Hamburg to be precise, just south of Buffalo and Lake Erie.

Here is Gary's take on the Hamburg Lakeshore VFW car show . . .


VFW
HAMBURG TOWNSHIP
POST 1419


COOPER COBRA
RADIAL G/T
350


CHARGER
KELLY


Camaro
NEW YORK
HOTRODSS
THE EMPIRE STATE


HX 44965
HISTORICAL


Plymouth


DEMON
340
FOUR
BARREL
340


GLF-4537


DODGE
Plymouth


HAMPTON
Oldsmobile


413
Everstart


NEW YORK
RAM 413
THE EMPIRE STATE


CORVETTE
SEPT1667

GONE CRUISIN'

Gary's Hot Rods & Cruisers





Canal Street Show, New Symrna Beach, Fla

Welcome to Gone Cruisin', our regular feature on the cruisin' scene brought to you by Gary Rosier. Primarily from in and around Central Florida, but we'll be including interesting events around the USA. More pics from Gary at http://www.carsplaneslandscapes.com/

All photos for this feature: Gary Rosier


LITTLE DRUG CO.
SUNDRIES FOUNTAIN
FOOD SERVICE
BF6 615
ANTIQUE


mach 1
MUSTANG


TWO HOUR PARKING
Welcome!
Falcon


SPEED LIMIT 20
OCEANBREEZE REAL ESTATE
215
Pink Flamingo at Petals


MAGNAFLOW
"FLORIDA"
68W-5219
19 SUNSHINE STATE 66


Robinson
Design & Fabrication
94
PERFORMANCE GT
DRAG RADIAL


the hub on canal
the hub on canal
BRB 707


BT1 232
ANTIQUE


CANAL ST
The Posh Pineapple
328
The Palms
Collectibles
OPEN


INDY 500
FIREHAWK


RUSTY NUTS


Cork Screw
BAR & GRILLE
FOOD • WINE • SPIRITS


Welcome
Canal Street
SUNDRIES
FOOD SE
OUNTAIN
VICE
Chevrolet
BQ4 264
ANTIQUE


FORD
FAIRLANE
Radial T/A


SHELBY GT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