Speedi
Wings & Wheels

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June / July 2017

Issue No: 32

News | Events | Features | Show Reports | Reviews



CHINO AIR SHOW



GARY'S GREATEST





147 Pages of Action

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THIS MONTH: LA County Air Show | Chino Air Show | Gary's Greatest | and Much More

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NASA's P-3 Aircraft Flies Over Southeast Greenland

The shadow of NASA's P-3 aircraft is seen over an iceberg on a May 8, 2017 flight supporting NASA's Operation IceBridge mission. IceBridge began its final week of Arctic Spring 2017 surveys with a glacier-packed mission in Greenland, called Southeast Glaciers 01.

The P-3 is a four-engine turboprop based out of Wallops and capable of long duration flights of 8-12 hours. It is supporting the same suite of IceBridge instruments flown in the past IceBridge Arctic and Antarctic campaigns.

The mission of Operation IceBridge is to collect data on changing polar land and sea ice and maintain continuity of measurements between ICESat missions. The original ICESat mission ended in 2009, and its successor, ICESat-2, is scheduled for launch in 2018.

Image Credit: NASA/Joe MacGregor

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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

Editorial

Welcome to the June / July 2017 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 the Los Angeles County Air Show - 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

Airbus demonstrates regular customer delivery flights with sustainable jet fuel

Showing its strong commitment towards eco-efficiency, Airbus becomes the first aircraft manufacturer to offer its customers the option of delivering new jets using a blend of sustainable jet fuel.

The 15th A350-900 for Cathay Pacific departed Toulouse on June 1st, bound for Hong Kong, with a 10 percent blend of sustainable jet fuel in its tanks. Since the first delivery in May 2016, all of Cathay Pacific's A350s have been delivered in this configuration.

© AIRBUS S.A.S. 2016 - photo by master films / A. DOUMENJOU

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Cover Photo: Tim Sowell

Speedi Wings & Wheels

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about moving from one milestone to the next," said David Richwine, manager for the preliminary design effort under NASA's Commercial Supersonic Technology Project. "Our strong partnership with Lockheed Martin helped get us to this point. We're now one step closer to building an actual X-plane."

After the success of completing the PDR, NASA's project team can start the process of soliciting proposals later this year and awarding a contract early next year to build the piloted, single-engine X-plane. The acquisition for the LBFD X-plane contract will be fully open and competitive, with the QueSST preliminary design data being made available to qualified bidders. Flight testing of an LBFD X-plane could begin as early as 2021.

Over the next few months, NASA will work with Lockheed on finalizing the QueSST preliminary design effort. This includes a static inlet performance test and a low-speed wind tunnel test at NASA's Langley Research Center in Hampton, Va.

For more information about QueSST and LBFD, visit:

https://go.nasa.gov/2tdiNif

NASA's planned Low Boom Flight Demonstration aircraft

Photo above: Illustration of NASA's planned Low Boom Flight Demonstration aircraft as outlined during the project's Preliminary Design Review last week. Credits: NASA / Lockheed Martin

NASA has achieved a significant milestone in its effort to make supersonic passenger jet travel over land a real possibility by completing the preliminary design review (PDR) of its Quiet Supersonic Transport or QueSST aircraft design. QueSST is the initial design stage of NASA's planned Low Boom Flight Demonstration (LBFD) experimental airplane, otherwise known as an X-plane.

Senior experts and engineers from across the agency and the Lockheed Martin Corporation concluded Friday that the QueSST design is capable of fulfilling the LBFD aircraft's mission objectives, which are to fly at supersonic speeds, but create a soft "thump" instead of the disruptive sonic boom associated with supersonic flight today. The LBFD X-plane will be flown over communities to collect data necessary for regulators to enable supersonic flight over land in the United States and elsewhere in the world.

NASA partnered with lead contractor, Lockheed Martin, in February 2016 for the QueSST preliminary design. Last month, a scale model of the QueSST design completed testing in the 8-by 6-foot supersonic wind tunnel at NASA's Glenn Research Center in Cleveland.

"Managing a project like this is all



52 nd International Paris Air Show Paris-Le Bourget 19-25 June 2017 A success for innovation. A new record for orders.

* Exhibitors: 2 381 exhibitors (3% more than in 2015) from 48 countries (the same as in 2015).

* Visitors: 322 000 visitors (8% fewer) split between:

* The trade: 142 000 visitors (6% fewer than in 2015). The general public: 180 000 visitors (10% fewer than in 2015). The slight drop in the number of trade visitors can be ascribed to a number of exhibitors budget restrictions. The drop in general public attendance may be explained partly by the heightened security measures and the heat wave.

* Aircraft: 140 aircraft including the Airbus A321neo, Airbus A350-1000, Boeing B787-10, Boeing B737 Max9, Kawasaki P1 maritime patrol aircraft, Mitsubishi MRJ90, Lockheed Martin F-35 fighter plane at Le Bourget for the first time. Dassault Aviation Rafale and Falcon 8X, the Airbus A380 and A400M, the Airbus Tiger and NH90 Caiman helicopters were popular with the public.

* Delegations/official visits: o Inauguration by the President of the Republic Emmanuel Macron on Monday 19 June. Visit and speech by Prime Minister Edouard Philippe on Friday 23 June, to mark the opening of the exhibition to the general public. Visit by 9 French ministers and Secretaries of State and many French political figures. o 290 official delegations from 98 countries and 7 international organizations, including: - 160 official defence delegations from 86 countries and 4 organizations (NATO, the UN, OCCAR, the EU) including 16 foreign ministers, 40 Chiefs of Staff, 20 deputy ministers or Secretaries of State. - 110 civilian and institutional bodies with 15 ministers and 14 Directorate General Aviation Authorities or their equivalents. - 20 other delegations. 2

* Business deals: $150 billion worth of orders were announced including: 897 orders and purchasing commitments for a catalogue value of 115 billion USD, for a total of 934 commercial aircraft. Accredited journalists: 3450. Paris Air Lab: 50 000 visitors. The Careers Plane: 55 000 visitors.

* This 52 nd Paris Le Bourget Air Show was a remarkable success with a record number of exhibitors and 150 billion dollars worth of orders announced, despite the slight drop in the number of visitors. The impressive demonstration flights of Dassault Aviation Rafale, by a French Air Force pilot, of Dassault Aviation Falcon 8X, the presentations of the A380 by the French aerobatic demonstration team, the Patrouille de France, the Airbus A350-1000 and A400M, and other aircraft delighted the French President as well as the public from the first to the last day of the show declared Emeric d'Arcimoles, the Paris Air Show Chairman and CEO. The Careers Plane exhibition which has now amalgamated with GIFAS Job-Training Forum, enabled 55000 mainly young visitors to discover forty or so aeronautics and space sector careers through French aerospace group employees. There are immediate recruitment needs for these jobs. Paris Air Lab, the new attraction that puts the spotlight on the research and innovation efforts of the major groups and institutions such as start-ups, attracted 50 000 visitors, he added.

The 53rd International Paris - Le Bourget Air Show, the world biggest aerospace fair, will be held from 17 to 3 June 2019.

By Steve Wood - Staff Writer

-



F-35 makes historic appearance at Paris Air Show

LE BOURGET, France (AFNS) -- The U.S. made history when two F-35A Lightning IIs arrived at the Paris Air Show to fly the aircraft's first public aerial demonstrations June 19 – 25, 2017.

Pulling off a historic event such as this takes months of careful planning and preparation. This team had only 36 days to make it happen.

Building the team

Needless to say, this was not an easy road for the U.S. Air Forces in Europe air boss, Col. Justin Hickman. He set out to build a team that he could empower to solve problems and accomplish this daunting task.

"You have two Air Combat Command (F-35A) jets being maintained by 39 ACC Airmen, flown here from the U.S. by two Air Education and Training Command pilots and we are using a Lockheed Martin demonstration pilot to perform in the show," said Hickman.

And he still had to plan the logistics for getting the other eight aircraft here. Aside from the F-35s, the Air Force brought two F-16 Fighting Falcons, a C-130J Super Hercules, a CV-22 Osprey and a KC-135R Stratotanker. The Army brought an AH-64 Apache and a CH-47 Chinook. The Navy flew in a P-8 Poseidon reconnaissance aircraft.

Photo above: A U.S. F-35A Lightning II from Hill Air Force Base, Utah, performs for a crowd of nearly 100,000 people at Le Bourget Airport, France, during the Paris Air Show, June 23, 2017. The Paris Air Show offers the U.S. a unique opportunity to showcase their leadership in aerospace technology to an international audience. By participating, the U.S. hopes to promote standardization and interoperability of equipment with their NATO allies and international partners. This year marks the 52nd Paris Air Show and the event features more than 100 aircraft from around the world. (U.S. Air Force photo/ Tech. Sgt. Ryan Crane)

"This is truly a team effort," said Hickman. "There are a lot of >>

>> people who do not work for me at all, but without their help we could never do this. And they did it because they get it. They understand the importance of this event."

Unlike a normal unit structure, this air show brings people from all different commands and expects them to function as one cohesive team.

""I was fortunate enough to have a motivated team," said Hickman. "When you have two master sergeants like Randy James and Roy Chavez, things like security and logistics get taken care of."

Through dozens of telephone conferences, three separate trips to Paris and hundreds of emails, the 130-person team came together to put on a show that wowed more than 350,000 people over the week-long event.

Labor of love

Just over a month after the U.S. announced the F-35 would attend the show, the gates to Le Bourget Airport opened up and the crowds came flooding in.

With more than 100 aircraft on display and 2,300 different exhibitors at the show, the Defense Department aircraft corral was just a drop in the bucket of what the show offered. Despite that fact, Soldiers, Sailors and Airmen drew some of the largest crowds as people clamored to get a peek at the U.S. technology on display.

The importance of this milestone was not lost on the colonel.

"I am an aviation history kinda geek," he said. "Right out there," he gestured, "in front of our aircraft, is a plaque commemorating where Charles Lindbergh landed. It's written in French, and it says, Charles Lindbergh, after crossing the Atlantic for the first time, landed here May 21, 1927. And right here at the Paris Air Show, 90 years later, we have F-35s, F-16s, helicopters, tactical airlift and maritime surveillance aircraft, right where Lindbergh landed. This is historic."

Hickman admitted the past few months have been stressful, but he knows it was all worth it.

"When we're veterans sitting in the old folks home, we're not going to sit around and talk about all the paperwork and long hours required to make this happen, we are going to talk about Le Bourget and being a part of the world's largest airshow," he said.

Lightning brings the show to a standstill

In the late afternoon, the F-35 boomed down the runway, stopping the crowd in their tracks as they scanned the sky for the source of the sound.

For the next six minutes, Le Bourget was still and all eyes were on the fifth generation fighter cutting through the skies over Paris.

Once the display concluded, the crowd erupted with thunderous applause. Mission accomplished.

What the audience didn't see were the 39 maintainers it took to bring those jets to Paris, and put them up in the sky nearly every day for two weeks and a team of security forces to protect it.

Fielding a new aircraft can be challenging under perfect conditions, and the conditions in Paris were anything but perfect.

"We had to do some things that made us uncomfortable," said Hickman.

The team had to strike the perfect balance between making the jet viewable by the air show attendees and safeguarding the multi-million dollar asset. The solution came in the form of the iron clad relationship the U.S. has with France.

"We asked for some help from the French to protect our aircraft while we moved it back and forth from the corral to the demo," explained Hickman. "They gave us a hangar which provided security overnight. And when we move it, they gave us a mobile rope team who helped us maintain a safe buffer between the F-35 and the crowd."

The French also provided armed security that augmented the unarmed U.S. personnel assigned to protect the aircraft.

"It was truly a combined effort as we worked with our French allies to display the F-35," said Hickman.

The week-long event wrapped up the evening of June 25. As the announcers informed everyone to make their way to the exits, crowds still gathered around the U.S. corral to get one last look at the American airpower on display at the Paris Air Show.

Photos for this feature by:

Jim (Flybum) Pratt - pages 7 through 26

Tim Sowell - pages 27 through 46



Los Angeles County Air Show
Fox Field, Lancaster, California
March 24-26, 2017

Air show season is underway in California. For the fourth year in a row, Los Angeles County Air Show has been on our list of favorite air shows on the West Coast. Being a relative newcomer to the air show calendar, that says a lot. This year's show was presented by Lockheed-Martin. The Lancaster/Palmdale/Edwards AFB area is a hub for the aerospace industry and a lot of interesting things happen in this area.

This year's show was themed the "Red, White, and Boom!" and featured the USAF Thunderbirds and includes aerobatic pilots such as sixth consecutive U.S. National Aerobatic champion Rob Holland performing in his MXS-RH aircraft; accomplished Reno Air Racer Vicky Benzing performing in her World War II 1940 Boeing Stearman; Sword of Excellence award recipient and ICAS Foundation Hall of Fame inductee Bill Stein performing in his Zivko Edge 540; and Greg Coyler in his Lockheed T-33 Shooting Star, known as America's first operational jet fighter and jet trainer. Also performing were Rob Harrison "The Tumbling Bear" in his Zlin 142C, Paul "Sticky" Strickland in his Russian L-39 Albatross jet, Mat Chapman in his Extra 330 LX, the Patriot Parachute Team (ex-Navy seals) and Bill Braack in his Jet Pickup Truck, Smoke and Thunder.

Flight demonstrations included the NASA ER-2 High Altitude Science Aircraft (formerly called the U-2), an F-18 Super Hornet, Supermarine Spitfire Mk XIV, and a Russian Yak-3, F-86F Korean War jet fighter, P-38J Lightning, P-51 Mustang, F4U-1 Corsair, and a B-25 Mitchell. These planes were provided by NASA, the Commemorative Air Force, and the Chino Planes of Fame Museum.

Other ground displays included helicopters, a seaplane, turbo props, and a NASA F-15C Eagle.

A series of history panels presented interesting accounts of historical events including:

- Free Falling from Space
- Out of the Black, The First Flight of the F-117 Stealth Fighter
- Breaking Barriers: Women in
- White Knights and Starry Skies,
- The Voyage Toward Civilian Space
- Going Downtown – The Air War in Vietnam

These panels included the numerous people who were there.

The air show began at noon with parachute jumps, performances by the aerobatic teams, the Heritage Flight, demonstrations by the war birds including ground attacks, massive explosions including shrieks of excitement from the crowd.

The Heritage Flight this year included two A-10 Thunderbolts (Warthogs) flown in formation with the P-38 Lightning. What a sight! It looks like the A-10 will not be retired in the near future as proposed. It seems that our ground troops hold it in high regard in terms of providing support during combat and do not want it to go away any time soon. Many units have been saved when under attack by overwhelming ground forces. The fire power provided by the Warthog is usually enough to curb enemy ambitions.

Vickie Benzing stole the show with her aerobatic performance in her bright red World War II era Stearman biplane. During the air show season you will see her going from aerobatic performer to Reno race pilot flying a jet racer and a sport class racer. Vicki appears at many west coast air shows and the crowd loves her. ,

The NASA ER-2 High Altitude Science Aircraft made several graceful passes by the crowd and and the climbed steeply into the heavens on its way back home.

The F-18 Super Hornet from NAS Lemoore flew an impressive demonstration including high speed passes, an approach to carrier landing, and a high-alpha pass at slow speed.

The F-35 Lightning was on ground display but did not perform for the crowd. What a wicked looking bird. I saw news reports stating that, during Red Flag exercises out of Nellis AFB, it scored a 20:1 kill ration against other allied aircraft during simulated combat. Pretty impressive. I had the opportunity to talk to an engineer from Northrup who works on the project and he says the plane is well into production.

This air show continues to be a favorite on my list and if you live anywhere in California or Nevada and love aviation this is a must see event

Jim (Flybum) Pratt - West Coast Correspondent


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GENERAL WM. J. FOX AIRFIELD
LANCASTER, CA
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HEROES
AND
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DIGITAL PHOTO
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SSgt Joshua Pail
SSgt Lucas Culver


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TSgt Mike Radcliff
Thunderbirds
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SPEEDI'S BLOG

WELCOME TO SPEEDI'S Blog.

The big news in the aviation world is the proposal from President Trump to privatize air traffic control services in the USA.

It sounds great - just privatize ATC to streamline the system. But who's going to benefit? Big business of course, not the hundred's of thousands of general aviation pilots, not the countrywide communities who are presently able to connect with the outside world thanks to subsidies from the present aviation taxation system.

I have seen such a change first hand - in New Zealand back in the 1990's. It was a mess, and a very expensive mess too.

In Europe ATC is operated private corporation on a not for profit basis. This does not stop general aviation being 'fleeced'. Very high charges to fly approaches, is just one example. High landing fees is another - OK they may be 'waived' in an emergency, but that's not the point. All this compromises air safety.

Hopefully the huge number of members of AOPA, EAA and NBAA will support their organizations opposition to the privatization proposals.

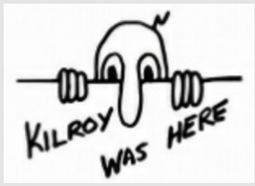
Talking of US airlines, the three major companies, American, Delta and United are complaining bitterly about unfair competition from Gulf State airlines, Emirates, Etihad and Qatar, as well as low cost airlines such as Norwegian and no doubt the new International Airways Group low cost international airline, Level.

Whilst I don't wish to get involved with the politics of this opposition I have some thoughts on the way various airlines offer their premium products to the market.

Take American as an example. They have retrofitted some appalling business class seats on their B-777-200 aircraft. Half of the seats are forward facing and the other half are rearward facing. But that's only half the story as the seat positions are angled and some face directly towards the galley and lavatory. To add insult the seats narrow significantly at the 'feet' end so it's like one could imagine sitting in a coffin!

To add insult when sitting with a >>

>> companion the divider between the seats is fixed so to talk to your friend it 's almost like 'Kilroy was here'



Looking at the Skytrax World Airline Awards there is not a single US based airline in the top 20 in ANY of the seating categories - First, Business, Premium Economy or Economy.

The same applies to catering and lounges, not a single US based airline in the top 10 of any category.

This surely must tell something about the sad way that standards in US based airlines have deteriorated over the years.

Instead of complaining if the airlines took a long hard look at the global competition instead of cutting back and cutting back, then they may well stand a chance.

In the modern world fliers have the choice of multiple airlines for the same routes and of course this is why the US Government created competition with the Airline Deregulation Act of 1978.



Of course those airlines with the A380 in their fleet have a major advantage - space. Photo above shows a British Airways A380.

Talking of British Airways and its sister company Iberia. Their new budget airline 'Level' is no flying between Barcelona, Spain and the USA. One-way flights begin at €99 (about $149), though there will be fees for several services. Like WOW Air and Norwegian Air, LEVEL will charge for everything from seat assignments to in-flight food to checked luggage.



Why is 'Level' flying from Barcelona. Very simple it has perhaps the lowest passenger departure charges in all of Europe. Plus Vueling, an IAG low cost subsidiary can feed passengers into 'Level'.

Of course this is an example of a legacy international airline taking steps to compete head on with the new low cost carriers. The US based airlines need to take a long hard look at their operations . . .

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 - Joe Friend: 386 872-1430

Photos for this feature by Steve Wood, unless otherwise notated

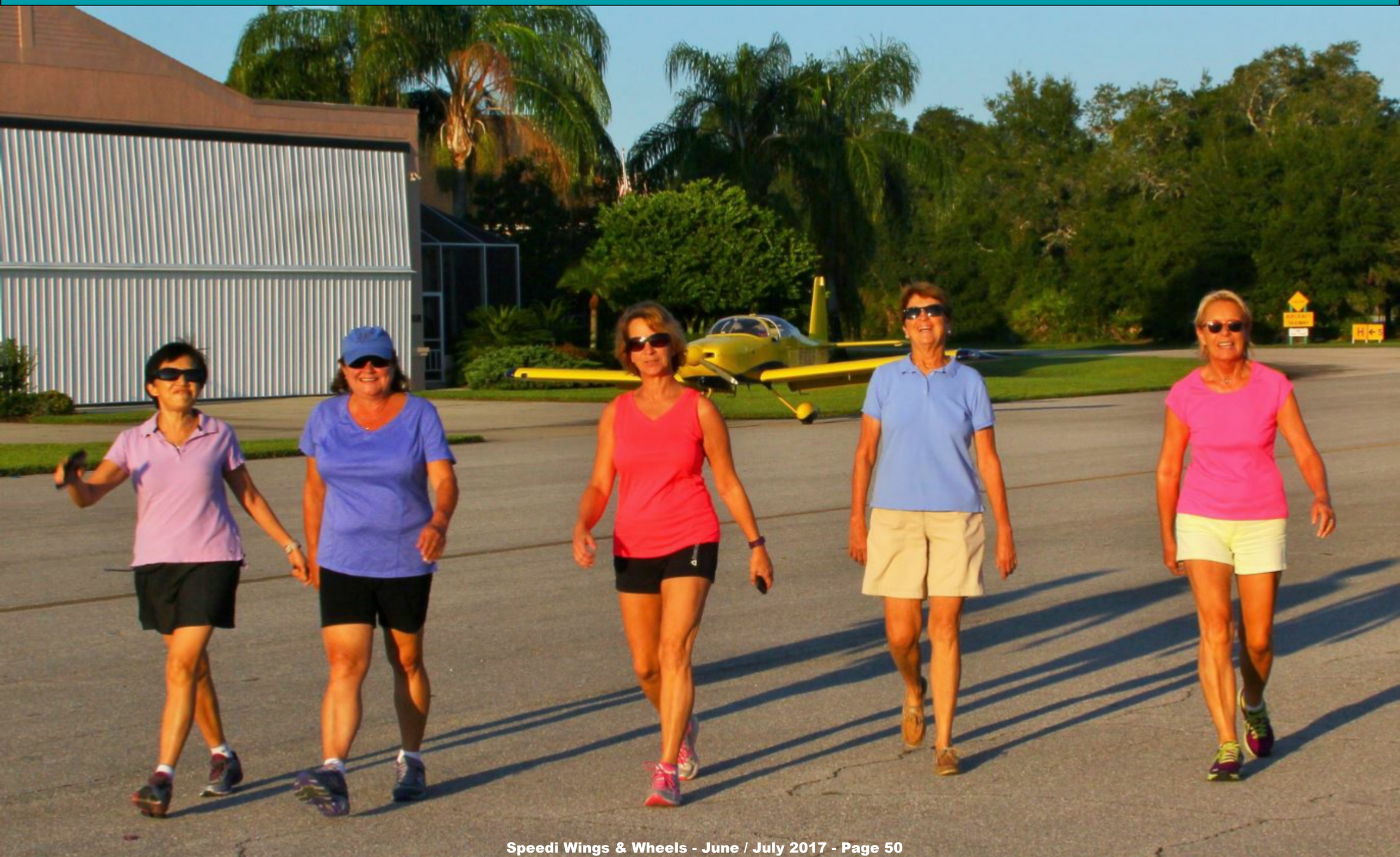
In our '*News from the Barn*' section we will be featuring news and photos from Spruce Creek Fly-in, the world's greatest aviation community. With over 1600 homes, and not all of them are hangar homes, and home to over 3000 people, there are over 650 airplanes based at Spruce Creek. But it's not all 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".*



Lynn O'Donnell flying 'Tootsie'

It's a quiet time at Spruce Creek Fly-in right now. The snowbirds have gone North, the summer heat and afternoon storms have arrived.

So for this issue we have some photos from the past by Gary Rosier for you to enjoy . . .





'Tootsie' and *'Goofy'*

'Goofy' starting a 'Missing Man' pull . . .

Getting ready for the Memorial Fly-by for Spruce Creek pilot Susan Simpson . . .



A '*John Deere'* paint scheme Glasair Sportsman



A *'visitor'* to Spruce Creek?



Photos for this feature by:

Jim (Flybum) Pratt - pages 56 through 72

Tim Sowell - pages 73 through 88



Chino Planes of Fame Airshow 2017

The Planes of Fame Airshow 2017 was sponsored by the Planes of Fame Air Museum At Chino Airport in Chino, CA. The museum was founded by Edward T. Maloney and first opened in 1957. It has grown to be one of the finest (and largest) air museums in the country. The airshow is an annual event where most of the museum's flyable aircraft are not only put on display but are actually flown, with segments of the show dedicated to World War II, Korean War, and Vietnam history. The museum also has programs on a monthly basis depicting specific aircraft which are described then flown at the event. The annual airshow also has a Heritage Flight which consist of modern military aircraft flying in formation with historical warbirds.

This year's airshow included over 40 historic aircraft performing for the crowd's enjoyment and saluting our veteran's. It featured the F-35 Lightning II Heritage Flight, B-25 Mitchell, five F4U Corsairs, eight P-51 Mustangs, a Navy Hellcat, Avenger, Dauntless, a British Mark XIV Spitfire, F-86 Saber Jet, Mig 15, T-33 and many others. Battles were re-enacted for the World War II European and Pacific Theaters as well as the Korean War, and Vietnam.

Aerobatic demonstrations were also flown by Rob Harrison (Tumbling Bear), Greg Colyer's T-33, Jelly Belly Airplane, and N9MB Flying Wing. Also military vehicles, static displays, food, vendors and more were on the field.

During the morning, a veteran's panel discussed their experiences during World War II. The speakers included Ed "Doc" Pepping 101st Airborne, 506th PIR, Easy Company, one of the Original Band of Brothers depicted in the HBO mini-series, Vince Speranza- 101st Airborne, 506th PIR, Battle of the Bulge, Stephen Nassar, author and survivor of the Holocaust, imprisoned in Auschwitz, David Hayward B-25 pilot who flew 53 combat missions in the China-Burma-India Theater, Fred Dungan – F6F pilot who fought in the Great Marianas Turkey Shoot, and Willbur Richardson – B-17 Ball Turrent Gunner who flew 30 missions over Europe.



This airshow was the first time that this journalist had a chance to see the F-35 Lightning in flight. Twice before, it was displayed at air shows that I attended, but it did not fly. After hearing all of the bad rumors about problems with the plane, I was skeptical. However, according to the news, the F-35 scored a remarkable 20:1 kill ratio during Red Flag exercises out of Nellis, flying against F-15s, F-16s, and other aircraft. Not only that, it fed information to other aircraft in the battle group that help them to do better in the fight. The flight demonstration it gave at the show made me realize what a "mean machine" it is. Although it probably won't get high marks as a ground support aircraft, in the air it is something else. Don't give up the A-10s yet, the gun on the F-35 has a very short burst before it runs dry.

I have to say that the Chino Planes of Fame Air Show is one of the greatest aviation events of the year. The morning starts out with the crowd being allowed to walk among the warbirds, taking photos and admiring the planes. At around 10:00 AM the flight line is closed to the crowd and things start happening. From 11:00 AM on, it is non-stop flying action until the end of the show at around 4:00 PM. I never miss this one.




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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.





NEW JAGUAR XE SV PROJECT 8

Jaguar Land Rover Special Vehicle Operations (SVO) has revealed the most powerful, agile and extreme performance Jaguar road car ever – the 200mph, 600PS XE SV Project 8 sedan.

(Ryton-on-Dunsmore, UK – 28 June 2017) Jaguar Land Rover Special Vehicle Operations (SVO) has revealed the most powerful, agile and extreme performance Jaguar road car ever – the 200mph, 600PS XE SV Project 8 sedan.

The second Collector's Edition by SVO, following the successful F-TYPE Project 7 of 2014, Project 8 is a hand-built four-door sedan with supercar performance – designed to thrill driving enthusiasts, with an extraordinary combination of explosive power, dynamic agility and all-wheel-drive traction. To ensure exclusivity, no more than 300 examples will be created, each assembled at SVO's Technical Centre in Coventry.

"SVO's raison d'être is to produce halo vehicles that push the boundaries in terms of luxury, performance and all-terrain capability. Project 8 is a great example of what happens when enthusiastic designers, engineers and manufacturing specialists are given the opportunity to create an extreme performance sports car without compromise. Project 8 will be assembled by hand in the new SVO Technical Centre, and we're confident that our enthusiastic and demanding clients will love driving Project 8 as much we do!"

JOHN EDWARDS

JAGUAR LAND ROVER SPECIAL OPERATIONS MANAGING DIRECTOR

Project 8 exclusively features the most highly tuned version of Jaguar Land Rover's 5.0-litre Supercharged V8 petrol powertrain. The 600PS power unit, which has a Titanium Variable Active Exhaust, is complemented by Jaguar's All-Wheel Drive (AWD) system and motorsport-derived aerodynamics to deliver a 200mph top speed and 0-60mph in 3.3sec*, making Project 8 the fastest accelerating Jaguar yet.

Fundamental to the performance of the most track-focused car SVO has ever produced, Project 8 features a number of purposeful modifications to the award-winning XE's lightweight aluminium body panels, including: Carbon Fibre Bumper with enhanced Cooling Ducts, vented Carbon Fibre Bonnet, flared bodywork covering 20-inch forged aluminium alloy wheels, adjustable Front Splitter, Flat Underbody, rear Carbon Fibre Bumper, rear Diffuser and adjustable Rear Aerodynamic Wing. Project 8 will be the lightest V8 sedan in the Jaguar range.

"We have really been able to unleash the potential of our engineering and design teams in specifying Project 8. We are at the beginning of a very challenging and exciting development programme which will see us focus on ensuring Project 8 delivers track performance on a level previously not targeted by Jaguar. The SVO team is full of performance car enthusiasts that are now briefed to deliver motorsport science and soul in what is effectively a four-door supercar."

MARK STANTON

SVO DIRECTOR



2018 ZL1 1LE SETS CAMARO RECORD AT NÜRBURGRING

Enhanced track capability elevates ZL1 1LE to fastest Camaro at famed track

2017-06-22

DETROIT — The 2018 Camaro ZL1 1LE has conquered the Green Hell in a new video from Chevrolet, lapping the Nürburgring's 12.9-mile (20.8 km) Nordschleife ("north loop") in only 7:16.04, making it the fastest Camaro to ever lap the famed German track.

The ZL1 1LE's time is quick enough to place it 13.56 seconds ahead of the Camaro ZL1 with 10-speed automatic that Chevrolet tested last year.

"With chassis adjustability unlike any vehicle in its peer group, the Camaro ZL1 1LE challenges supercars from around the world regardless of cost, configuration or propulsion system," said Al Oppenheiser, Camaro chief engineer. "To make up more than a second per mile on the Nordschleife compared to the ZL1 automatic is a dramatic improvement and speaks to the 1LE's enhanced track features."

The Camaro ZL1 1LE takes Chevrolet's track-focused 1LE legacy to an even higher level, with racing-based adjustable suspension components — including Multimatic DSSV® (Dynamic Suspension Spool Valve) front and rear dampers — special front dive planes and carbon-fiber rear wing, and exclusive Goodyear Eagle F1 Supercar 3R summer-only tires,* in an extreme track performance package powered by the 650-horsepower LT4 supercharged V-8 engine.

The Nürburgring lap time was achieved with the ZL1 1LE test car's suspension adjusted for optimal track performance and running the production Goodyear tires.

"The harder you push the Camaro ZL1 1LE, the more it rewards you on the track," said Bill Wise, Camaro ride and handling engineer and the driver of the hot lap. "It offers total control, with the confidence that it will deliver lap after lap."

The 2018 Camaro ZL1 1LE (order code A1Z) carries an MSRP of $69,995, which includes a $995 destination charge (excludes tax, title, license, dealer fees extra). It goes on sale this summer.



THE NEXT CHAPTER OF THE BLACK BADGE STORY DAWNS AT THE GOODWOOD FESTIVAL OF SPEED

28 June 2017, Goodwood

"Black Badge is for those driven by the same restless spirit that propelled company forefather C.S Rolls' exploration of the limitations of powered land and air travel. It is an alter-ego for our marque that captivates the disrupters, the innovators and those that accept no limitations. Standing as a truly Bespoke response to the desires of a new breed of entrepreneur, Black Badge has already distinctly amplified the characters' of Ghost and Wraith motor cars, placing them into consciousness of those that seek a commanding presence in the objects they commission. Overwhelming demand from new patrons of luxury tells us the time is now right to apply this assertive, confident and powerful attitude to Dawn and open this truly transformative presence to the world."

Torsten Müler-Ötvö, Chief Executive Officer, Rolls-Royce Motor Cars

At the Geneva Motor Show in March 2016, Rolls-Royce presented a truly transformative moment on the luxury landscape – the introduction of a permanent Bespoke family of motor cars called Black Badge, designed in response to the differing lifestyle requirements of a younger, more dynamic patron of luxury.

Since its introduction, Black Badge has done much to attract a new generation of Rolls-Royce customers to the marque. As a result of overwhelmingly positive customer demand for Ghost Black Badge and Wraith Black Badge, the time is now right to add a new chapter to the Black Badge story.

The 2017 Goodwood Festival of Speed will celebrate machines so beyond measurable limitations, they have changed the landscape in which they operate – an entirely fitting stage on which the third >> chapter in this truly transformative story can unfurl – the global debut of Dawn Black Badge, the most uncompromising expression of open-top luxury in the world.

The Black Badge story

Since it was launched in 2016, Black Badge has become the most commanding presence on the super-luxury landscape. Its authentic Bespoke engineering and design approach has answered the demands of those customers who have said "Build us a Rolls-Royce like no other".

Black Badge is Rolls-Royce's response to a small and select group of clients who have asked the marque for motor cars with specific, focused characteristics that reflect their different take on life, success and the luxury they consume. These people choose to define themselves differently from their wider social group; a subset within a subset.

For over a century such individuals, possessed of a dark and restless spirit, have been drawn to Rolls-Royce's unique allure. Luminaries including Sir Malcolm Campbell, Howard Hughes and Muhammed Ali have all shared the marque's founding philosophy; an uncompromising refusal to accept the status quo and a constant yearn to innovate, create and advance.

Their restless spirit was also shared by the marque's co-founder; himself one of the great disrupters of his day. The Honourable C.S. Rolls was a man in a hurry. Not satisfied with fundamentally altering the road-car landscape, he sought more and pursued his appetite for advancement and adventure in the air; a passion that would ultimately lead to his untimely demise aged just 33.

It is this indomitable spirit that, since the launch of Black Badge, has captivated so many of today's young owners, who are drawn to Rolls-Royce in the knowledge that no other luxury house is possessed of the vision and flexibility to meet their demands both in design and engineering terms. Indeed, Black Badge serves to amplify the inherent characteristics that have driven so many new, younger patrons of luxury to the marque.

In conceiving Black Badge versions of Wraith, Ghost and now Dawn, the marque's Bespoke designers and engineers drew upon their instinctive understanding of the unique lives of these extraordinary men and women to create both design and engineering treatments that perfectly amplify the inherent values of these great Rolls-Royces.

Dawn Black Badge

Created to satisfy overwhelming demand from a new breed of Rolls-Royce patrons, Dawn Black Badge stands as the most luxurious, social and sensual space from which to take in the night air. This most glamorous, uncompromising expression of open-top luxury is given a new and darker sensual dimension through its suite of Black Badge engineering and design treatments.

The Dawn Black Badge at the Festival of Speed is presented in a deeply intense shade of black. Multiple layers of paint and lacquer have been fastidiously applied and hand-polished in a process that amounts to the most exhaustive painting and polishing process ever used for a solid paint colour. The result clothes Dawn's sensuous lines in the deepest, darkest and most intense black to ever grace a production car surface. The roof, which opens in a 'Silent Ballet' to allow in the sounds of the night, is also only available in black canvas, whilst the rear deck is finished in black leather.

In creating Black Badge, Rolls-Royce's Bespoke designers have sought to create true signifiers of this more assertive alter-ego for the marque. Dawn gets this same treatment.

The Spirit of Ecstasy – itself a mascot that has taken many different forms throughout the marque's history – transforms into a high-gloss vamp, finished in a perfectly executed black chrome. This transformation to a darker aesthetic extends to certain chrome surfaces including the front grille surround, boot lid finisher, exhaust pipes and air inlet finisher. The effect is an authentic transformation that speaks of a bolder, more confident sensibility. Finally, the 'Double R' signifiers on the Rolls-Royce badges are inverted in colour, confirming the creation of a true alter-ego of the marque.

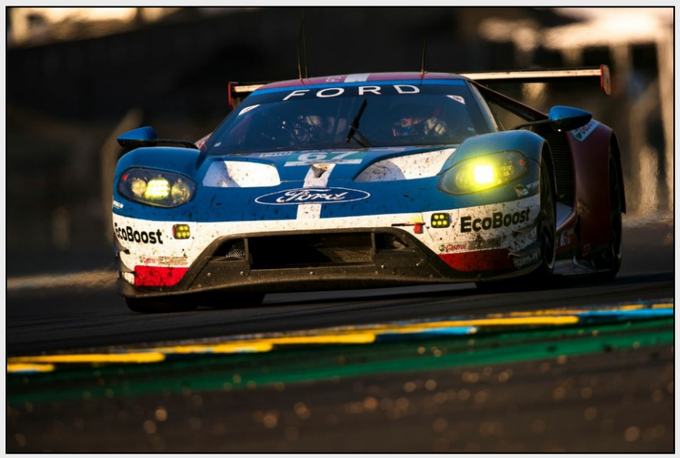
AutoNews

Top Titbits of Auto News

By Steve Wood - Staff Writer

www.speedi.tv

Ford Chip Ganassi Racing Grabs Last Gasp Second Place in GTE Pro at Le Mans 24 Hours



* #67 Ford GT takes second in GTE Pro at the Le Mans 24 Hours in thrilling finish

* Marks second year in a row that Ford Chip Ganassi Racing has made the podium at the legendary event

* The podium earned the #67 team double points toward the 2017 FIA World Endurance Championship title

LE MANS, France, June 18, 2017 – The #67 Ford Chip Ganassi Racing Ford GT of Andy Priaulx (GB), Harry Tincknell (GB), and Pipo Derani (BRA) grabbed the runner-up spot in the 2017 Le Mans 24 Hours at the end of the final lap. Last minute struggles for the second-placed Corvette gave Tincknell the opportunity to pounce and take the place just as the chequered flag fell.

In a door-to-door battle of manufacturers through the full 24-hours, the #67 crew that won the FIA World Endurance Championship season-opener at Silverstone proved their mettle once again with strong strategy and an incredible effort from the entire team.

“That was an amazing race,” Priaulx said. “It was a faultless race with faultless pit stops. These guys (the Ford Chip Ganassi Racing team) deserve a medal as yet again they have risen to the challenge. It was a gruelling race; we had to fight through every lap, every pit stop, every moment of the 24 hours. Everything had to be perfect and it was. Watching Harry at the end was nail-biting so when we saw the Corvette appear in Harry’s sights we knew he would get the job done and take second.”

All four Ford GTs finished the Le Mans 24 Hours, which was one of the most brutal 24-hour races at the Circuit de la Sarthe for many years. Last year’s race-winning #68 Ford GT came home in sixth place, followed by the #69 car in seventh and the #66 in tenth place.

“Wow, what a race,” said Dave Pericak, global director, Ford Performance. “It was a tough one, but everyone stuck with it. This proves that you have to stick with it right until the very end. To take second place on our second time here is amazing. First is always best but we’ll take this because it’s a great result for this team. It was huge for us in the WEC championship so it’s not just a great finish, but it’s also great for the championship we want to win this year.”

All four of the team’s Ford GTs showed promise early, leading laps at the 14km/8.5-mile Circuit de la Sarthe. Then, as dusk fell, the challenges came quickly and with little warning.

The #66 Ford GT was leading the category four hours in with Billy Johnson (US) behind the wheel after Stefan Mücke (GER) started eighth, but 10 hours later a rear suspension problem sent their team-mate Olivier Pla (FRA) into the gravel and the #66 to the back of the pack.

The #68 struggled in qualifying and lined up 12th on the grid. Although it led briefly thanks to a charge by Dirk Müller (GER) and showed pace, a series of pit lane challenges kept the team from showing its real promise.

“Congratulations to the #67 crew for a fantastic second-place finish,” Müller said. “We know how it feels to make it on to the podium. It’s a good feeling. We were hit with so many things during the race. Joey did a good job and definitely Tony Kanaan. (Adding him to the lineup) was such a rush. We arrived here on Tuesday morning and from that moment on it all went so fast. He gave everything for us and we made a good team.”

Increased power and luxury: the new Porsche 911 Turbo S Exclusive Series

June 8, 2017

Atlanta, Georgia. The new 2018 911 Turbo S Exclusive Series Coupe from Porsche is the most powerful 911 Turbo S ever. The Coupe makes 607 horsepower and is limited to 500 units worldwide. In addition to an increase of 27 horsepower, the 911 Turbo S Exclusive Series distinguishes itself from other 911 Turbo S models with its unique design, specialty materials, and luxurious details. The sports car is being meticulously finished by hand in the new Porsche Exclusive Manufaktur at Porsche AG's headquarters in Stuttgart-Zuffenhausen. Previously known as "Porsche Exclusive," the in-house workshop specializes in customization and is responsible for limited-edition vehicles. For the first time ever, Porsche customers can have the optional matching chronograph from Porsche Design configured in the same specification as their car.

Increased power and performance

The 3.8-liter, twin-turbo flat-six engine with a power kit delivers a maximum torque of 553 lb.-ft. between 2,250 and 4,000 rpm. This results in the 911 Turbo S Exclusive Series Coupe accelerating from 0 to 60 mph in 2.8 seconds, and it takes 9.6 seconds to cross 124 mph making it 0.3 seconds faster than the standard 911 Turbo S. The top track speed is 205 mph. The 911 Turbo S Exclusive Series comes standard with 20-inch center-lock wheels painted in black, with highlights carefully finished in Golden Yellow Metallic using a new laser technology. For the first time, the brake calipers for the Porsche Ceramic Composite Brake (PCCB) system are available in black with the Porsche logo in Golden Yellow Metallic. The active sports chassis with Porsche Active Suspension Management (PASM) and the Sport Chrono package are included as standard. Rear-axle steering and Porsche Dynamic Chassis Control (PDCC) further enhance handling and stability.

Pricing and sales launch

Suggested retail pricing for the 2018 911 Turbo S Exclusive Series Coupe will start from $257,500. The Porsche Design Chronograph 911 Turbo S Exclusive Series will be optionally available at Porsche dealerships for those who buy the vehicle, and can be ordered to the customer's requirements at the same time they order the vehicle. U.S. pricing for the watch has yet to be determined. The five-piece luggage set costs $6,324 and is available to owners of the 911 Turbo S Exclusive Series Coupe in conjunction with delivery at the factory for customers who select European Delivery, or from the Porsche Tequipment range available for ordering at any Porsche dealership.



GONE CRUISIN'

Gary's Hot Rods & Cruisers







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








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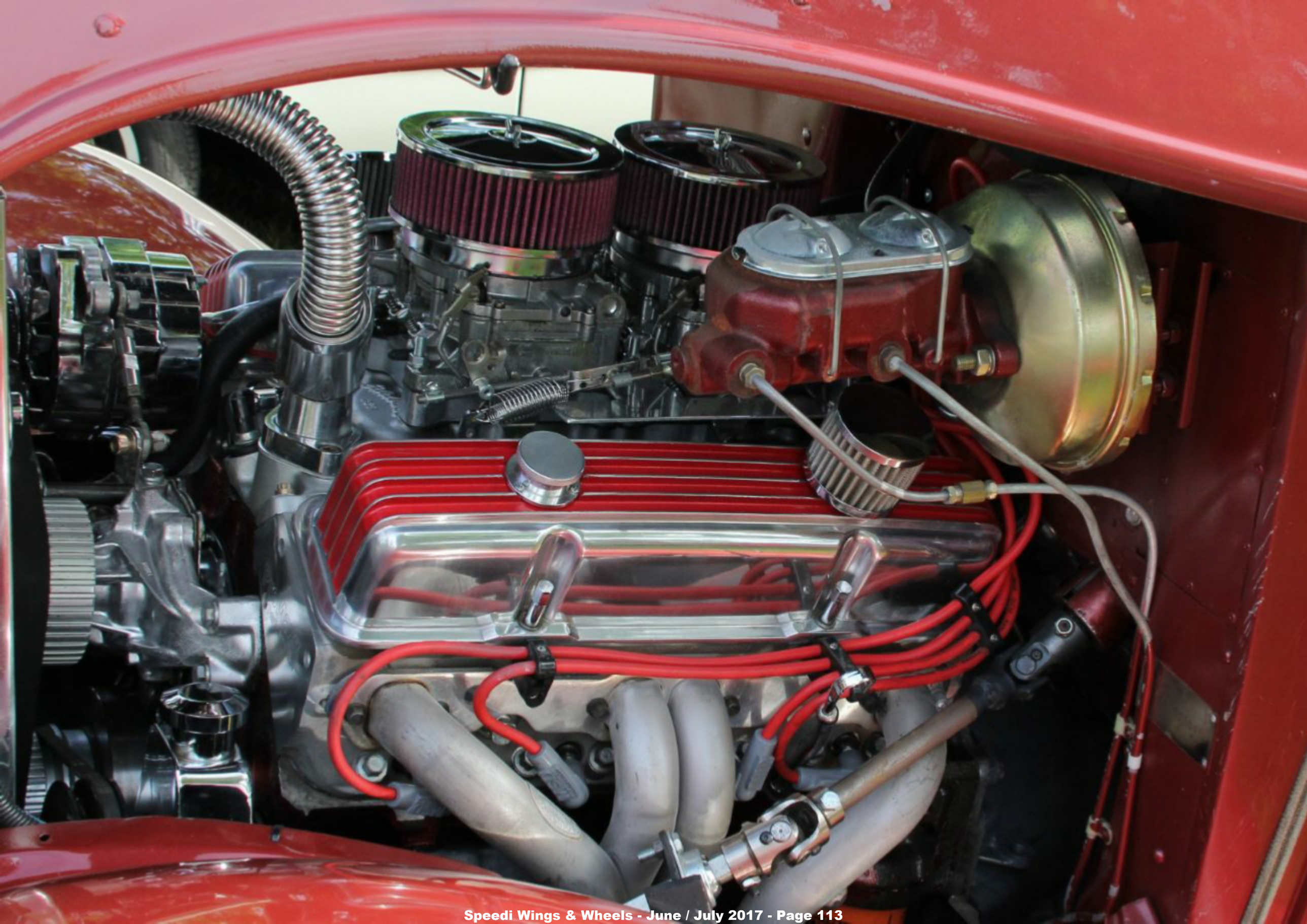



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Gary's Greatest

Gary Rosier, our East Coast correspondent from Daytona Beach, Florida, just loves great cruisers'.

Here we are featuring just one of his greatest cruisers:

THE CHAMP

The Studebaker Champ was a light-duty pickup truck produced by the Studebaker Corporation from 1960-1964. Roger Thompson of Port Orange Florida owns this stunning example of a 1963, although it has been extensively modified. This started out as a truly clean Arizona Farm truck that even more amazingly had no major dents or particularly RUST!

Its a big block too with a GM Crate 502, with ZZ 502 "Hot Cam", Corvette Ceramic coated headers, and 3 inch exhaust. A TCI Turbo 400 transmits the power thru a 2500 Stahl converter to a Mosier 9" Ford rear sporting 3:73 gears. Its also received a custom (Ford Ranger) late model Ford suspension that rolls on One-off 15x10 and 15x4.5 (165/80/R15 fronts) Rocket Injector wheels and Hoosier Pro 29/12.5/R Rear tires. His vanity plate might say RUKIDDIN? No, he's not, this is one seriously delicious truck that runs and drives like a dream Roger says. Sure looks like a CHAMP to us!

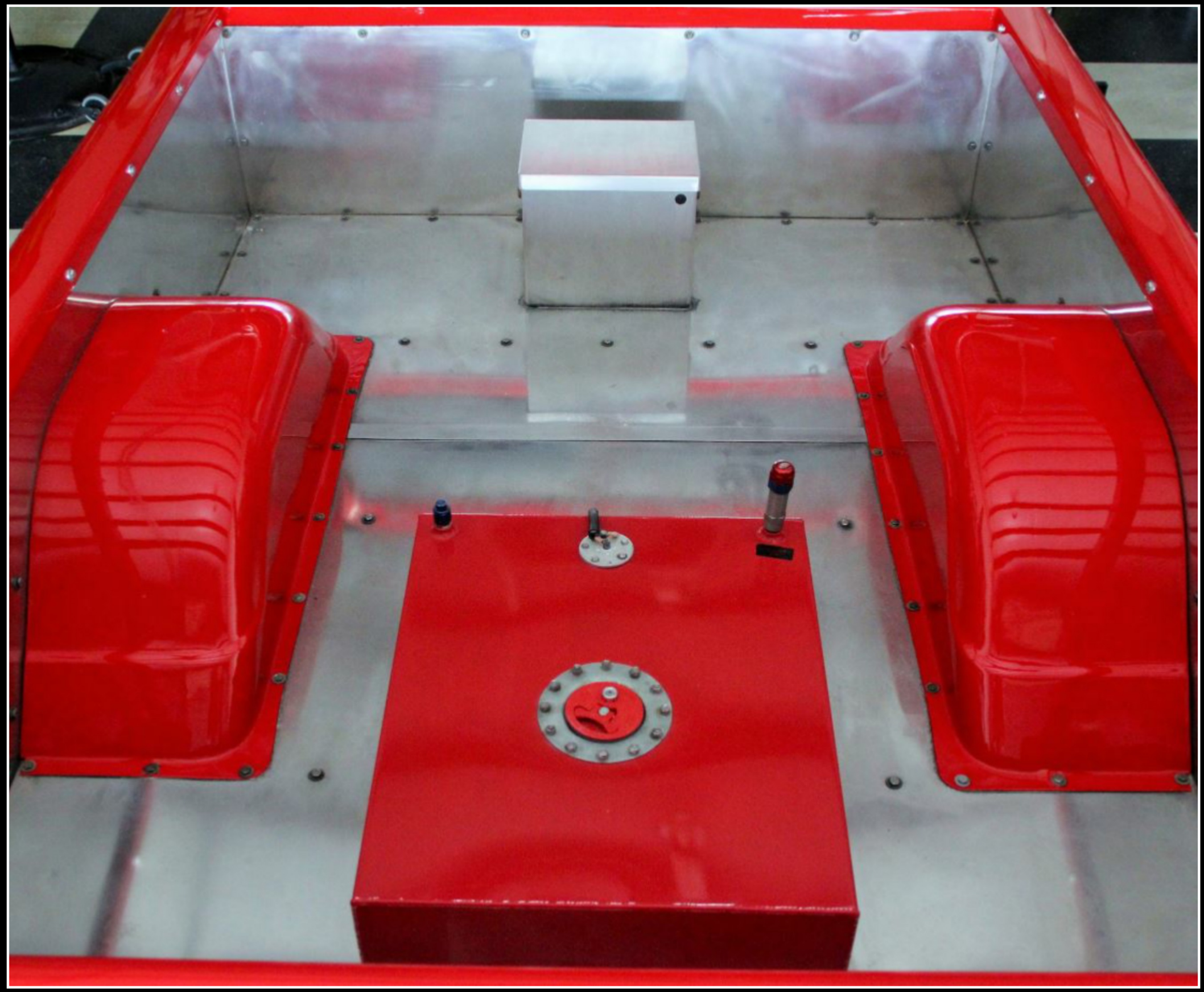



Chevy




STUDEBAKER
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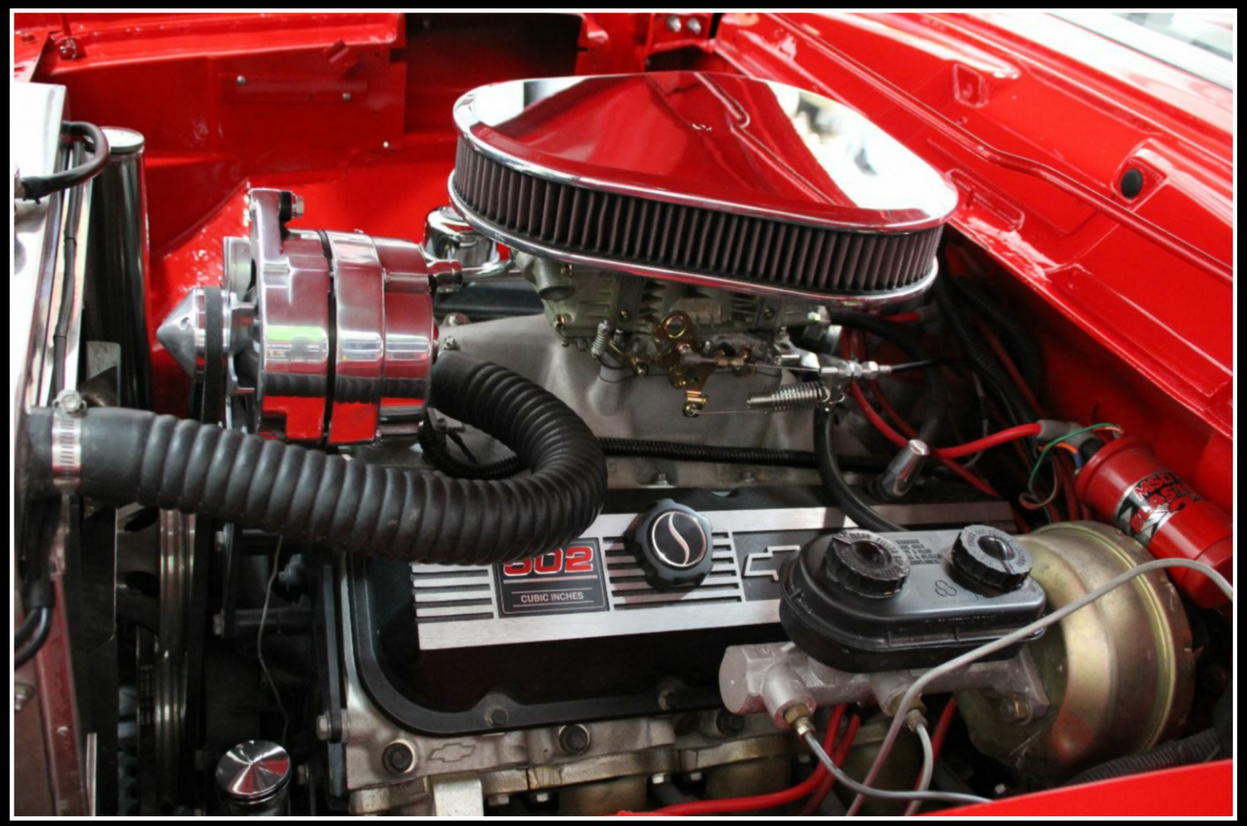



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CHEVROLET






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Champ




Chevy




WORLD RACING LEAGUE
RACE WITH THE LEADER
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World Racing League
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AJ HARTMAN
Ford
FORD PERFORMANCE
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HAWK
MAXXIS


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INDIAN SUMMER RACING
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2
Turn7Girl
GP 3
NOT NOW, I'M TURNING!!!
87


GP2
mazda


TOWN HOUSE
ORIGINAL


I.S.C.
Daytona Intl. Speedway
Fire & Rescue


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15x
MAXTON
nosa
OMP
HAWK
15x
GP
MCS


CORVETTE
POORVETTE
287
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HACK RACING


83
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HAWK
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ACT
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