

Speedi

Wings & Wheels

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Features

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October / November 2019

Issue No: 46

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163 PAGES OF ACTION

FREE!
Online
Magazine

THIS MONTH: Homecoming Lemoore Air Show Reno Air Races and Much More

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Viewing a Launch from Above

From aboard the International Space Station, Expedition 60 astronaut Christina Koch photographed the Soyuz MS-15 spacecraft ascending into space after its launch from Kazakhstan on Wednesday, September 25, 2019. After a four-orbit, six-hour journey, the Soyuz docked to the Space Station with NASA astronaut Jessica Meir, Roscosmos cosmonaut Oleg Skripochka and spaceflight participant Hazzaa Ali Almansoori of the United Arab Emirates joining the crew.

Image Credit: NASA/Christina Koch



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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 October / November 2019 issue of *Speedi Wings & Wheels*.

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

In this issue we are featuring the National Championship Air Races from Reno, NV - 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*

7 *Reno Air Races 2019 - 42 pages*

Speedi

Wings & Wheels

CONTENTS



72 Lemoore Air Show



Cover Photo: Jim (Flybum) Pratt

125 Homecoming



7 Reno Air Races 2019: The National Championship Air Races from Reno, NV, is an annual spectacle of speed in the air. Our correspondent Mark Pomaville was there to check out this spectacular speed event . . .

72 Lemoore Air Show: Otherwise known as the Central Valley Air Show. Lemoore Naval Air Station hosted this exciting event after several years without a show. Jim (Flybum) Pratt and Tim Sowell were there, although Jim was stuck in a massive traffic snarl-up for much of the time . . .

125 Homecoming: Embry Riddle hosted a *Homecoming* for its Alumni at its Daytona Beach Campus and our Daytona Correspondent, Gary Rosier, joined alumni from Spruce Creek to sample the event . . .

Regular Features:

- 5 AvNews:** Snippets of aviation related news
- 49 Speedi's Blog:** Steve Wood looks at 'what's hot and what's not' in the world of aviation
- 55 News from the Barn:** News of the events & 'happenings' at Spruce Creek Fly-in.
- 101 AutoNews:** Top titbits of Auto News
- 104 Gone Cruisin':** Hot Rods & Cruisers and more . . .
- 141 SpeediCity:** Fun and action from Daytona Beach



Rolls-Royce unveils new Pearl engine family member for business aviation

22 October 2019



Rolls-Royce today unveiled the Pearl® 700, the latest addition to its Pearl engine family for business aviation. The purpose-designed engine, the most powerful in the Rolls-Royce business jet propulsion portfolio, is the exclusive powerplant for the brand new Gulfstream G700.

With more than 3,200 business jets in service today powered by Rolls-Royce engines, the company is the world's leading engine supplier in this market. The Pearl 700 is the newest member of the state-of-the-art Pearl engine family, first introduced in 2018 and marks the seventh new civil aerospace engine introduced by Rolls-Royce over the past decade.

The Pearl 700 combines the Advance2 engine core, the most efficient core available across the business aviation sector, with a brand-new low-pressure system, resulting in an 8 per cent increase in take-off thrust at 18,250lb compared to the BR725 engine. The engine offers a 12 per cent better thrust-to-weight ratio and 5 per cent higher efficiency, while maintaining its class-leading low noise and emissions performance. The result is an engine that is highly

efficient, but also able to propel customers nearly as fast as the speed of sound (Mach 0.925).

It brings together innovative technologies derived from the Rolls-Royce Advance2 technology demonstrator programmes with proven features from the Rolls-Royce BR700, today's leading engine family in business aviation. This includes a highly-efficient 51.8" blisked fan, a high pressure compressor with a market-leading pressure ratio of 24:1 and 6 blisked stages, an ultra-low emissions combustor, a 2-stage shroudless high pressure turbine and an enhanced 4-stage low pressure turbine, that is one of the most efficient and compact ones in the industry.

The engine's pioneering technology, combined with outstanding performance, supports Gulfstream's business aircraft in reaching new standards for the top end of the ultra-long-range corporate jet market. The engine has been developed at the Rolls-Royce Centre of Excellence for Business Aviation Engines in Dahlewitz, Germany, and is currently undergoing a comprehensive test programme.

Chris Cholerton, President – Civil Aerospace, Rolls-Royce, said: "Our whole team is very proud to power the very latest Gulfstream aircraft, the G700, and I congratulate the Gulfstream team on this special occasion. We are looking forward to continuing our successful partnership that started some

60 years and 4,500 engine deliveries ago with the Dart-powered Gulfstream I. The Pearl 700 is a pioneering product, that brings together our latest technology to deliver outstanding efficiency, supporting our leading position in the business aviation world."

Designed for outstanding reliability, the Pearl family is supported by the industry-leading Rolls-Royce CorporateCare® Enhanced, the most comprehensive service programme in business aviation. CorporateCare Enhanced offers substantial financial and operational benefits to customers, increasing asset value and liquidity, mitigating maintenance cost risk and protecting against the unforeseen costs of unscheduled events anywhere in the world. Increased aircraft availability, reduced management burden, full risk transfer, direct priority access to the Rolls-Royce services infrastructure and remote site assistance are further customer benefits.

The Pearl engine family is part of the Rolls-Royce IntelligentEngine vision of a future where product and service become indistinguishable thanks to advancements in digital capability.



GULFSTREAM INTRODUCES THE ALL-NEW GULFSTREAM G700

SAVANNAH, Georgia, October 21, 2019 — Gulfstream Aerospace Corp., a wholly owned subsidiary of General Dynamics (NYSE: GD), today introduced its new flagship, the most spacious, best-performing aircraft in the business-jet industry, the Gulfstream G700TM

"The Gulfstream G700 takes the very best elements from our most innovative products and unites them with cutting-edge advances to create an all-new, advanced-technology aircraft that redefines safety, comfort and range at speed," said Burns. "This announcement is the biggest news in business aviation history and is the result of the investments General Dynamics made to develop Gulfstream technology for Gulfstream products. Thanks to our nearly 18,000 employees around the world, the G700 is continuing a long Gulfstream tradition: raising the bar for ourselves and the industry."

The G700 heralds a new era for Gulfstream, building on the company's decades-long investment

in research and development and ensuing successes. The aircraft boasts the tallest, widest and longest cabin in the industry with leading range and speed capabilities. The G700 can fly 7,500 nautical miles/13,890 kilometers at Mach 0.85 or 6,400 nm/11,853 km at Mach 0.90.

Design Innovation

The all-new cabin on the G700 allows customers to extend their personal and professional lifestyle to their aircraft. With up to five living areas, the G700 offers an extra-large ultragalley with a passenger lounge or crew compartment; a six-place dining or conference room; and a master suite with shower. The Gulfstream Cabin Experience promotes and enhances wellness through 20 Gulfstream panoramic oval windows, the largest in the industry; the industry's lowest cabin altitude, 100 percent fresh air and a whisper-quiet cabin.

"Gulfstream has a long tradition of listening to our customers, and the G700 cabin is the evolution of that collaboration," said Burns. "Customers shared how much they value flexibility and comfort in the cabin, all without compromising the speed and range advantages they have come to expect from Gulfstream. The G700 delivers all that and more."

The aircraft also offers a range of cabin amenities that revolutionize the benefits of business-jet travel,

including the most advanced circadian lighting system in aviation. The Gulfstream-developed technology recreates sunrise and sunset through thousands of white and amber LEDs, gently coaxing passengers into their new time zone and greatly reducing the physical impact of traveling halfway around the world nonstop.

Safety And Performance

The G700 features the award-winning Symmetry Flight Deck™ and other new safety advancements. Along with active-control sidesticks and the industry's most extensive use of touch-screen technology, the flight deck also comes standard with another Gulfstream award-winner, the Predictive Landing Performance System. The system gives pilots advanced warning of potential runway excursions so they can adjust approaches or go around. The G700 Symmetry Flight Deck also comes standard with Gulfstream's Enhanced Flight Vision System and Synthetic Vision on dual head-up displays.

All-new, high-thrust Rolls-Royce Pearl 700 engines power the G700 and, along with newly designed Gulfstream winglets, ensure the aircraft achieves high performance capabilities with its larger cabin. The aircraft offers excellent takeoff and landing performance and can operate easily at weight-restricted, short-runway and high-altitude airports.

Czech Airlines orders 4 A220 and upsizes 3 A320neo to A321XLR

Toulouse - 23 October 2019

Czech Airlines has ordered four Airbus A220-300 aircraft and opted for additional range by upsizing a previous order for three A320neo to A321XLR.

The two fuel-efficient aircraft types will complement Czech Airlines' existing fleet of six A319 and one A330-300, and allow it to continue extending its network to reach more markets. The airline will also benefit from the commonality of Airbus Family aircraft. The A220-300 will be fitted with 149 seats, while the A321XLR will cater for top comfort in a two-class layout with 195 seats.

"The A220 and A321XLR fit well with our long-term business strategy in terms of network expansion. These aircraft will definitely give Czech Airlines a competitive advantage, and will increase the capacity of our regular flights. I believe that this step will be appreciated by our passengers, as the aircraft offer best in class comfort even during long haul flights thanks to a brand new cabin configuration," said Petr Kudela, Chairman of the Board of Czech Airlines.



"What a winning combination for Czech Airlines! The A220 has proved to be a strong performer in Europe with its high daily utilisation being a testament to its versatility," said Christian Scherer, Airbus Chief Commercial Officer. "The A321XLR has the longest range of our A320 Family. Passengers can now fly further without compromising on comfort, whilst Czech Airlines benefits from remarkably lower fuel consumption as it expands its network."

The A220 is the only aircraft purpose-built for the 100-150 seat market; it delivers unbeatable fuel efficiency and wide-body passenger comfort in a single-aisle aircraft. The A220 brings together state-of-the-art aerodynamics, advanced materials and Pratt & Whitney's latest-generation PW1500G geared turbofan engines to offer at least a

20 percent lower fuel burn per seat compared to previous generation aircraft, along with significantly lower emissions and a reduced noise footprint. The A220 offers the performance of larger single-aisle aircraft. The A220 had an order book of over 525 aircraft at the end of September 2019.

The A321XLR is the next evolutionary step from the A321LR which responds to market needs for even more range and payload, creating more value for the airlines. From 2023, it will deliver an unprecedented Xtra Long Range of up to 4,700nm – with 30 percent lower fuel burn per seat compared with previous generation competitor aircraft. To date, the A320neo Family has captured more than 6,650 orders from nearly 110 customers.



Boeing Unveils Order for Two 787 Dreamliner Airplanes to One VIP Customer

The two ultra long-range and exclusive jets are valued at \$564 million according to list prices

Boeing Business Jets now has 16 orders for the 787 variant, making it one of the world's most popular widebody business jets

Las Vegas, Nevada, October 22, 2019 — A VIP customer was behind the purchase of two ultra-long range 787-9 Dreamliner airplanes, Boeing [NYSE: BA] announced today at the National Business Aviation Association's annual convention.

The order, placed in August, has a list price value of \$564 million. The VIP customer has requested to be unidentified.

The BBJ 787-9, a business jet version of the technologically-advanced 787-9 Dreamliner, is sought after by customers who place a premium on the jet's globe-spanning range, spacious cabin and

unrivaled passenger comfort. The airplane can fly 9,485 nautical miles while offering amenities such as larger windows, a lower cabin altitude, smooth ride technology, cleaner and higher humidity air, and

a quieter cabin.

"The BBJ 787-9 offers our most discerning customers the ability to travel in ultimate comfort and fly directly to just about any city on earth. We're talking about London to Sydney or Tokyo to Cape Town. Our newest BBJ 787-9 customer can clearly see the possibilities and more," said Ihssane Mounir, senior vice president of Commercial Sales and Marketing for The Boeing Company. "With a total of 16 orders to date, the BBJ 787 program has won over other government and private customers who want to work, rest, and arrive refresh and ready for a productive day."

The BBJ 787-9 offers one of the most spacious cabins in the industry with 2,775 ft² (257.8 m²) of space. The spacious cabin provides a large canvas for a range of interior design options to ensure ultimate comfort on those short or long-distance flights.



The BBJ 787 builds on the success of the 787 Dreamliner - the fastest-selling widebody airplane in history with more than 1450 orders from over 80 customers on six continents.

About Boeing Business Jets

Boeing Business Jets offers a portfolio of ultra-large-cabin, long-range airplanes that are perfectly suited for business and private, charter, corporate and head-of-state operations. The product line includes the BBJ MAX family and high-performance versions of Boeing's 787 Dreamliner, 777X, and 747-8. Since its launch in 1996, Boeing Business Jets has delivered 240 jets on 262 orders.

Approximately 75 percent of widebody business jets sold in the last 22 years have been Boeing Business Jets and include the 787, 777 and 747.





Photos for this feature by Mark Pomaville





































CLARENCE LUTHER
ELMER LUNDY
GOLD FARMER
ELMER ZIMMER
MATT JUDSON
CARL ELLERHOFF
JERRY KAPFER
LENN KAWLTON
BETTY LANE
BOBIE BOLAND
K-B JACOB CO
AND CRAFT CO + EN
MICHAEL - BROWN
DWAY BAILEY
BILL JONES - GEORGE BROWN
FIGHTER REBUILDERS
JAY JONES
BOB JONES















































SPEEDI'S BLOG

WELCOME TO SPEEDI'S Blog.

Corporate rewards is something that many business travelers highly covert. When the goalposts are changed , or even 'tweaked' by the provider it can have a huge detrimental effect on their business.

Marriot is a global player which has annoyed me personally in recent months. More particularly it's their Marriot hotel at Madrid airport which is the culprit. I've been staying there for a number of years and was always upgraded to a room on the executive floor (which came with lounge access) thanks to my Starwood Gold Elite card. Ever since Marriot took over Starwood hotels and created their new Bonvoy loyalty program I have had problems being upgraded despite now having Marriot Gold Elite benefits.

It seems like the Madrid airport Marriot has made it's mind that it will not be upgrading Gold Elite members to the executive floor despite, in the terms and conditions, it being clear that executive floor upgrades are included as a perk - *"enhanced rooms may include rooms with desirable views, rooms on high floors, corner rooms, rooms with special amenities, rooms on Executive Floors. At The Ritz-Carlton, rooms with direct Club access are excluded."*

Surely a room upgrade should have some additional 'perceived' monetary benefit for valued Gold Elite members? If a hotel has rooms at different prices it would only be reasonable to expect to be upgraded to a high priced room. In the case



of the Madrid airport Marriot they only advertise 2 types of room. Premium rooms and rooms on the executive floor. Seeing that the conditions text says that *"At the Ritz Carlton, rooms with direct Club access are excluded"* one would fairly assume that at other Marriot hotels this exclusion is not applicable. Not so at the Madrid airport Marriot!

At other Marriot group hotels I have had no



problems being upgraded to rooms which have club / lounge access. Why is it that the Madrid airport Marriot are being so mean? After all, they will only upgrade if rooms are available, which means when the hotel is quiet - the only time I visit.

Such a shame that I'm having to complain when I've praised their lounge as one of the best in the Marriot group.



I've Gold elite membership benefits at a number of hotel groups - Best Western, Hilton, Radisson to name but a few. No problems with upgrades at these brand of hotels, and neither at other Marriot group hotels I have stayed at. Only *the* Madrid airport Marriot! Is the problem, and only recently. They must have a new customer relations director who perhaps thinks that Elite members are naive and will continue to stay at the hotel come what may. I for one have voted with my feet as the competition between airport hotels in Madrid is fierce.

But it seems that I am far from alone in having issues with Marriot's elite membership program. Just take a look at what is being said by The Points Guy from the UK:

<https://thepointsguy.co.uk/guide/top-marriott-complaints-to-resolve-2019/>

Another formally loyal member was so annoyed about problems at the Mattiot group under the new Bonvoy program that he created a complaints website named 'Bonvoyed':

<https://www.bonvoyed.com/about>

Interestingly there's a complaint similar to mine about the Marriot in Glasgow, UK.



Here's more from the website:
"As long as travelers

are using the name of its loyalty program as a

word to mean something negative Marriott has a big, big problem on its hands.

How soon before some sports fan comes up with a GIF of a player falling over just a yard short of scoring a Touchdown with "You've been Bonvoyed!" emblazoned across the screen?

Words can quickly gain a life of their own and if Marriott isn't careful more people may soon associate the word "Bonvoy" with something negative in the world than with their loyalty program.....and then what do they do with the name?

"I got completely Bonvoyed by AT&T on my last bill"

Essentially "Marriott Bonvoy" would have grown to mean "Marriott screw up" and who wants that as a name for a loyalty program?"

Marriot would do well to listen to its members . . .

SPEEDI'S BLOG

ENOUGH ABOUT THE problems with Marriot Bonvoy . .

Now to something much more interesting - the recent Red Arrows tour of North America.

During the time the Reds were in the USA I was vacationing near Colorado Springs, at around 7000 ft altitude at the edge of the Rocky Mountains, when I heard a 'strange' noise. I was in the Garden of the Gods national park, with all its tranquility, so this noise was totally out of place.



Looking to the east I saw a flight of planes, with smoke on. Suddenly the smoke went off as the planes headed north. I grabbed my phone and took aim. It turned out it was the Red Arrows just finishing a fly past at the



USAF Air Force Academy in the valley below. It was great to see the flight as they climbed north bound to their next display in Denver.

This was a chance encounter with a great British tradition, the Red

Arrows Aerobatic Formation Team.

As a formation pilot myself, clearly not as accomplished as the Reds, I really appreciate the dedication and skill it takes to fly with such a prestigious display team.

So I thought I would bring you just a few of the images available online at the Red Arrows US-Canada website:

<https://www.raf.mod.uk/display-teams/red-arrows/us-canada/>

One of the places they flew over, in a spectacular display, was the Niagara Falls - see photo bottom right. This reminded me of when I flew my record setting 'Four Corners Flight' around the USA. In my



case ATC were very accommodating allowing me to fly in restricted airspace overhead the Falls in Goofy.



In the photo above the view of the Falls from my pilot's window is truly spectacular as I circled above the Falls. Perhaps I should have put my *smoke on* just like the Reds - but this may have been taking the cooperation too far as I might have been met by the Feds' on landing.

Anyway, back once again to the Red Arrows



display flight to the US and Canada.

Their own flight over from the UK was challenging, much like my 10,000 mile flight around the US in just 10 days. The Reds fly Hawk T1 training aircraft so could not be refueled in flight. Like me they had to make stops for fuel. I could fly for around 1,000 miles before Goofy needed fuel. The Reds were the same.

They took 3 days to fly the 3,000 or so miles from their home base. After leaving the team's base of RAF Scampton in Lincolnshire, UK, they flew, via several stops, including airfields in Scotland, Iceland and Greenland, before reaching Canada and



eventually Halifax – the first major location of the tour.

Halifax was another place I flew overhead during my record setting flight. It was the furthest east in my flight and I hold a number of FAI World Records to / from Halifax.

The Reds took 12 Hawk aircraft with them - the 9 they regularly fly in formation, plus 3 spare planes. They were accompanied by a RAF A400M transport aircraft (photo below) for logistical support and to transport additional support team members.

Ten aircraft engineering technicians are chosen to form a team known as the Circus - photo top left on next page.

Continued on Page 53 >



SPEEDI'S BLOG



Circus engineers are each allocated to a specific pilot for the duration of the summer display season.

They fly in the passenger seat of the Hawk to and from display airfields and service the aircraft before and after every display. Once the display season is over, they return to their normal squadron duties.

The unique experience of flying regularly in a fast jet means that these are some of the most sought-after engineering jobs in the Royal Air Force.

Then there's 'THE BLUES' - photo right:

The Red Arrows 100 engineering technicians and engineering support staff are headed by a Senior Engineering

Officer, who along with his management team of 2 Flight Lieutenants, a Warrant Officer and a Flight Sergeant, are responsible for ensuring that the correct number of aircraft are available for the pilots during both the display and training seasons, and that the aircraft undergo the appropriate servicing and maintenance. They are responsible for engineering standards and safety, and the welfare of the Red Arrows' engineering team.

Now to the pilots.

All nine Red Arrows display pilots are fast jet pilots from front line Royal Air Force squadrons.

Once they have finished their three-year tour with the team they will



return to their Royal Air Force duties.



HOW DID THEY BECOME RED ARROWS PILOTS?

RAF pilots must meet these criteria to apply for selection to the Red Arrows:

- * Have a minimum of 1,500 flying hours
- * Have completed a front line tour
- * Be assessed as being above average in their flying role

A shortlist of nine applicants are examined during a thorough selection week, and are put through a gruelling flying test, formal interview and peer assessments.

Finally here are just some of the sights from

the Red Arrows spectacular 2019 tour of North America.



Photos above and right *The Reds* overhead New York





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

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

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

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

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

Here's a link to Spruce Creek Airport (7FL6) web page - click [here](#)

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](#)

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 06) GPS (Private, Residence Only)

Runways: 06 / 24 - 4000 ft x 150 ft

CTAF 122.725 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 129.925 MHz (forward request to Spruce Creek)

Airport Manager - Joe Friend: ... 386 275-1894



IN OUR 'News from the Barn' section we will be featuring news and photos from Spruce Creek Fly-in, the world's greatest aviation community. With over 1600 homes, and not all of them are hangar homes, and home to over 3000 people, there are over 650 airplanes based at Spruce Creek. But it's not all about aviation at Spruce Creek - there's golf, tennis, motorcycling and much more, as well as a Country Club and the Downwind restaurant right alongside Beech Boulevard - a major taxiway in the center of the airport. EAA Chapter 288 (Daytona Beech) meets at Keith Phillip's hanger on the other major taxiway - Cessna Boulevard. Then there's the Gaggle Flight, which is quite something in its own right. Every Saturday

morning (and sometimes on Wednesday too) members of the Gaggle Flight meet at The Big Tree which sits right in the middle of the airport. Upwards of 30 aircraft depart in flights of 3 or 4 (and sometimes more) flying out to breakfast. The arrivals back are usually spectacular, with overhead breaks the norm. Our North America editor, Steve Wood, is part of Goofy Flight - named after his GlaStar which has the special registration N-600FY. Steve even has 'goofy' smoke on his airplane which can 'puff' or be continuous at whim. Everyone has great fun at Spruce Creek Fly-in which perhaps explains why there's a sign inside the main entrance which reads "Caution - Children And Adults At Play".



Repaving of 'Beech'

















2























LEMOORE AIR SHOW 2019



Photos for this feature:

Pages 72 through 80 - Jim (Flybum) Pratt

Pages 81 through 100- Tim Sowell





























Blitz Skydiving

Quick Facts:

Exit Altitude: 6,500'

Max Speed Freefall: 125+ mph

Forward Velocity Post Deployment:
25-30 mph

Cute Deployment Altitude: 3,500'
4,000'

Total Jump Time: Appx. 5 minutes

Team Owner: Boling Air Media

Boling Air Media is Central Californias leading aerial advertising agency, and the West Coasts most versatile full service aerial advertising provider. Services include demo skydiving, thermal / eco-airship operations, traditional banner towing, nighttime digital aerial signage, smoke planes and extreme sports marketing.

Team Members:

Sarah Gilbert. Sarah has been jumping for the Blitz since the beginning, 5 years ago. She is part owner of Madera Parachute Center and has completed more than 4000 jumps. She holds the highest rating of skydiving certification with full Level D privileges.

Brandy Robertson. Brandy is also a founding member of the Blitz team and currently has around 1,800 jumps under her belt. She is an elementary school teacher by day and adventurer by night. She regularly travels all over the world to complete base and multi-way jumps in what we call extreme tourism. Brandy also holds a Level D skydiving rating.

Luke Breshears, is in his first year jumping with the Blitz, having recently accomplished the completion of his Level D training. He has approximately 800 jumps to his name, and also has a history as a pro motocross racer.

Nick Hernandez is also a first year team member with the Blitz. He has well in excess of 1,000 jumps under his belt and holds not only a Level D rating for demo skydiving, but also an S and TA, allowing him to act as safety officer for the team. Nick also is the team member carrying the large American Flag you will flown in each morning.

Pilot- Retired Lt. Col. Mike Giersch call sign Grinch

Mike is an Air Force Academy graduate from the class of 1974. he retired from the Air Force as a Command Pilot having flown the KC-135, T-38 and C-26 aircraft on Active Duty and later in the Air National Guard. Mike has been flying the jumpers and guiding them to safety for more than 17 years at Madera Parachute center and is the designated jump pilot for all Blitz Demo jumps. Mike flies the team in a customized Cessna 182.

The Team:

The Blitz started out as the Bulldog Blitz, exclusively jumping all Fresno State Bulldog Football games into crowds as large as 43,000+ at Bulldog Stadium. Stadium jumps are very complex as the wind conditions vary greatly due to stadium configuration and thermal activity from the crowds combined with recessed ground effect in bowl stadiums. This year the team was rebranding Blitz Skydiving to reflect the addition of many other great events the team jump throughout the Central Valley. The team jumps for Valley Children's Hospitals Autism program, Fresno Police Chaplaincy Run, Clovis Police Department Golf Tournaments, Clovis Night Out, Fresno Grizzlies Baseball, Fresno FC Soccer and many more great events. This year we are looking to add additional team affiliations with the Visalia Rawhide and other South Valley venues. The team will be jumping Saturday Night at the Fresno State Bulldogs game and again next weekend at both the Remember When Fly-In and Car Show at Fresno Chandler Airport and at Clovis Night Out.

























CDR C. J. HEIRIGS
"CHOAD"
CO

401



JUNIOR SAILOR OF THE YEAR
AM31WINAPPI SCOTT







BENTLEY MOTORS DRIVES INTO NEW YORK CITY WITH EPIC CENTENARY CELEBRATION



(New York, 19 October 2019) Bentley Motors hosted a number of Centenary events, all in one day in Lower Manhattan, on October 19. The day started with a series of parades commencing from Bentley Tri-State retailers and central locations, all descending with owners and friends of the brand in vehicles arriving into NY City.

A showcase and display of both modern and heritage Bentleys, highlighted and flanked by the all-new Flying Spur and EXP 100 GT, made up the 'Centenary Concours.' Guests were able to see Bentley through the ages with nearly 100 vehicles on display from past, present, and future including the Pikes Peak Record Continental GT and more.

Christophe Georges, President and CEO of Bentley Americas comments: "The last 18 months have been full of exciting Centenary events, ranging in size and collectively celebrating with retailers, Bentley drivers club and media. The past 100 years of Bentley has been in the forefront of many car enthusiasts' minds. With

the recent, highly anticipated release of the Continental GT and Convertible, and upcoming Bentley Flying Spur and Bentayga Hybrid, our first step into electrification, the future is bright."

MODERN AND FUTURE LUXURY

All-New Flying Spur

The third-generation Flying Spur, the most advanced luxury Grand Touring four-door available, sets new standards of driving enjoyment and luxury, showcasing Bentley's unique application of cutting-edge and modern technology, while seamlessly integrating the latest British craftsmanship and innovation features. The all-new model delivers the duality of sports sedan agility and modern limousine refinement. The Flying Spur is a technological tour de force of innovation, connectivity, passenger comfort, and driver excitement that sets the bar for the modern luxury Grand Touring sedan. The driver-focused cabin blends the best of cutting-edge technology and modern craftsmanship.

On-road performance is delivered through a totally new and advanced aluminum and composite chassis, featuring optional Electronic All-Wheel Steering – a first for a Bentley, coupled with Active All-Wheel Drive and the acclaimed Bentley Dynamic Ride active anti-roll system powered by a 48V architecture. A retractable and illuminated Flying B mascot appears for the first time on a modern-day Flying Spur.

EXP 100 GT

The EXP 100 GT is pure Bentley. Bentley EXP 100 GT looks to the future of luxury mobility as the most sought-after luxury marque celebrates its Centenary. Inspired by the company's deep understanding of the desires of its intelligent, forward-thinking customers. Combining sustainable materials and future, luxury mobility. Beautifully styled, it embraces Artificial Intelligence (AI) as a means to reassert the car as a place for creating, experiencing and capturing extraordinary human experiences and emotions. It displays the future of luxury craftsmanship with a seamless fusion of materials and the intelligent curation of technology.

The all-electric EXP 100 GT is driven by four motors that deliver superior performance. Projected performance figures include a 0-60 mph time of less than 2.5 seconds, a top speed of 186 mph, and maximum torque of 1,106 Lb. Ft of torque. A Zero emissions powertrain with up to predicted 435 mile range is projected, use of exquisite materials and protection of British craftsmanship put sustainable innovation foremost. Sustainable, luxury materials are used through the use of 5,000 year-old Copper Infused Riverwood; Compass exterior paint made from recycled rice husks; 100% organic leather-like textile from winemaking; Cumbrian crystal interfaces; British Farmed Wool carpets and embroidered cotton interior surfaces all create sustainable future luxury. The car can be fully-autonomous as well as driven when one wished to enjoy the thrill of driving.



THE SMALLEST ROLLS-ROYCE WITH THE BIGGEST HEART

16.10.2019

The Rolls-Royce SRH, hand-built for St Richards Hospital in Chichester, returned to the Home of Rolls-Royce for one night to help launch the Love Your Hospital 'First Fifty Club'. A new corporate fundraising initiative, the 'First Fifty Club' encourages businesses from across West Sussex to get their entrepreneurial thinking caps on and raise significant funds for local hospitals.

*** The Rolls-Royce SRH returns Home to help launch Love Your Hospital fundraising initiative**

*** West Sussex businesses support new corporate fundraising initiative for local hospitals**

*** The Rolls-Royce SRH has helped more than 1300 children since its unveil in 2017**

The Rolls-Royce SRH, hand-built for St Richards Hospital in Chichester, returned to the Home of Rolls-Royce for one night to help launch the Love Your Hospital 'First Fifty Club'. A new corporate fundraising initiative, the 'First Fifty Club' encourages businesses from across West Sussex to get their entrepreneurial thinking caps on and raise significant funds for local hospitals.

Love Your Hospital is the dedicated charity for the three hospitals that make up Western Sussex Hospitals NHS Foundation Trust: St Richard's Hospital in Chichester, Worthing Hospital and Southlands Hospital in Shoreham. The charity provides vital funds to support hospital projects beyond core NHS funding, including providing state-of-the-art medical equipment, improving treatment facilities for patients, supporting staff development and

enhancing the hospital environment for all.

The Rolls-Royce SRH was hand-crafted for the St Richard's Hospital Paediatric Day Surgery Unit in the marque's home town of Chichester, West Sussex. The 'smallest Rolls-Royce' allows children awaiting surgery to drive themselves to the operating theatre, through the Paediatric Unit corridors which are lined with 'traffic signs'. The experience of 'self-drive to theatre' aims to reduce child patient stress. Since it's unveil in 2017, more than 1300 children have driven the Rolls-Royce SRH to the operating theatre.

Amanda Tucker, Head of Charity, Western Sussex Hospitals NHS Foundation Trust, said, "It is a real honour that so many local businesses were able to join us at this very special venue as we launched our corporate 'First Fifty Club' fundraising campaign. Local corporate support is vital and ensures that Love Your Hospital can continue to make a real difference to patient experience across all three of our hospitals."

Andrew Ball, Head of Corporate Relations, Rolls-Royce Motor Cars, said, "We were delighted to support Love Your Hospital with the launch of the innovative 'First Fifty Club' and, of course, to welcome home the Rolls-Royce SRH. The car has already brought smiles to more than 1300 children and their families at a particularly challenging time in their lives, and will continue to make the experience a little less stressful for many more young people during treatment

JAGUAR DESIGNS ALL-ELECTRIC VISION GRAN TURISMO RACE CAR FOR GRAN TURISMO SPORT

Friday 25 October 2019, Tokyo, Japan – Jaguar has today unveiled its first all-electric virtual sports car – the Jaguar Vision Gran Turismo Coupé. The futuristic EV is set to join the grid as the latest addition to the Vision Gran Turismo line-up for the Gran Turismo series. The all-electric Jaguar Vision GT Coupé has been designed and developed from the ground up taking inspiration from the brand's incredible racing lineage. The iconic C-type and D-type influence its fearless futuristic design, while Jaguar's I-TYPE 4 Formula E and

I-PACE eTROPHY racing cars provide the technical foundations for its uncompromising racing performance. Jaguar's team of designers were given complete creative freedom to develop the perfect proportions and beautiful surfaces of this virtual Jaguar of the future. **Julian Thomson, Jaguar Design Director, said:** "This project has been completely led by our young designers and represents a once-in-a-lifetime opportunity for them to create a vehicle steeped in our incredible heritage but pushing the boundaries of future design. The team have done an incredible job in creating something which is clearly identifiable as a Jaguar, inspired – but not constrained – by our iconic past."



Providing gamers with 1,020PS (750kW) of power, 1,200Nm of torque, a 0-100km/h time of less than two seconds and perfectly balanced handling, the Jaguar Vision GT Coupé will be on the starting grid for GT Sport fans from the end of November.

Kazunori Yamauchi, Gran Turismo creator, President of Polyphony Digital Inc., said: "We are delighted to today announce the Jaguar Vision Gran Turismo project. It was a great experience for us to work with Julian Thomson who is the new design director now at Jaguar. The design and performance of this car is a result of the team's skill, craftsmanship, and long years of collaborations together. We look forward to having drivers get behind the wheel next month."

Oliver Cattell-Ford, Exterior Designer, Jaguar Advanced Design, said: "This was the dream project for a car designer, creating a futuristic sports car for Gran Turismo means our designs and ideas could be truly limitless. It has to excite future generations and most importantly, look and feel unmistakably Jaguar."

The new MINI Cooper SE: In Green Mode through the "Green Hell"

17.10.2019 - Munich. The North Loop of the Nürburgring, 20.8 kilometres of motor-sport history, was once named the "Green Hell" by three-times Formula 1 World Champion Jackie Stewart. It is still the regular venue for ultimate endurance tests even 43 years after the last Grand Prix race for automobiles was held there. Every new model of the MINI brand has to put its performance characteristics to the test on the challenging circuit located in the Eifel mountains. And the legendary circuit is just the right testing ground for the new MINI Cooper SE (combined fuel consumption: 0.0 l/100 km; combined electricity consumption: 16.8 – 14.8 kWh/100 km; combined CO2 emissions: 0 g/km). It puts the car's exceptional qualities to the test by requiring it to master completely new challenges. However, rather than hoping for lap records, the first all-electric vehicle from the British premium automobile manufacturer is looking for records of a very different nature. Maximum efficiency and a high level of sensitivity in the right foot are needed if the new MINI Cooper SE is to negotiate the "Green Hell" in Green Mode without touching the brake pedal.

The new MINI Cooper SE is the first electrified model from the BMW Group in which the driver can individually determine the extent of recuperation and the associated deceleration effect. Depending on the mode selected, the electric motor

supplies more or less energy back to the high-voltage battery as soon as the driver takes their foot off the pedal. The braking effort associated with toggling the electric motor to

engage generator operation is correspondingly high or low. The technological innovation offers the incentive for a very special type of challenge. How fast can the new MINI Cooper SE take curves like the right hander at the Bergwerk (mine), the Caracciola-Karussell (carousel) or the right-left switchback from the Stefan-Bellof-S going on to Schwalbenschwanz (Swallow's Tail) without the driver having to touch the brake pedal a single time?

Ideally, the new MINI Cooper SE would complete the efficiency test on the Nürburgring in Green Mode. Alongside a comfort-related characteristic steering curve, this setting for the MINI Driving Modes also encompasses a rather less spontaneous response from the actuator. There is also an option to activate the Green + Mode using the right-hand toggle on the characteristic switch panel beneath the central instrument. This additionally deactivates the automatic climate control and the seat heating in order to save more energy. The recuperation mode is selected with another toggle switch to the left of the start/stop button. This enables the driver to use the one-pedal feeling typical of the new



MINI Cooper SE to suit their individual preferences in order to increase the dynamic performance and efficiency simultaneously in all-electric driving round fast bends.

The level of brake energy regeneration and hence also the deceleration can be harmonised with the driving style and to suit the track profile. Timely toggling ensures soft recuperation ahead of extended bends and full energy recovery with corresponding deceleration ahead of tight curves without the driver's foot having to touch the brake pedal. If we take Brunnchen (Small Well) as an example at kilometre 16, professionals recommend approaching the sharp right-hand corner on the left-hand side of the track and starting to turn into it at an early stage. The full recuperation performance is necessary here in order to avoid being carried over the curbs at the left-hand edge. Conversely, slow deceleration is adequate before the second right-hand curve of this circuit section, particularly since there is hardly any time to put pedal to metal. This takes drivers energetically into the Eiskurve (Ice Bend) and they emerge full of verve in the direction of Pflanzgarten (Plant Garden).



Porsche and Boeing to Partner on Premium Urban Air Mobility Market

10/10/2019 Stuttgart/Chicago.

Porsche and Boeing signed a Memorandum of Understanding to explore the premium urban air mobility market and the extension of urban traffic into airspace. With this partnership, both companies will leverage their unique market strengths and insights to study the future of premium urban air mobility vehicles..

“Porsche is looking to enhance its scope as a sports car manufacturer by becoming a leading brand for premium mobility. In the longer term, this could mean moving into the third dimension of travel,” says Detlev von Platen, Member of the

Executive Board for Sales and Marketing at Porsche AG. “We are combining the strengths of two leading global companies to address a potential key market segment of the future.”

“We are combining the strengths of two leading global companies”

Detlev von Platen

As part of the partnership, the companies will create an international team to address various aspects of urban air mobility, including analysis of the market potential for premium vehicles and possible use cases.

Boeing, Porsche and Aurora Flight Sciences, a subsidiary of Boeing, are developing a concept for a fully electric vertical takeoff and landing vehicle. Engineers from both

companies, as well as Porsche subsidiaries Porsche Engineering Services GmbH and Studio F.A. Porsche, will implement and test a prototype.

“This collaboration builds on our efforts to develop a safe and efficient new mobility ecosystem, and provides an opportunity to investigate the development of a premium urban air mobility vehicle with a leading automotive brand,” said Steve Nordlund, Vice President and General Manager Boeing NeXt, an organization that is laying the foundation for a next-generation mobility ecosystem in which autonomous and piloted vehicles can safely coexist. “Porsche and Boeing together bring precision engineering, style and innovation to accelerate urban air mobility worldwide.”

CHEVROLET INTRODUCES FIRST HARDTOP CORVETTE CONVERTIBLE

2019-10-02

CAPE CANAVERAL, Fla. — Open-air driving has always been a part of the Chevrolet Corvette’s heritage. In fact, when the Corvette debuted in 1953, it was available only as a convertible. The 2020 Chevrolet Corvette Stingray convertible builds off that heritage as the first hardtop and mid-engine convertible in Corvette history.

“We put the world on notice when we introduced the first mid-engine Chevrolet Corvette a few months ago, and now we’re raising the bar with the first-ever hardtop Corvette convertible,” said Brian Sweeney, Chevrolet U.S. vice president. “And the convertible will be priced only \$7,500 more than entry 1LT Stingray coupe.”

First and foremost, a convertible

The mid-engine 2020 Corvette Stingray was engineered first and foremost as a convertible. The convertible maintains the tunnel-dominant structure and use of high-integrity die-cast parts found in the Stingray coupe.

The team engineered the hardtop to stow seamlessly into the body, maintaining the Stingray’s impressive ability to store two sets of golf clubs in the trunk even with the top down. The convertible also keeps the coupe’s front storage compartment, which can fit an airline-spec carry-on and a laptop bag. The hardtop provides a quieter

cabin, increased security and a cleaner look compared to the previous softtop designs.

“Our goal from the beginning was to make sure customers didn’t have to sacrifice any functionality, performance or comfort when choosing the hardtop convertible,” said Josh Holder, Corvette program engineering manager. “We managed to keep the same design theme as the coupe, as well as the exceptional storage capacity and track capability.”

Inspired by jets

Like the coupe, the Stingray convertible’s design was inspired by fighter jets. The tonneau cover features aerodynamically shaped nacelles influenced by the housing used for jet engines. The nacelles, which were also used as inspiration on the Chevrolet Engineering Research Vehicle (CERV) I and II, as well as the Corvette SS and SR2 concepts, help reduce air recirculation into the cabin and provide a remarkably exotic profile with the top up or down. The tonneau also provides a rear power-adjustable window and a vent for mid-engine cooling.

The two-piece top can be activated at speeds up to 30 mph and retract in as few as 16 seconds. It is powered by six electric motors — a Corvette first — and uses encoders for precise control. Switching to electric motors from hydraulic systems

helps increase reliability. A body-colored roof is standard, while Carbon Flash metallic-painted nacelles and roof are optional.

Careful attention was paid to make sure the engine could breathe when stored underneath the tonneau cover. The sheet-molded composite top stows in a compartment made from lightweight composite panels and heat shields to manage heat from the engine.

A divider glass window in the middle of the vehicle can be power adjusted with the top up or down. The glass has been optimized to reduce air recirculation and wind noise in the cabin for improved quietness. The roof system design, combined with the same rear spoiler used on the Stingray coupe’s Z51 Performance Package, results in identical drag between the coupe and convertible with the top up.

Engineers tweaked the chassis for the convertible, with springs and dampers tuned specifically to provide nearly the same performance as the coupe.



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/>



All photos for this feature: Gary Rosier





















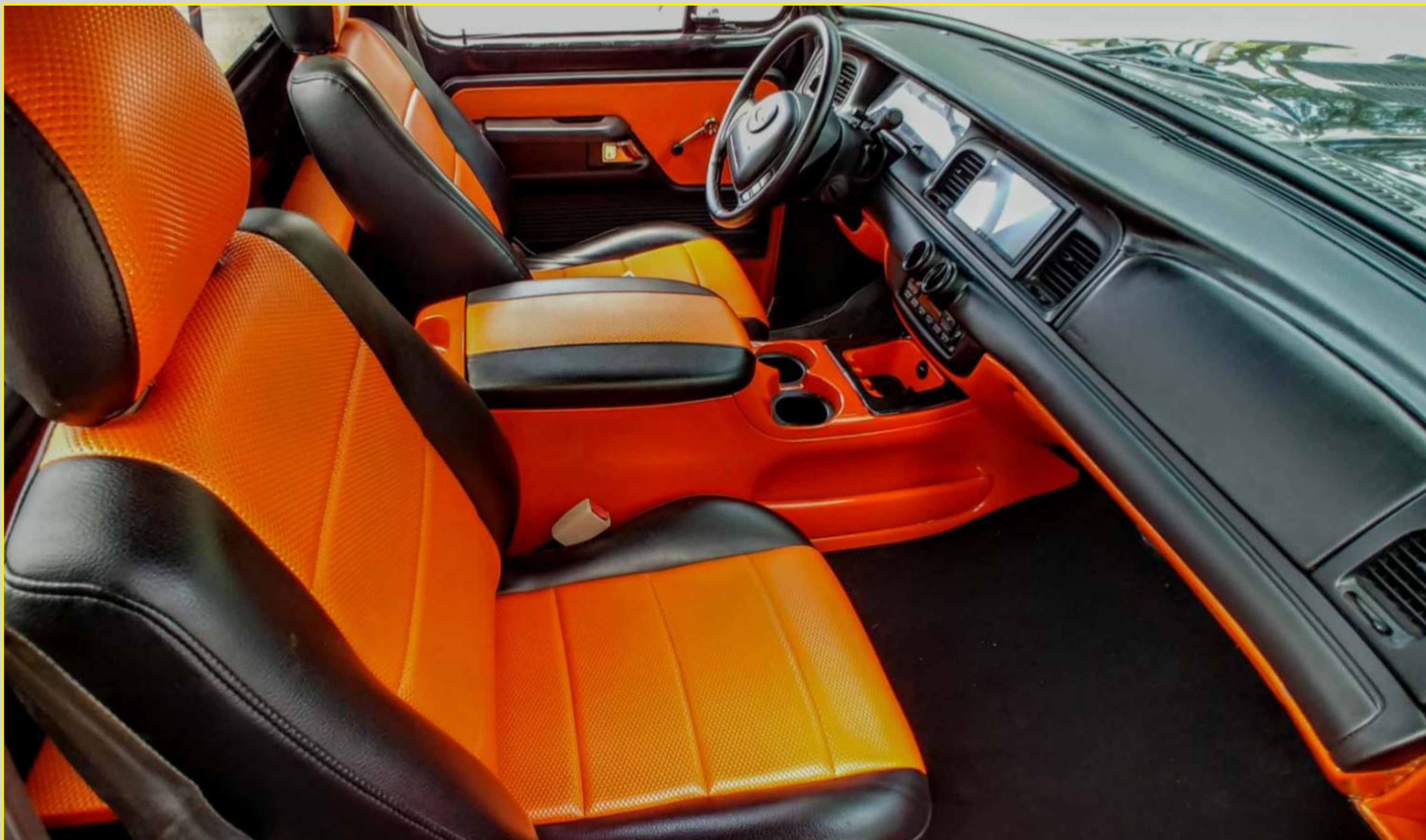


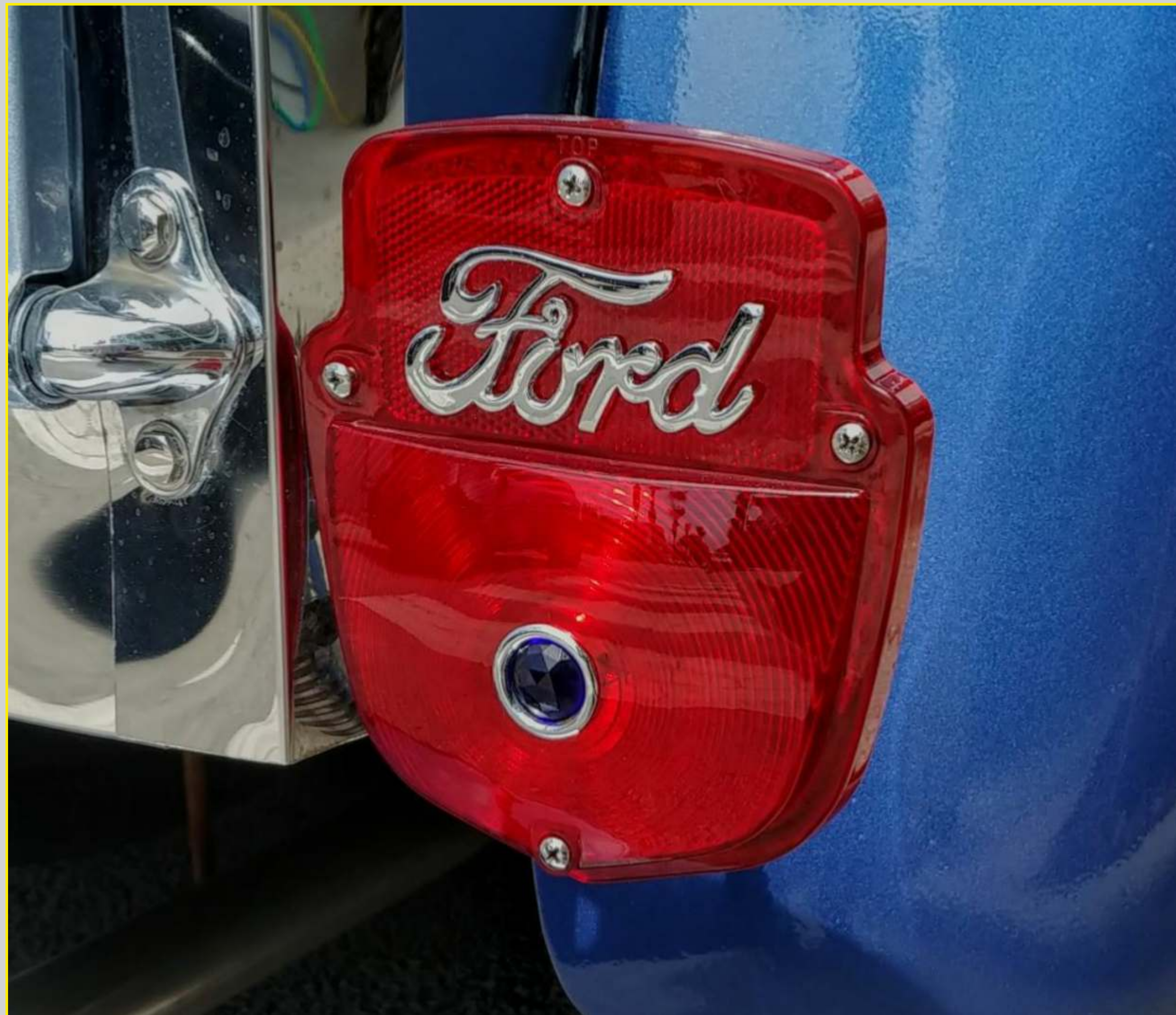








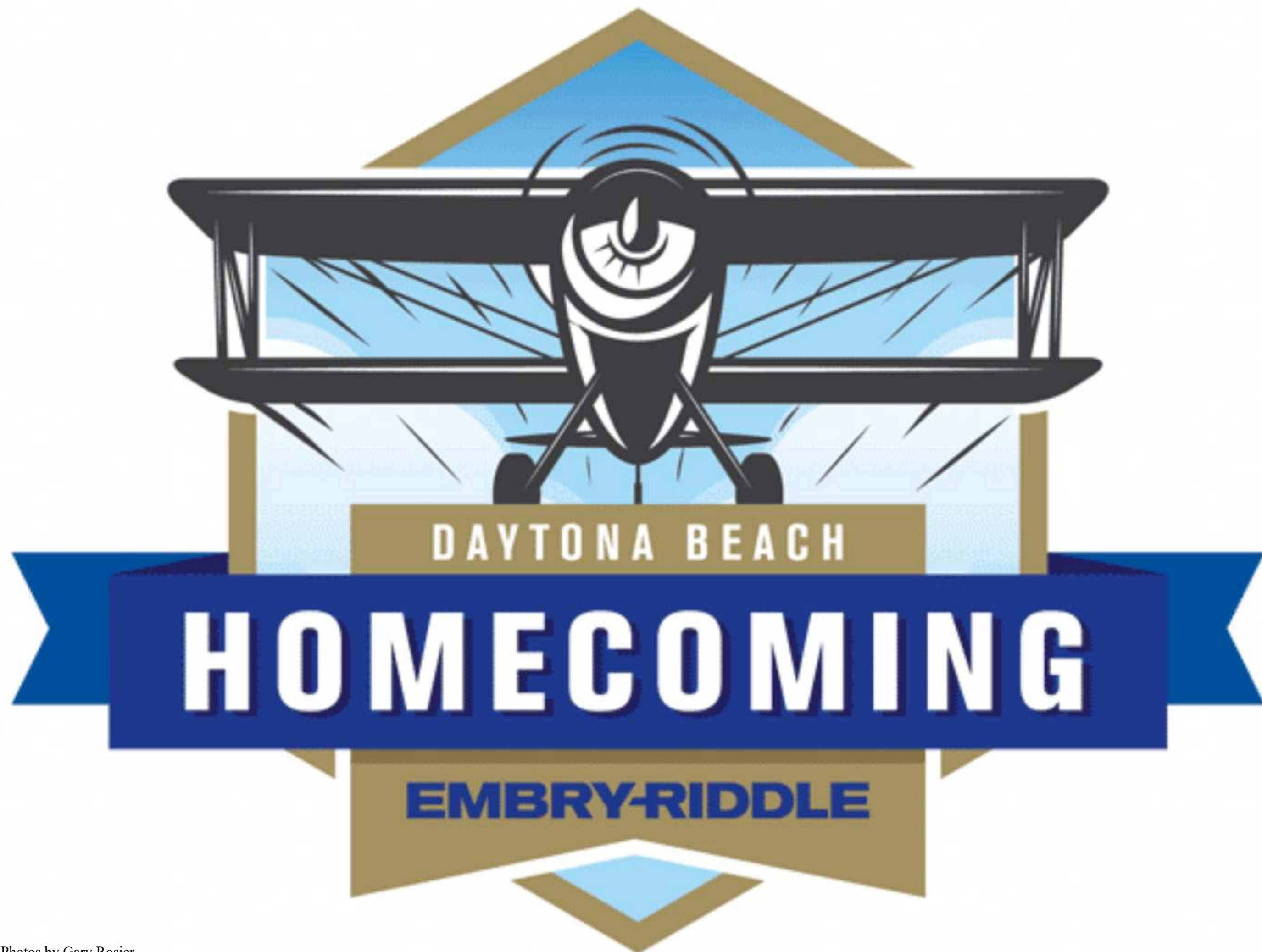












Photos by Gary Rosier



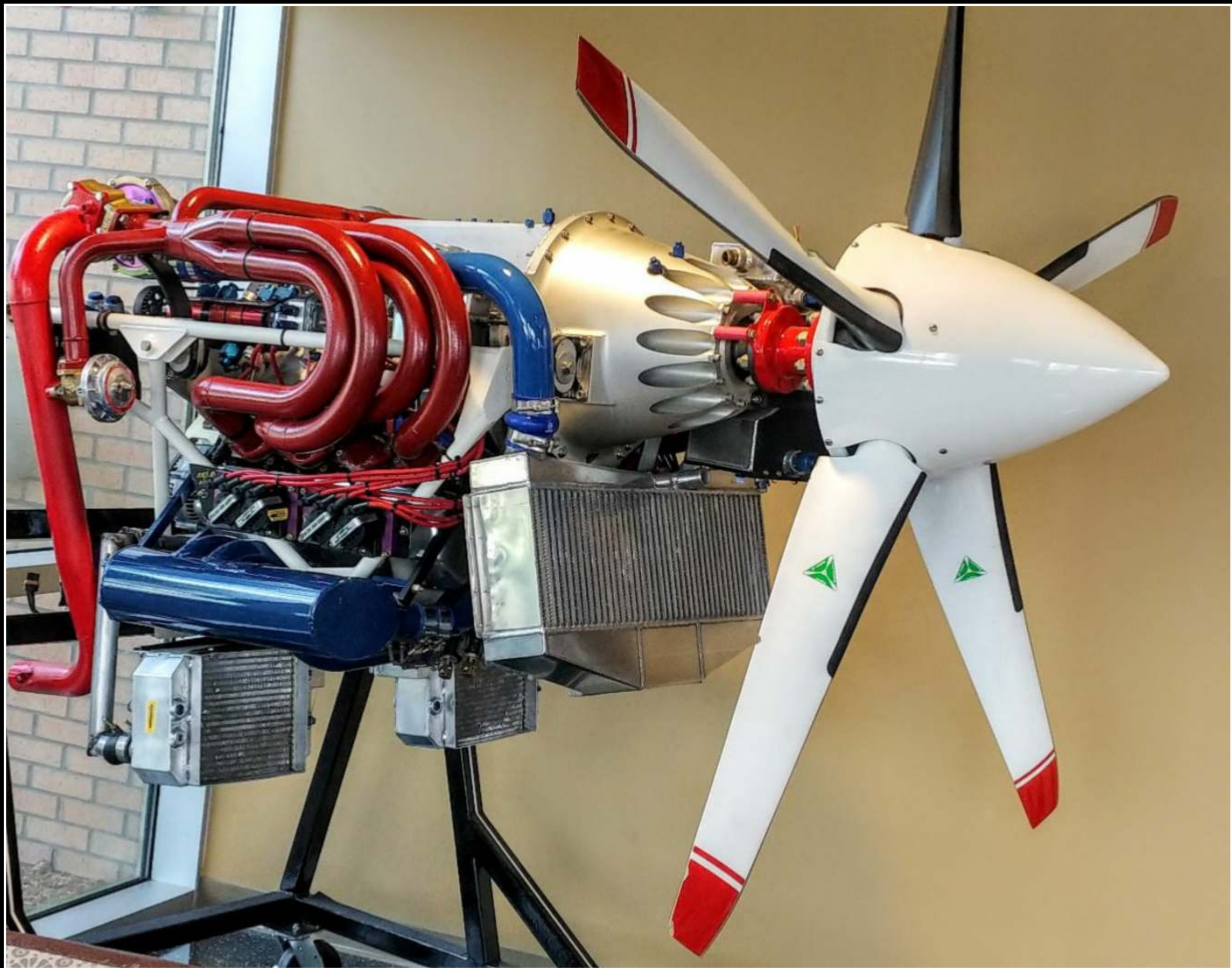


























Portfield Model 35-70 Flyboard

The Portfield 35-70 is a two seat light aircraft. The original design for the 35-70 was called the "Woodstock Pup". It was designed by a man named Neal Portfield and built by students of Woodstock High School in Kansas City, Kansas. Portfield bought the rights and sold it to the "Flyboard".

Production run	2007
Engine	Continental IO 520
Power	75 hp @ 1,800 rpm
Cruise speed	120 mph
Max. takeoff weight	1,200 lbs
Service ceiling	10,000 ft
Range	500 mi

HOWARD COOMBS: SPRUCE CREEK

AIRCRAFT TYPE
PORTFIELD MODEL 35-70

AIRCRAFT DIMENSIONS
32' X 20'

FOREVER AN EAGLE















































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