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Speedi

Wings & Wheels

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NEW FORMAT VIDEO LINKS

THIS ISSUE: Spruce Creek Toy Parade 2024 Fall Turkey Run 2024 and Much More

SPEEDI'S BLOG

WELCOME TO SPEEDI'S Blog.

This blog is being written just as the New Year starts . . .

One reason is that early on Saturday, December 28, 2024 I was looking at available international seats and found good availability for me to travel standby to Argentina and back from my home in Daytona Beach, Florida.

The challenge flying standby is usually simply to get a seat on a plane, but my challenge this time was to get first class seats on the flights to and from Buenos Aires. Why, you may ask?

The reason is simple in that the particular airline involved is retiring its first class international seating in the near future.

The way the airline standby system works is that if you are a through passenger, meaning you

have started your journey from another airport, puts you ahead of a standby passenger with the same status from the second airport. This is a huge advantage when seats are scarce. If you can keep this standby status for the majority of your route that's even better.

I am not going to name the US carrier I flew on but needless to say that they are the only US carrier still flying true international first class. They announced back in 2022 that they were retiring their international first class product in mid-2024.

This date has slipped somewhat due to new aircraft delivery delays which meant I had the chance to get two, not just one, international first class flights on my adventure south of the equator.

I also had flown to Buenos Aires back in 2012 when they were still building their new

international terminal. So I had an excuse to just stay put in the airport and enjoy the new terminal and the 3 international lounges which I had access to as part of the American Express Platinum card program.

So enough about the reasoning behind my last minute flight decision.

I was fortunate to get the first class seats I was hoping for on the 2 international segments which were from Miami to Buenos Aires and from Buenos Aires to New York. But both were night flights so the benefits of first class amounted mostly to a larger bed.

The weather was also challenging as on the flight south the plane was diverted westward to the Pacific coast of South America rather than the usual, more direct, overland route crossing the Amazon.

This, as it turned out >>

>> was an unexpected benefit as I was able to enjoy a truly spectacular sunrise over the Andes north of Santiago in Chile.



Even then it was a very choppy ride . . .

It was not until today that I found that during the period I was traveling not only had there been major weather issues in the USA but also in South America.

There were massive waves all down the coastline of Peru which closed most of their ports. Clearly this was as a result of a major storm system which also

impacted my flight north from Buenos Aires to New York. The photo below shows the huge waves in Peru.



Over the years I have experienced a variety of turbulence issues but the severity and duration on the flight north from Argentina was something else. Fortunately the turbulence only started after the meal service had finished, but it then lasted for most of the remaining 8 hours of the 10 hour flight which meant that there was no second meal service and that the flight attendants were strapped into their jump seats for the duration . . .

My next challenge when I arrived at JFK in New

York was to get a standby seat back to Florida. My original plan was to route via Charlotte but due to a

major storm the day before there were many flight delays so I did not stand a chance of getting a seat.

So in the end I had to route back to Orlando through Los Angeles which had some additional benefits.

I was able to get a transcontinental first class seat from JFK, complete with a lie flat bed to catch up with the sleep I had lost on the turbulent flight from Buenos Aires. I also had the chance to use the spectacular Delta lounge at LAX . . .

7 Spruce Creek Toy Parade 2024

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

Editorial

Welcome to the December 2024 / January 2025 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 a visit to the Spruce Creek Toy Parade 2024 - 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*

Air Canada orders five additional A220s

Mirabel, Canada, 20 December 2024

Air Canada, the national carrier of Canada, has signed a firm order with Airbus for five more latest generation single-aisle A220-300s on the fifth anniversary since taking delivery of its first A220 in December 2019. This follows an initial order in 2016 for 45 A220-300s and a reorder in 2022 for 15 more. Including this latest reorder, Air Canada's total firm orders for the A220-300 stands at 65 aircraft.

John Di Bert, Executive Vice President and Chief Financial Officer at Air Canada said: "The A220 has delivered on its promises for Air Canada in its five years in service. It has allowed us to open new routes and better serve existing routes with an aircraft that has the right economics to support our profitable growth strategy. It is also very popular with customers. We are pleased to add an additional five of these aircraft, built in Mirabel, Quebec, right up the road from our Montreal headquarters and to further support Canada's aerospace sector."

Benoît de Saint-Exupéry, EVP Sales Commercial Aircraft at Airbus said: "This is Air Canada's third order for the A220 in a few years. We are committed to working closely with the flag carrier as we support its fleet renewal programme. The A220 is the most efficient aircraft in its size category, offering superior comfort with a spacious cabin and the range to fly numerous destinations on the carrier's

network."

Air Canada was the A220-300 launch operator in North America in January 2020 and has since operated its A220 fleet to more than 70 destinations. The A220 is assembled in Mirabel, Quebec, being an essential part of the renowned Canadian aerospace sector.

Combining the longest range, lowest fuel consumption and widest cabin in its class, the A220 is the most modern airliner in its size category, carrying between 100 to 150 passengers on flights of up to 3,600 nautical miles (6,700 km).

The aircraft is powered by Pratt & Whitney's latest-generation GTF engines and offers a 25% reduction in fuel consumption and carbon emissions per seat. As with all Airbus aircraft, the A220 is already able to operate with up to 50% Sustainable Aviation Fuel (SAF). Airbus aims for all its aircraft to be capable of operating with up to 100% SAF by 2030.



As of the end of November 2024, Air Canada's fleet is made of 134 Airbus aircraft, including the A320 Family aircraft, the A330 Family aircraft and the A220-300 aircraft. Air Canada has an order for 26 A321XLRs.

As at the end of November 2024, Airbus had received close to 900 orders from 32 customers for the A220, of which almost 380 have been delivered. The A220 is already in successful service with 23 operators worldwide. The fleet is currently flying on more than 1,500 routes and more than 460 destinations across the globe, confirming its leading position in the small single-aisle market.

Spain orders 25 additional Eurofighter aircraft

Getafe, Spain, 20 December 2024 – The Spanish government has signed a contract with Munich-based, Germany, NATO Eurofighter and Tornado Management Agency (NETMA) for the acquisition of 25 Eurofighter aircraft. Known as the Halcon II programme, the order will cover the delivery of 21 latest-generation single-seat and four twin-seat Eurofighter aircraft to replace part of the F-18 fleet operated by the Spanish Air and Space Force.

The agreement, which follows a previous contract signed in 2022 for a batch of 20 fighter jets, will see the Spanish Eurofighter fleet grow to 115 aircraft. With the first delivery due in 2030, these new aircraft will: boost Spain's air-power capabilities and operations; reinforce its prominent position at the heart of NATO, and secure the programme's industrial footprint.

"The Eurofighter is the most advanced and the most successful fighter jet from European production and is the backbone of European air superiority. It is also a symbol of industrial cooperation between nations and companies - an example of how Europe can work in our current defence context. We are grateful for the trust of the Spanish government in our Eurofighter and in Airbus Defence and Space. Not only is this order an important demand and defence signal, it secures the supply chain in Spain and across Europe," said Mike Schoellhorn, CEO of Airbus Defence and Space.



All Spanish Eurofighters are assembled, tested and delivered at the Airbus Getafe site (Madrid-Spain) and its industrial footprint translates into more than 16,000 direct and indirect jobs in Spain alone. The main national defence and technological companies are involved in the manufacturing process.

The acquisition was approved by Spain's Council of Ministers in September 2023 and includes the aircraft, engines, and the necessary support services.

The Halcon saga

Designed to replace the country's F-18 fleet, the Halcon programme means a significant upgrade of Spain's airpower capabilities: a total of 45 (20+25) Eurofighter jets ordered since 2022, equipped with advanced avionics, electronically-scanning radar (E-Scan), enhanced weapon systems capable of operating Brimstone III and Full Meteor, new sensors and improved connectivity. They will join the

current Spanish Air Force's 70 aircraft fleet from 2026 onwards.

In service with Spain since 2003, the country's air force operates the Eurofighter from the air bases at Morón (11th Wing), near Seville, and Los Llanos (14th Wing), Albacete. Gando (46th Wing), on the Canary Islands, will soon become the next operating base.

In total, the Eurofighter programme secures more than 100,000 jobs in Europe, which will be boosted through latest-generation aircraft, as well as in the future, through technological advances within the Eurofighter development.

To date, more than 700 Eurofighters have been ordered by eight nations.

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Spruce Creek Toy Parade



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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](#)

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, Residents 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 - Jim Stone ... 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".



Here's a look at the planes arriving at Spruce Creek Fly-in before the Xmas Toy Parade in December 2024

Photos by Gary Rosier . . .

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New 2025 Mercedes-AMG GT 43 to start at \$105,900

Nov 13, 2024 – Atlanta

The 2025 Mercedes-AMG GT 43 is the new sporty, elegant entry to the AMG GT model portfolio. Arriving at U.S. dealerships this fall, starting from \$105,9001, the new coupe

acceleration from 0-60 mph in 4.5 seconds. Rear-wheel drive and standard AMG sport suspension also support the dynamic driving experience, which is further heightened with the optional AMG RIDE CONTROL suspension with adaptive adjustable damping.

A long wheelbase, short overhangs, long hood and steeply raked rear

finishes, and optional AMG wheels in 19-, 20- and 21-inch sizes.

The interior features standard 2+2 seating in Nappa leather with AMG sports seats at the front and rear seats with folding backrests. Optional multicontour front seats with massage function can be fitted to enhance comfort on long journeys. MANUFAKTUR Nappa



offers an engaging dynamic driving experience, agile handling and extensive standard equipment.

The lightweight, Handcrafted AMG 2.0L inline-4 turbo engine in the new AMG GT 43 produces 416 hp and features an electric exhaust gas turbocharger – technology derived from Formula 1™. This enables immediate throttle response across the entire rpm range and

windshield define the powerful appearance of the AMG GT. Three optional exterior design packages – AMG Night Package, AMG Extended Night Package and AMG Exterior Chrome Package – sharpen the look of the coupe with high-gloss black, dark chrome or silver chrome accents. Customers can also personalize the AMG GT 43 with a variety of exterior paint colors, including six MANUFAKTUR

leather upholsteries with diamond quilting are also available. An AMG Performance steering wheel is offered standard in Nappa leather, as well as in optional Nappa leather/microfiber and microfiber/carbon fiber finishes. Six interior trims, including new Open-Pore Grey Birch Wood and Open-Pore Brown Ash Wood, provide additional individualization options.

The Long History of Ford Police Vehicles

Dec 20, 2024 | Dearborn



By Courtney McAlpine, Ford Senior Digital Archivist

Ford vehicles have a long history of being a preferred brand by law enforcement around the country. In 1915, the Oakland, California Police Force was so impressed with Ford vehicles for police work they standardized their fleet of light cars to all Ford models.

In 1950, Ford was the first manufacturer to offer a Police package vehicle, which offered three power options: the Ford V-8 special, the Ford 100 H.P. V8 and the Ford 95 H.P.

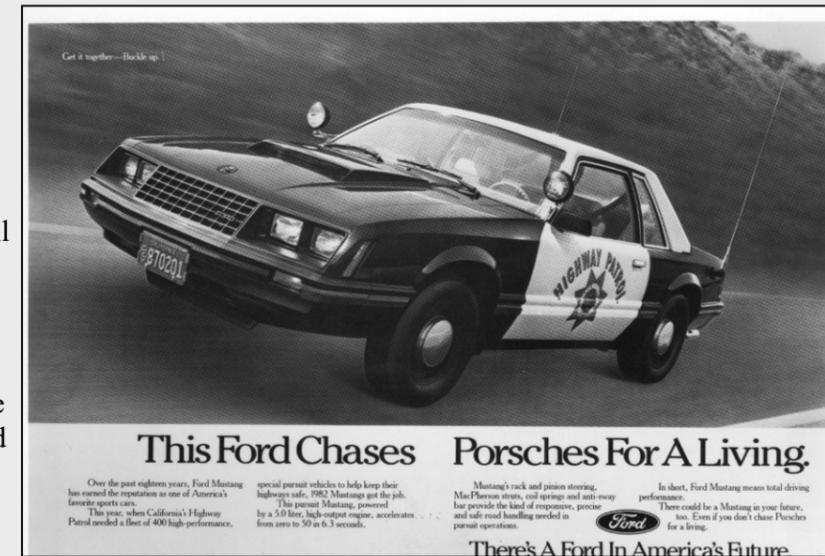
Six, as well as scores of engineering and design improvements, and special provisions for extra comfort, durability, speed, and safety to meet the rigorous needs of police work.

The Ford police package was a popular choice for police departments nationwide as evidenced by the New York Police

Department ordering 430 Fords -- this was the largest order ever by a department at the time.

The first police model to use the Interceptor name was introduced in 1954. The name had previously been used for a new 125-horsepower V-8 engine which sold as an option with the police package in 1952. By 1961, a survey conducted by Ford Division showed that 58% of police cars operating in the United States' 50 largest cities were Fords. The Ford Mustang joined special service in 1982.

The Mustang even became the topic of an eye-catching advertisement



campaign that proclaimed, "This Ford Chases Porsches for a living." It highlighted the Mustang's cornering capability and rapid acceleration from zero to 50 mph in 6.3 seconds, which allowed it to keep up with other exotic sports cars.

In 1983, the newly redesigned LTD Crown Victoria with police package

continued the long history of full-size Fords as police cruisers. Its available police package, featuring an optional 351-cubic-inch, 5.8-liter high-output V8 helped make it the preferred choice of municipalities across North America for decades. The Crown Victoria became its own model in 1992 and was incredibly popular with law enforcement. In 1998, the Crown Victoria police package accounted for 85% of police pursuit sales in the U.S. and Canada. The Crown Victoria Police interceptor was retired in 2012 to make way for Ford's newly introduced next-generation Police Interceptors.

The new 2013 Police Interceptor utility and sedan both offered BLIS (Blind Spot Information System), industry-exclusive cross-traffic alert, and reverse sensing systems. The 2013 Interceptors were the only all-wheel-drive vehicles built specifically for law enforcement at the time. In 2017, Ford revealed both its industry first pursuit-

rated hybrid police car and pickup truck. These were followed in 2020 by Ford's Police Interceptor Utility, another industry first as the first pursuit-rated hybrid SUV.

Ford's long history with law enforcement and emergency services continues today after Ford launched its 2025 Ford Police interceptor Utility in August 2024.

GONE CRUISIN'

Gary's Hot Rods & Cruisers



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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.

Fall Turkey Run 2024



All photos for this feature: Gary Rosier



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