

# Speedi

Wings & Wheels

[www.speedi.tv](http://www.speedi.tv)

April / May 2015

Issue No: 19

News

Events

Features

Show Reports

Reviews



*BIKE WEEK 2015*



*TICO AIR SHOW*

Massive 154 Pages of Action

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FREE!  
Online  
Magazine

THIS MONTH: Bike Week 2015 LA County Sun 'n Fun 2015 Tico Air Show and Much More

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

NASA Images - Island of Hawaii From the International Space Station



Photo courtesy of UK Army Air Corps - Crown Copyright

Army Air Corps Apache - The Apache attack helicopters operated by the UK Army Air Corps have flown their 50,000th hour on operation in Afghanistan recently - a third of all UK Apache flying and a huge proportion of the total. Apache helicopters have been conducting operations in Afghanistan since 2006, deploying initially with 16 Air Assault Brigade, shortly after being introduced into service with the British Army.

## Editorial

Welcome to the April / May 2015 issue of *Speedi Wings & Wheels*.

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

In this issue we are featuring Sun 'n Fun, Daytona Bike Week, Tico Air Show - plus much 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*



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# Speedi

*Wings & Wheels*

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## American exercise marks airborne anniversary

March 24, 2015

**Seventy years to the day since British and American paratroopers jumped into the largest airborne operation ever carried out, British and American paratroopers are training to face the next operational challenge together.**

On 24 March 1945, Operation Varsity saw some 17,000 British and American troops land by parachute and glider to capture crossings over the River Rhine in the closing stages of the Second World War.

On 24 March 2015, soldiers from both nations carried out a parachute jump at Fort Bragg, North Carolina as part of the Combined Joint Operational Access Exercise (CJOAX). The training is about developing the ability of 16 Air Assault Brigade and the US Army's 82nd Airborne Division, which both serve as their respective armies rapid reaction forces, to deploy as a joint force in response to international crises.

Some 1,000 troops from the 3 PARA Battlegroup are on the eight-week long exercise, working alongside the 2nd Brigade Combat Team, 82nd Airborne Division. The training culminates in a simulated mission in which 1,900 British and American troops and their equipment will be parachuted into a troubled region to work side-by-side to restore stability.



### "writing a new chapter"

Lieutenant Colonel Mike Shervington, 3 PARA BG's Commanding Officer, said: "The world is an uncertain and menacing place and if we can create an allied force comparable to 70 years ago it offers our political leaders a strong tool to use."

"Across its history 3 PARA has done four combat jumps, of which three were in partnership with American airborne forces. The relationship we are building on this exercise is nothing new, we are simply dusting off the history books and writing a new chapter."

Yesterday's parachute jump saw British soldiers earn US Army parachute wings by jumping with the American T-11 parachute from a United States Air Force C-130 Hercules aircraft.

Private Hani Gue, 24 from Tottenham, north London said: "It was very still conditions and the T-11 is a much bigger parachute than ours, which makes the descent slower and smoother. It's a fantastic opportunity to come out and work

with the Americans who, as paratroopers, are the same quality of soldiers as us."

3 PARA BG also put on a

display of their weaponry and engineering, signalling and medical equipment for their American counterparts.

Lt Col Shervington said: "The value of a display is to help us understand each other capabilities and equipment so that we can complement each other better on operations. We have a lot of similarities but also each nation brings forward unique capabilities."

Private Daryn Smith, 23 from Stirling, is part of 3 PARA's Anti-Tanks Platoon. He said: "Both us and the Americans use the same Javelin anti-tank missile, but the big difference is that we carry the equipment on the person and they tend to work more from vehicles. We showed them our drills and they were very interested by how quickly we could bring the missile system into action."



## Military aircraft fly over London as part of a events commemorating six months since UK's Afghanistan base Camp Bastion was closed

London, UK

Friday, March 13, 2015

Military aircraft used in Afghanistan flew over London as part of a series of events to commemorate six months since Camp Bastion was closed.

The Queen, Duke of Edinburgh and other senior Royals including The Prince of Wales, Duchess of Cornwall, The Duke and Duchess of Cambridge, Prince Harry, The Duke of York and The Earl and Countess of Wessex attended a service in St Paul's, which was broadcast live.

After the service, aircraft including two Chinooks, two Apache helicopters, one Sea King MK4, one C-130-J Hercules and two GR4 Tornados flew south to north.

The service remembered those who died and were injured during the military campaign, as well as all who served in Afghanistan.

During the service, a cross made of shell casings that adorned a memorial wall in Camp Bastion was blessed by the Archbishop of Canterbury Justin Welby. Prayers were also offered for the people of Afghanistan who also died or suffered in the conflict.

Prime Minister David Cameron attended, alongside deputy prime minister Nick Clegg, defence secretary Philip Hammond, service chiefs and other senior political and military figures also attended. Representatives of the Afghan nation were also present.

Photo - An Apache soars over London. Crown Copyright/ SAC Nicholas Egan (RAF)/ 2015



## Airbus highlighting ACJ319 at ABACE show

### Leads trend to larger cabins

9 April 2015

Airbus is exhibiting an ACJ319, operated by Comlux on VVIP charters, at the ABACE show, highlighting the trend toward larger cabins in the business jet market.

The ACJ319 on display features conference, dining and lounge areas at the front, plus two separate rooms at the rear. It is certificated to transport 19 passengers – more than traditional business jets – allowing it to serve a wider range of business needs.

“The industry trend is toward larger cabins at the top end of the business jet market, something on which we are well placed to capitalise,

because we have the widest and tallest cabins of any business jet,” explains Airbus Chief Operating Officer, Customers, John Leahy. “So whether a company wants to bring in customers for a special event, to shuttle employees among sites, or to transport a multi-disciplinary team, Airbus corporate jets are a practical solution,” he adds.

Airbus began worldwide deliveries of ACJ320 Family corporate jets just over 15 years ago, and won its first sales of them in China ten years ago, in 2005. Today, around 20 Airbus corporate jets are flying in mainland China, Hong Kong and Macau, giving them the strongest presence in the country of any aircraft at the top-end of the market.

Airbus’ corporate jets are derived from the world’s most modern airliner family, enabling them to

deliver benefits lacking in older designs. These include fly-by-wire controls that provide enhanced ergonomics, practical protection, and enable the common cockpit that is part of all Airbus aircraft produced today. Others include greater use of weight-saving materials, cost-saving centralised maintenance, and energy-efficient aerodynamics and propulsion.

This airliner heritage means that Airbus corporate jets deliver the built-in reliability demanded by airlines flying many sectors a day, as well as giving their customers access to a support network of technical advice, spares and training that spans more than 500 customers and operators worldwide – plus services dedicated to their particular needs.

Other standard Airbus features include Category 3B autoland that enables flights in foggy conditions, an intrinsically modern design that holds its value better than older designs, and an unequalled customer-base that encompasses more than 11,000 A320 Family aircraft.

More than 170 corporate jets have been sold to date, and they are flying on every continent, including Antarctica, highlighting their versatility.



## Presidents Varela, Obama Witness Signing of Historic Airplane Order

PANAMA CITY, April 10, 2015 -- Panama President Juan Carlos Varela Rodriguez and U.S. President Barack Obama witnessed a historic agreement in which Copa Airlines and Boeing announced an order for 61 737 MAX 8 and MAX 9 airplanes. The order, valued at \$6.6 billion at list prices, is the largest commercial transaction ever between a Panamanian and a U.S.-based company.



The signing ceremony took place in Panama City as leaders from throughout the Western Hemisphere gathered for the seventh Summit of the Americas.

Presidents Varela and Obama were on hand as Copa Chairman Stanley Motta, Copa CEO Pedro Heilbron and Boeing Chairman and CEO Jim McNerney signed documents recognizing the agreement.

"Copa is proud to sign this landmark order in the presence of our two presidents," said Heilbron. "The Next-Generation 737 is the backbone for our fleet today, and our order for the 737 MAX shows our continued commitment for the

future to bring people together across all of the Americas using the most modern and efficient airplanes in the sky as well as our Hub of the Americas in Panama City."

"With the 737 MAX our customers will enjoy all the benefits of the best technology available in the market," said Motta. "This order is an important step in strengthening Copa's leadership in the region as we enhance our world class product and expand our network. Similarly, we are very excited about bringing new opportunities for Panama's economic growth in the process."

Copa Airlines will use the airplanes to replace existing airplanes and support the carrier's plans for strategic growth. Copa will be the first airline in the region to operate the 737 MAX 9 on deep South American routes. The 737 MAX 9's range and passenger comfort are ideally suited to Copa's long-haul route network.

"It is an honor to be joined by Presidents Varela and Obama on this great day. All of us at Boeing are proud to partner with Copa as it works to remain one of the most progressive airlines in the world," said McNerney. "Copa has a history of leading the way for Latin America's aviation industry, and this order shows their dedication to continuous improvement in performance, customer satisfaction and efficiency."



The 737 MAX builds on the strengths of today's Next-Generation 737 by incorporating the latest-technology CFM International LEAP-1B engines, Advanced Technology winglets and other improvements to deliver the highest efficiency, reliability and passenger comfort in the single-aisle market.

Airlines operating the 737 MAX will see a 14 percent fuel-use improvement over today's most fuel efficient single-aisle airplanes – and 20 percent better than the original Next-Generation 737s when they entered service. The 737 MAX 8 will have an 8 percent operating cost per seat advantage over the A320neo.

The 737 MAX also features the Boeing Sky Interior, which Copa helped launch in Latin America on its Next-Generation 737 fleet. The sleek interior boasts modern lines, a spacious cabin with more headroom and LED lighting that offers vibrant color options.

To date, the 737 MAX has accumulated 2,715 orders from 57 customers around the world.



**BAGRAM AIR BASE, Afghanistan (AFNS)** -- After months of planning and construction, the wing expanded its ability to support flying missions throughout the region with the addition of a second operational runway. The ancillary runway provides an alternate site for aircraft taking off and landing should the primary runway be damaged or closed.

The need for an additional runway was first recognized during the third quarter of 2014 and quickly became a priority for several agencies throughout the wing.

"Last fall, the 455th Expeditionary Operations Group held an exercise simulating the closure of the primary runway," said Lt. Col. Shelly Mendieta, the 455th Expeditionary Operations Support Squadron commander. "In this scenario, aircraft needed to land at Bagram before the runway could be re-opened. The 455 EOG, 455 EOSS, (455th Expeditionary Security Forces Squadron) and the (455th Air Expeditionary Wing) safety office secured Taxiway Juliet while (455th Expeditionary Civil Engineer Squadron) barrier maintenance strung expeditionary cable across the taxiway. Once complete, Bagram tower was able to use the Juliet Emergency Landing Surface."

Though the solution sufficed, 455th Air Expeditionary Wing leadership sought to save time, mitigate risk and reduce manpower needed to prepare and secure an alternate landing site. Once all the options were examined, Taxiway Zulu was selected for runway conversion.



executed it perfectly as demonstrated by an F-16 (Fighting Falcon) engaging the system at 100 knots."

As wrinkles in the planning phase were ironed out behind the scenes, Airmen assigned to the 455 ECES began construction on the flightline.

"After the exercise, we wanted to find a way to decrease the risk of landing on a secondary surface and minimize the time and manpower needed to sterilize and prepare the taxiway for landing," Mendieta said. "Additionally, we wanted a way to decrease or eliminate effects on Air Tasking Order operations during runway closures. Converting Taxiway Zulu to a runway meets those goals."

Once the determination was made, organizations collaborated to transform Taxiway Zulu to runway 03L/21R.

"The first step was accessing the pavement evaluation report determining types of aircraft and stress loading the new runway could handle," Mendieta said. "Then 455 EOSS and 455 ECES developed an action plan ensuring the runway was properly painted, mandatory signs were installed and coordinated additional airfield waivers with (Air Force Central Command).

"Lastly, and the most difficult challenge, 455 ECES transplanted the Mobile Aircraft Arresting System (MAAS) from Taxiway Juliet to Runway 03L," Mendieta continued. "Barrier Maintenance personnel often go through their whole career without installing a new barrier system and 455 ECES

"My team did all the painting to get Zulu in regulations to include Visual Flight Rules hold lines, center lines, edge lines, leading taxiway lines, runway identifications and more," said 1st Lt. Augustus Harilall, the 455 ECES Operations Flight commander. "We were also tasked to move the MAAS off Juliet Taxiway to Zulu Taxiway. Repairs were done to the pavement to make sure it was safe for aircraft movement. All Federal Aviation Administration/User Flow Control signage was fabricated and ordered to make 03L/21R fully operational. Expeditionary airfield lighting systems were also installed."

"Bagram is the busiest airfield in Afghanistan, so adding the capability of a second runway allows us to continue to support contingency operations 24/7, 365 days a year," Mendieta said. "In the event that the primary runway is closed due to an emergency, damage, or normal maintenance, Bagram Air Traffic Control can now use 03L/21R as the active runway. Bagram Air Field will still be able to provide airpower to the combatant commander. Whether the tasking is a planned ATO mission or an immediate response, the field will be prepared."

## Merlin LSA Makes Maiden Flight

Arlington, WA - April 9, 2015  
After months of careful preparation, Glasair Aviation's new light sport aircraft, Merlin, took its first flight through the skies above Arlington Municipal Airport Tuesday, April 7, 2015.

Following detailed validation testing, including engine run-up, high-speed taxi, and ground roll lift off, the team at Glasair stood back and watched as Merlin departed the surface of runway 34 with test-pilot Grant Smith at the controls. The flight lasted fifty-seven minutes, as Smith took the plane through a full test flight profile that included validating the engine's reliability, exploring flight control characteristics in flight and conducting standard flight maneuvers. "While nothing can replace the sheer wonder of witnessing the birth of a child, the introduction and maiden flight of a new airplane design is a close second!" Glasair Development Manager Ted Setzer said. "The 'parents' were all there to witness it, including the Glasair Aviation's flight designer engineer, Chuck Hautamaki, and the entire Glasair Aviation team. Seeing the joy and exhilaration on everyone's faces was as satisfying as hearing the test pilot Grant Smith's,



positive comments as he emerged from the cockpit."

Flight testing will continue throughout the coming weeks as Glasair celebrates this milestone in the company's history.

Merlin is a composite high-wing, tricycle gear aircraft designed to meet LSA certification requirements and based upon ASTM standards. It is fitted with a Rotax 912iS engine and Dynon's Skyview glass-panel avionics. Glasair also designed the Merlin to utilize the optional BRS parachute system for added pilot safety. The SLSA will also be the company's first certified aircraft.

"Our goal was to design an LSA with exceptional flying characteristics, performance, great visibility, aesthetically pleasing lines with easy access," Chief Engineer Chuck Hautamaki said.

The Merlin's 45" wide cockpit offers very comfortable side-by-side seating and outstanding forward and side visibility and sports one of the largest windshields in the entire LSA fleet. Designed and built with the same quality and care as the other Glasair models, Merlin will provide pilots with a high-quality option in this market segment.

"The Merlin LSA fits perfectly into our product line, rounding out a rich history of successful product launches that started in 1980 with the revolutionary Glasair," Setzer said.

Glasair Aviation was founded in 1979 (as Stoddard-Hamilton Aircraft) and has been a world leader in kit-plane manufacturing for 35 years.

































































































# UNTIL NEXT YEAR







# Daytona Bike Week 2015

Photos for this feature: Gary Rpsier











































































































































# SPEEDI'S BLOG

**W**ELCOME TO SPEEDI'S Blog. In this issue I'll be talking about a recent FAA memo to its staff about the use of online video material as evidence in enforcement proceedings.

There's now a wealth of online video material showing drones, model aircraft and manned aircraft in a variety of flight situation thanks to the use of the small 'Go Pro' type of video cameras. I myself have 5 small cameras on my airplane which is very useful when it comes to de-briefing our large formation flights.

Sadly, many drone users, and I am purposely not calling them 'operators' do not have a clue, and could not care, about airspace regulations. Drone use is exponentially growing worldwide as they are now so cheap to acquire and so easy to fly.

Here's what the FAA says about drones: An "aircraft" is "a device that is used or intended to be used for flight in the air." Because an unmanned aircraft is a contrivance / device that is invented, used, and designed to fly in the air, it meets the definition of "aircraft."



The use of drones for photographic purposes is rapidly becoming a major problem. In Nov. 2014 new FAA numbers showed that since June, 2014 pilots have reported 25 near-collisions with drones. On Nov. 19, 2014 JetBlue flight 842 out of

Georgia encountered a drone as it neared JFK airport. "About two miles out on the final, maybe around four to around 300 feet, looked like one of those unmanned drones was flying right on the final," the pilot tells air traffic control.

New FAA rules require that Recreational Drones should weigh less than 55 pounds and shouldn't be flown within five miles (8 kilometers) of an airport without notifying air-traffic controllers, the FAA said.

Clearly this is not going to happen in practice, just as the previous requirement not to fly drones within 3 miles of an airport was never adhered to.

In the Daytona Beach area of Florida, where I fly, this would mean everyone flying a drone

would have to notify ATC before they could fly as the airports are less than 10 miles apart.

In open countryside, flying a drone may be perfectly safe, but the FAA requirements are eminently sensible bearing in mind that the operational ceiling of recreational zones is many thousands of feet.

Here's a link to a Time Magazine article about reckless drone flying - [click here](#).

One of the points made "The new wave of hobbyists see their GoPro-equipped drones less as remote-controlled aircraft and more as flying cameras, set to embark on a cinematic adventure. Flying for the sake of flying is no longer the point — the point is getting awesome YouTube footage, which leads to riskier behavior". Get good ratings on Youtube and you can make huge amounts of money.

Selling recreational drones is now very big business. Here's what a seller recently quoted "We have more and more customers who are buying drones for their spouses, family, employees, and friends, which is a sign that drones are becoming mainstream must have technology for the average consumer".

The same company recently held a drone



sales promotion at New Smyrna Speedway, inviting punters to "try the Phantom before you buy, and see what it's like to fly at a NASCAR home track"!

Now this particular speedway just happens to be one of the busy

reporting points for nearby airports but is in uncontrolled airspace below 1200 ft. This means that legally airplanes can and do fly between 500 ft & 1200 ft above this speedway heading for nearby airports. As a pilot local to this area I never heard about this event until I was researching for this article.

To hit a 55 pound drone in a small aircraft could, be a fatal event.

Buzzards, a fraction of a drone weight, usually get out of the way to save themselves. A drone pilot on the ground may have no idea that a plane is in the area until it's too late.

I'm all for people getting some great photos with their recreational drones, but to fly them anywhere there are other aircraft, is a recipe for a disaster waiting to happen. Not to me, I trust!





**N** EWS 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](http://www.scpoa.com)

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

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

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

**AIRPORT SAFETY VIDEO** - The airport management recommends that all Spruce Creek Fly-In residents and airport users view this very good airport safety video. Click [Here](#).

## Airport Information Quick List

TEL ..... 386/760-5884 or Airport Manager cell see below.

FAX ..... 386/761-7808

AFTER 1700 .....386/756-6125 (Security)

VORTAC OMN .....112.6 MHz 165°R/13.9 DME

VORTAC ORL ..... 112.2 MHz 020°R/35.6 DME

FSS St. Petersburg .....122.2 MHz

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

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

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

AWOS..... 121.725 MHz

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

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

Airport Manager: Dick Cunneen, Cell 386 872-1431

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

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





**I**N 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".



In this issue we feature a special flying 'tale' from England by Spruce Creek resident Dave Gillespie.

Last summer Dave was visiting England. He was fortunate to have his pilot's dream come true when he fly a special dual control Spitfire.

He was in good company as HRH Prince Harry recently flew one of the two dual control Spitfires at the Boulton Flight Academy based at the former WWII Battle of Britain airfield at Goodwood, on the south coast of England.





## Spitfire Pilot by Dave Gillespie

September 27, 1944 under the afternoon sun, high over Arnhem patrolled F/L Sid Bregman in his Canadian 441 Squadron, Spitfire MKIX 9G-Q serial number MJ627. With a normal range of 90 minutes Sid was carrying a long-range tank under his fuselage that gave him an extra 60 minutes.

Suddenly his big Rolls Royce engine shut down. He suspected his external tank had fallen off and immediately switched to his main fuel supply.

This caused him to fall behind the rest of the squadron, and looking over his shoulder to check his wingman was still with him, he spotted a lone ME109. Now being very maneuverable without the drop tank it took about 3 seconds to get in line, and another second to fire and he hit the 109 that went down immediately into the Rhine River.

His first kill took seconds and just 11 shells.

His Spitfire MJ627 went on to fly many successful missions such as ground attack and bomber escort

until an engine failure in March 1945 resulted in a forced landing. The aircraft was repaired and put in storage until 1950 when the Irish Airforce converted it to a TR9 trainer configuration by adding a second cockpit. They eventually retired the airplane with a total time since new of 1000 hours.

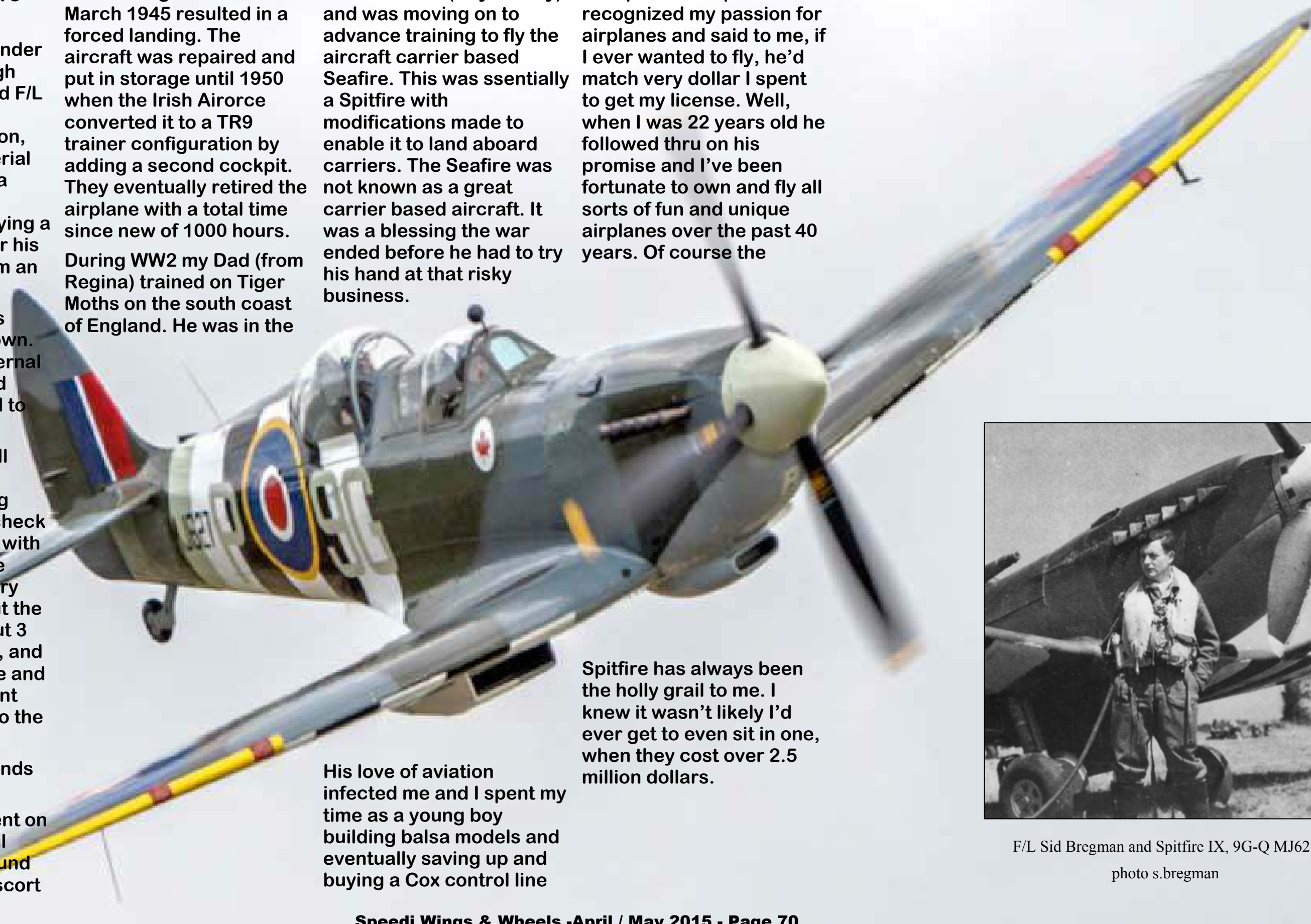
During WW2 my Dad (from Regina) trained on Tiger Moths on the south coast of England. He was in the

Fleet Air Arm (Royal Navy) and was moving on to advance training to fly the aircraft carrier based Seafire. This was essentially a Spitfire with modifications made to enable it to land aboard carriers. The Seafire was not known as a great carrier based aircraft. It was a blessing the war ended before he had to try his hand at that risky business.

.049 powered Spitfire. Dad recognized my passion for airplanes and said to me, if I ever wanted to fly, he'd match every dollar I spent to get my license. Well, when I was 22 years old he followed thru on his promise and I've been fortunate to own and fly all sorts of fun and unique airplanes over the past 40 years. Of course the

Spitfire has always been the holly grail to me. I knew it wasn't likely I'd ever get to even sit in one, when they cost over 2.5 million dollars.

His love of aviation infected me and I spent my time as a young boy building balsa models and eventually saving up and buying a Cox control line



F/L Sid Bregman and Spitfire IX, 9G-Q MJ627

photo s.bregman





June 2014

This summer, I heard about the Boulton Flight Academy in Chichester England who offered a course that takes qualified pilots thru flight training on Tiger Moth to Chipmunk to Harvard and finally, Spitfire! They have a TR9 Spitfire G-ILDA serial number SM520.

I contacted the school and enquired about the possibility of having a go on their Spitfire. No such luck. Their CAA approved course requires students to at least spend a week and fly their complete curriculum. And besides, their course for the summer 2014 was booked. Darn! I was in the UK in June and July and could spare a day to go down to see them. I wrote back and pleaded with them, that by owning my own Tiger Moth and Chipmunk, and just recently having been checked out on the Brandon Museum Harvard, this qualified me for a short course. They asked for my flight records and after supplying them with a list of my flight experience that included my Aerobatic experience, and flight time in my replica WW1 Sopwith

Camel, and Albatros DVa. They agreed.

They would set aside one day and make an exception and approve a short course for me!

All those hours flying Pitts Specials and other funky tail draggers just paid off. I arrived on July 3rd, a beautiful clear day, to find their Spitfire sitting on the ramp with its engine in pieces! Apparently when the starter breaks on a Merlin, you have to pull the engine to replace it. The flight director and two instructors met me and explained the situation. My heart sank. Then they asked if I wouldn't mind flying their other recently acquired Spitfire?

Pointing around the corner, there sat Sid Bregman's Canadian 441 sq. Spitfire MJ627! WOW! I couldn't believe it. Here was my own Spitfire for a day.

My heart started racing. I had to calm down, and under the watch of my ex Royal Navy instructors, Mike Abbey and Bill Dean, prove I could fly. First an hour on the Chipmunk with Mike. Just like mine and a piece of cake to fly. Aerobatics over the English Channel, practice a mock Spitfire forced landing, and back for some touch and goes.



Spitfire MJ627 today photo d.gillespie





Then I climbed into the back seat of the T6 (Harvard) with Bill up front. He is the Rolls Royce factory Spitfire demonstration pilot. Cool!

He wanted me to show I could fly without seeing much out the front. Again, I found it pretty easy after my time spent in the Brandon Harvard. My Christen Eagle Biplane back home has much less visibility while taxiing and landing. Bill gave me some aerobatic pointers over the Channel and it was really fun. Bill says surprised, "Dave you've just flown my complete Spitfire display routine!"

I think I've just earned his trust.

Back on the ground it was Spitfire time. We spent a good amount of time briefing the systems and doing a walk around so I could show and explain I understood all the systems and controls. They stress these flights are not joy rides, and we have to work as a crew. They expect their student to be able to operate the airplane. Lots of studying before hand paid off and I feel pretty comfortable, except I have a nagging worry about being able to handle that Rolls Royce with it's 1600 hp.

The biggest engine I've flown is the 600hp Harvard.

Have I bit off more then I can chew?



Dave Gillespie and Spitfire MJ627 photo k.gillespie





I climb into the rear cockpit that is elevated so the view forward looks right overtop of the instructor. I feel like I'm alone in the airplane. The cockpit fits perfect. Not as tight as my Chipmunk, and not too big like the Harvard. Made for small young men, I'm glad I'm not very big. It feels very familiar with a layout not unlike the Chipmunk. Everything falls to hand and the funny articulated control stick feels natural right away.

We have a bit of trouble closing the canopy and for a moment I'm afraid a simple glitch is going to ground us. But the ground crew solves it quick and we're ready to start. I follow Bill thru the start procedure and a moment later the big Merlin explodes to life sending exhaust fumes and heat back along both sides of the fuselage into my cockpit. It sounds nothing like any Merlin I've ever heard, but then I've never been sitting right behind one either. The engine is making all sorts

of big mechanical noise, that lets me know there's a lot going on ahead of that

firewall. They say, the first time you start a Merlin, the sound, feel and smell causes your IQ to be cut by half. It's true. It's overwhelming. The experience freezes my brain for a moment. I slowly focus on the oil pressure as Bill shouts "Doesn't that smell great Dave!" I grin. I love the smell of a V12 in the afternoon.

Here I am on the same WW2 airfield that Douglas Bader and 11 Group flew from, and I'm about to take off in a Spitfire! This is all so surreal.

Warming the engine we checked the oil pressure, coolant pressures, air supply for brakes and flaps, checked the operation of the radiator doors and flaps (one position- 80 degrees down!) We cycle the prop- my God, look how big it is out there. It seems to be half the width of our wings! Just idling on the ramp, the airplane feels so powerful. Geeze I hope I can fly this thing. My knees are shaking. Gotta remember to breath.... and smell that engine! Wow!



MJ627 Cockpit photo d.gillespie





All set and ready to taxi. I lift up the funny little side door and latch it. Wave away the chocks; ease forward checking the brakes by pulling on the bicycle type brake lever in the middle of the circular control stick. The brakes go "hiss-hiss" as they work. Sounds like a city bus. Handles like a bus too, as we waddle out to the end of the grass runway. It rocks side to side a lot like a Tiger Moth but feels a lot heavier. Visibility is non-existent ahead and we turn back and forth to see that we don't taxi into a runway marker or other airplane or building. Easy to do if you just go straight. Hold short and do our run up and check the mags and prop.

Yikes! The dual supercharged engine goes to 12" boost and we're at about 2" on run up and it feels like full power! Bill warns me to keep power at about 6" during the flight! Half power. All we need. I can't imagine what full power would feel like and try to control it. Coolant coming up to 100 degrees fast we need to go right now or not go. Tower clears some traffic and we roll onto the runway. Hold a bit of right aileron in for the crosswind and keep the stick back to start. Follow Bill thru on the controls as we move the throttle forward. Holly crap! Almost no movement get tons of

reaction and in a blink we're ripping along as we ease the stick forward enough to raise the tail a little bit (don't want to dig in that big prop) and hold rudder to keep her straight. This feels a bit like my first Pitts take off.

Not really sure who's in control. We're off!

Bill raises the wheels and says "you have control - keep it low and buzz the Rolls Royce factory at the end of the runway!" OK! I have control! Yahoo!

Bill shouts, "you're flying a Spitfire!"

My smile is starting to hurt.



Pull the prop back a bit and away I go. Climbing right turn to 4000' over the Channel. It pulls so hard and goes like a bandit.

The controls feel natural. The rudders are firm and get harder the faster we go. The ailerons are really nice. They are almost perfect and change in firmness, for whatever speed I'm doing. I feel like I can't over control them and it allows me to concentrate on other things - like the elevator.

My gosh is it sensitive.

I thought my Eagle was sensitive but the stick force needed to pull or push this elevator is fingertip. I roll knife-edge and add a small bit of backpressure and bam! Around it goes, pulling G and ripping around like it's on rails. I roll level and pull and up. It climbs like an angel. Must be over 3000fpm. I roll over and pull into a wing over, and around it goes. At no time does it feel like the wing is stalling- no matter how hard I pull -or what angle I'm at. This wing is spectacular! The speed range and G loading it takes and keeps on flying is awesome. Bill said keep the speed between 280 and 300 mph. for aerobatics. I work hard as I fly rolls, loops, wingovers, turns and some things I don't know what I did but the sea and sky were a blur and it felt so good.





That big prop out front making a yellow circle with its painted tips is so cool to see. I see the Isle of Wight off the nose and the French coast off my wing. This is awesome. And that wing shape looks so beautiful, as I turn around a point, the green camouflage paint and red and blue roundel, with the English seaside as a background. I feel like I am dreaming. This same spot where so many young men fought and lost their lives flying fighters. Here I am in the same place. The same sky. the same airplane. It could be 1944. I understand now, how the Spitfire allowed its pilots to fight and survive. It is very forgiving. I can fly it without thinking about it, and concentrate on other things. Lucky for me I don't have to think about getting shot at or having to shoot. It's a great privilege and very emotional, to sit here, flying a Spitfire over the Channel as I remember our veterans.



Dave and his Dad with Spitfire photo k gillespie

Back to work. I descend down along the beach and he waves, heading back to the field. Too much traffic there, and we're asked to hold. We spend some turning steeply over a castle on a hill while looking down at the tourists who are waving. Very cool! I bet that was a treat for them.

Back to the pattern and fly an overhead break into the downwind. Power and speed back and lower the gear and flaps. Speed back to about 100 mph a circling base to final. It feels so Pitts/Eagle like. The view and the speeds are very familiar. The wing feels so good and positive at this low speed - not what I expected. It just glides down final with a bit of power and flares so nice and settles on in a tail low 3-point attitude and bounces a bit on the uneven grass. It settles down and takes just a few quick jabs of rudder to keep straight and as the speed slows we pin it on with full back stick. Piece of cake.





Dave Gillespie's adventure has an interesting link with the British royal family.

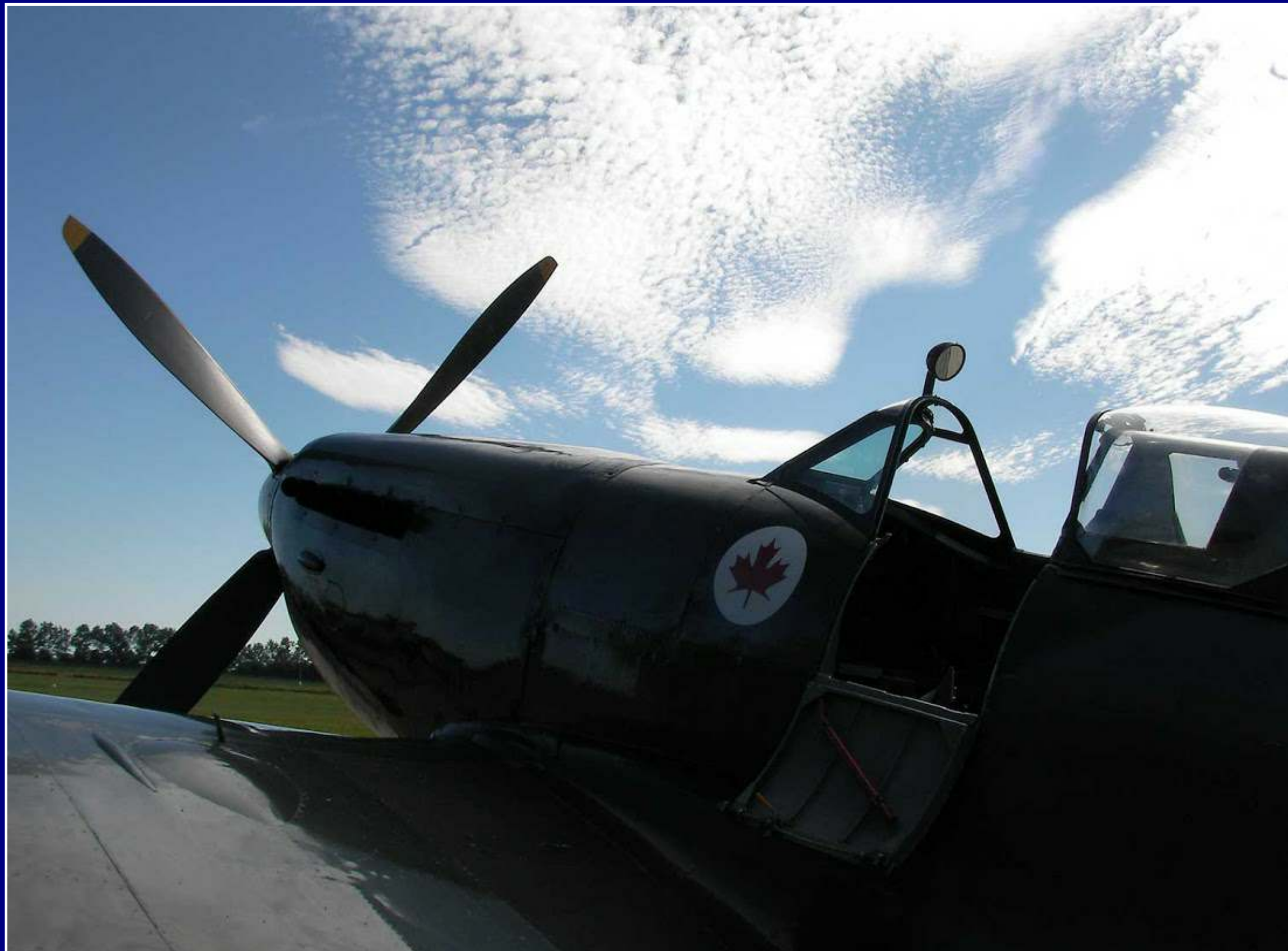
HRH Prince Harry, recently flew one of the Boulton Paul Flight Academy's dual control Spitfires. Prince Harry is a qualified Apache helicopter pilot, The reason why Prince Harry flew the Spitfire is that The Spitfire Scholarship supported by The Royal Foundation's Endeavour Fund was launched by Prince Harry in February 2014. The Prince has since returned to the Academy to meet the two successful candidates,



Corporal Alan Robinson and Nathan Forster and to experience a flight in a Spitfire himself.

For further information about the Spitfire Scholarship [.click here](#)

For a video of Prince Harry's flight - [click here.](#)





# TICO WARBIRD AIR SHOW 2015



Photos for this feature: Gary Rosier















































Lakes / Goofy Flight of 13









































# 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](mailto:noseart@speedi.tv) - and don't forget, spread the word.

ye Old  
War  
Horse





## All-New Ford Focus RS Makes U.S. Debut in New York

Mar 25, 2015 - DEARBORN, Mich.

\*All-new Focus RS makes North American debut at New York International Auto Show introducing advanced performance technologies for ultimate hot hatch experience; pioneers innovative Ford Performance All-Wheel Drive with Dynamic Torque Vectoring, industry-first drift mode, additional drive modes

\*Third-generation high-performance hatch features specially engineered 2.3-liter EcoBoost® engine producing more than 315 horsepower, most powerful RS brake system ever with Brembo front calipers

\*Ford Focus RS will be at dealerships in the United States in spring 2016

The all-new Ford Focus RS is set to debut on U.S. soil at the 2015 New York International Auto Show. Focus RS pioneers innovative Ford Performance All-Wheel Drive delivering blistering cornering speed for thrilling performance and unbridled driving enjoyment for enthusiasts in North America for the first time.

The high-performance road car introduces advanced performance technologies, and is the first Ford RS equipped with selectable drive modes – including industry-first drift mode as well as launch control.

The third-generation high-performance hatch features a 2.3-



liter EcoBoost® engine delivering well in excess of 315 horsepower, along with the most powerful Ford RS braking system ever. Its dramatic exterior design offers optimized aerodynamics and cooling, with 9 percent less drag over the previous model.

“Customers have begged for the Focus RS to come to the United States for years,” said Raj Nair, group vice president, Global Product Development, Ford Motor Company. “And now we can say that they are getting one of the most innovative, powerful and best-looking RS cars ever. That is special.

“The RS line has a proud history of technical breakthroughs,” Nair added. “It’s a great example of our passion for innovation through performance, and creating vehicles that make people’s hearts pound.”

The all-new Focus RS is the first model that will be produced for all

markets at Ford’s Saarlouis, Germany, manufacturing plant beginning late this year, with sales in North America beginning in spring 2016.

### Innovative Ford Performance All-Wheel Drive offers unmatched handling

Focus RS leverages innovative Ford Performance All-Wheel Drive with Dynamic Torque Vectoring to deliver a new level of handling capability and driver enjoyment – combining outstanding traction with unmatched agility and cornering speed.

The system is based on electronically controlled twin clutch packs on each side of the rear-drive unit. The control unit continuously varies front-to-rear and side-to-side torque distribution to suit the driving situation – monitoring inputs from multiple vehicle sensors 100 times per second. A maximum of 70 percent of the drive torque can be

diverted to the rear axle. Up to 100 percent of available torque can be sent to each rear wheel delivering the torque-vectoring capability that has a dramatic impact on handling and cornering stability.

### Industry-first drift mode heads up advanced performance technologies

The all-new Focus RS offers advanced performance and driver-assist technologies to help ensure its extreme driving capabilities are accessible and easy to use.

The driver can select from four different drive modes to configure the car for optimum performance in road or circuit driving conditions – normal, sport, track and a special drift mode.

Using a switch alongside the gear lever, the driver can choose settings for all-wheel drive, damper control, Electronic Stability Control, steering and engine response, as well as exhaust sound.

Industry-first drift mode is specially calibrated for all-wheel drive to modify torque distribution to help the driver achieve controlled oversteer drifts at the track.

### Unique powertrain for high performance

Projected to deliver well in excess of 315 horsepower, the Focus RS 2.3-liter EcoBoost shares its fundamental structure with the all-aluminum four-cylinder engine in the all-new Mustang. What’s different is that the RS engine features a comprehensive package of design changes.



Increased output is generated by a new low-inertia twin-scroll turbocharger with larger compressor that delivers significantly greater airflow, along with a much bigger intercooler to maximize charge density. Engine breathing is enhanced through a less restrictive intake design, and a large-bore high-performance exhaust system with electronically controlled valve in the tailpipe helps optimize the balance of back pressure and noise output.

### High-performance design for stunning looks with optimum function



The exterior is dramatic and functional. Designers worked closely with Ford Performance to ensure functional attributes were

achieved, focusing on aerodynamic downforce and balance and the cooling demands of the powertrain and brakes. The result is a powerful, muscular character.

“This is the ultimate Focus – stunning to look at and entirely fit for its purpose,” said Joel Piaskowski, Design director, Ford of Europe. “RS models have always been striking, high-performance cars where function is paramount, and Focus RS is true to that heritage.”

### Rich heritage of innovation and performance

The original 215-horsepower Focus RS from 2002 featured a 2.0-liter turbocharged engine and advanced limited-slip differential. The second-generation model sent 305 horsepower through its front wheels with a groundbreaking RevoKnuckle suspension design.

Here’s a link to a Ford promotional video - [click here](#)



## 2015: THE MOST POWERFUL YEAR YET FOR BENTLEY'S POWER ON ICE



Crewe, UK - Mar 19, 2015

\* Mulsanne Speed and GT3-R bring luxury and performance to the ice

\* Over 200 enthusiasts form record attendance

\* Charitable appeal winners join experience

2015 has proven to be the most powerful year yet for Bentley's flagship winter experience event, Power on Ice. The Continental GT3-R and Mulsanne Speed both made their debut on the frozen lakes of Finland piloted by more than 200 Bentley enthusiasts, forming the largest attendance in the event's history.

On tracks personally designed by four-time world rally champion Juha Kankkunen, on six-foot thick frozen ice, Bentley's flagship the Mulsanne Speed was joined by the rarest and most dynamic member of the Continental family of Grand Tourers, the Continental GT3-R.

Inspired by the Continental GT3 race car, the GT3-R blends proven track and road credentials; a unique interpretation of performance-focused luxury. Limited to only 300

examples, the GT3-R proved to be the exclusive highlight of the event, impressing with its capabilities on ice.

Two charity competition winners also joined the team

in Finland. Two spaces on Power on Ice were donated by Bentley as

prizes in a competition that raised over £11,000 for charity Care2Save, providing funds to improve excellence in hospice and palliative care around the world.

Care2Save winner Ian Bradley, commented – "Getting behind the wheel of a Bentley on a frozen lake in Finland was truly exhilarating. The opportunity to passenger with Juha Kankkunen, while enjoying luxurious hospitality, contributed to what was a once in a lifetime experience, and all for a worthy cause, Care2Save."



### About Power on Ice

As exhilarating as it is exclusive, Power on Ice is a four-day event that allows guests to experience a range of Bentley models beyond the restrictions of every-day driving.

In addition to the Mulsanne Speed and GT3-R, a range of Continental GTs and Flying Spurs utilised all-wheel drive systems to conquer the off-piste driving challenge with ease. Constantly readjusting the levels of power to the front and rear wheels depending on available traction, Bentley's Grand Tourers ensure optimal grip is delivered regardless of the imperfections of the surface. Snowmobile rides and ice-karting provide a dynamic challenge at a different pace.

Running throughout February

2015, the programme provided two full days of extreme driving delivered by Kankkunen and in-car tuition from the Bentley Ice Driving Team, creating a truly memorable Bentley experience.

Delivered for Bentley by Brandscape, more information about the event can be found here - [click](#)

## BMW Team RLL - Sports Car Showcase at Long Beach Preview

**Woodcliff Lake, N.J. – April 13, 2015...** BMW Team RLL carries the momentum of two fourth-place finishes for the No. 24 BMW Z4 GTLM car at the Rolex 24 At Daytona and the 12 Hours of Sebring and a second-place finish at Daytona for the No. 25 machine to the April 18th TUDOR United SportsCar Championship Sports Car Showcase. As part of the Long Beach Grand Prix weekend, the race is the shortest of the year at only 100 minutes, and is held on the 1.968-mile, 11-turn temporary street course - the site of the very first win for the BMW Z4 GTLM racing program in 2013.

In honor of the 40th anniversary of BMW of North America, LLC and the first year of IMSA competition for BMW Motorsport in 1975 both Z4s will continue to race in the commemorative livery introduced at Sebring in March.

John Edwards and Lucas Luhr, drivers of the No. 24 BMW Z4 GTLM, currently stand second in GTLM driver and team points with No. 25 drivers Bill Auberlen and Dirk Werner one point behind in third. BMW stands second in manufacturer points, 10 behind Chevrolet (Corvette) - the winners of the two opening rounds.

Last week IMSA announced Balance of Performance changes for the Long Beach event. The BMWs will lose 10 kilograms of weight and be allowed to race with an additional two liters of fuel. Other competitors in the GTLM class also received adjustments.

"All you have to do is look at BMW Team RLL's track record at Long Beach to know our expectations," said Bobby Rahal, Team Principal. "We have had a high degree of success there finishing 1-2 two years ago and 2nd last year. We could have had a double-podium again last year after qualifying second and third, but the Number 56 car had an issue in the



race and got caught up in an incident that ended its podium hopes. The Number 55 car ran strongly throughout the race to finish second. If there is a track that is made for the Z4 GTLM, it would be Long Beach. The races are always close but we feel pretty good about our chances. Street circuits are a great fit for the BMW Z4."

Bill Auberlen, driver, No. 25 BMW Z4 GTLM: "Long Beach is my home track and an amazing event. I won it two years ago and I plan on winning it again. Sebring didn't go as planned so it's time to get back to the top step of the podium where we belong. All my friends and family will be there so I would like nothing better than to make them all proud."

Dirk Werner, driver, No. 25 BMW Z4 GTLM: "Long Beach is always a very intense race weekend. The big challenge is to get up to speed as fast as you can. The

preparation of the cars and the drivers is the key. My teammate Bill lives on this track, so he can tell me all the secrets. The race is short, so we will push from the first to the last lap."

John Edwards, driver, No. 24 BMW Z4 GTLM: "Long Beach is a spectacle as much as it is a race. It's an iconic event that I feel lucky to be a part of. Last year we walked away with a podium finish but this year we will try to repeat the feat accomplished two years ago, where the two Z4's finished 1-2. Lucas and I have had a steady start to the season points-wise, but there's nothing like a couple of P4's to make us want to stand back up on the podium."

Lucas Luhr, driver, No. 24 BMW Z4 GTLM: "I am really looking forward to Long Beach. I always like the challenge of a street circuit and Long Beach is one of my favorites. I have won there a few times – which may be is part of the reason why I like it. The whole atmosphere of the event is great. I think our BMW Z4 will be strong, but as we have seen in Daytona and Sebring the whole GTLM grid is very competitive with some very good drivers. John and I will push hard and try for the best result we can for BMW."

The Sports Car Showcase at Long Beach takes the green flag at 4:05 p.m. PDT Saturday, April 18th and will be streamed live on IMSA.com from 7:05 - 8:45 p.m. EDT. The race will be rebroadcast on FOX Sports 1 on April 19th from 4:00 - 6:00 p.m. EDT. Follow BMW Team RLL on Twitter at @BMWUSARacing for "from-the-pit-box" updates all weekend.



## EXP 10 SPEED 6 - A VISION OF BENTLEY DESIGN AND PERFORMANCE

- \* Concept for sector-defining two-seater sportscar
- \* Futuristic Bentley design, a statement in modern British luxury
- \* Potential future model line

(Crewe / Geneva, 2<sup>nd</sup> March 2015)

Bentley Motors is showing the future direction of luxury and performance with the EXP 10 Speed 6 at the 2015 Geneva International Motor Show. The concept is a British interpretation of a high performance two seater sportscar using modern automotive design, highly skilled handcrafting, the finest materials and advanced performance technology.



From the racing success of the company's early years to the international motorsport success of today, 'speed' is part of Bentley's DNA. This inspiration is expressed throughout the EXP 10 Speed 6, where iconic Bentley design cues are fused with progressive craftsmanship techniques and modern technologies.

Copper elements are used as accents to both exterior and interior features to highlight the performance hybrid potential of the concept's advanced

new powertrain. Performance goals including top speed are set to challenge competitors and define a new segment benchmark.

Wolfgang Dürheimer, chairman and chief executive of Bentley Motors, comments:

"EXP 10 Speed 6 is one vision for Bentley's future – a powerful, exquisite and individual concept. The showcar has the potential to be the new pinnacle luxury two-seat sports car. It offers thrilling, driver-

oriented performance, complete with trademark modern Bentley luxury and effortlessness.

It could be a future model line, alongside the Continental GT and redefining the pinnacle of another market sector, and the styling of the EXP 10 Speed 6 could influence the expansion of the Bentley family. This is not just a new sports car concept – but the potential Bentley sports car – a bold vision for a brand with a bold future."

### Contemporary Design, Yet Unmistakably Bentley

The exterior design of EXP 10 Speed 6 is an expression of muscular, athletic surfaces inspired by the aerodynamic shapes of aircraft fuselages and wings. The ethos of the design was to develop contemporary interpretations of Bentley styling cues, which have been brought together with beauty and precision. The result is a coupe of clean, modern surfaces whilst remaining unmistakably Bentley.

Creating exciting contemporary ideas from classic starting points is evident across the car, from the new interpretation of the iconic Bentley matrix grille and four-round headlamps to the paint colour – a deeper, richer and heavily metallic version of British Racing Green. The principles of established Bentley luxury have been applied in new and

invigorating ways that use the latest technologies and techniques.

The shapes and lines of EXP 10 Speed 6 represent a dynamic sculpture, creating harmony between sharp lines and flowing surfaces and using twisted surfaces to imply speed. Combined with muscular proportions and an athletic stance through the use of a short front overhang, long bonnet, low grille and wide rear shape with a long C-post, the exterior styling hints at high speed potential of the car.

Every exterior material and each individual detail is designed to modern Bentley style. Cutting-edge 3D metal printing technology has allowed the grille mesh, exhausts, door handles and side vents to be delivered with micro-scale design detail precision. The iconic Bentley mesh grille, for example, is no longer a flat plane of latticework but includes varying depth with a complex 3D geometry only visible when viewed at an angle. Bentley's renowned quilted leather has inspired three dimensional texture to the precision glass of the headlamps.



These exterior elements come together to present a Bentley for the next generation – lean, toned and exquisitely precise, designed around new evolutions of the design elements that unite all Bentleys – past, present and future.

### Bentley's Most Performance-Orientated Luxury Cabin

The inspiration for the interior comes from the continuous line that runs around the cabin, driving through the console and into two symmetrical wings before flowing into the door and looping back into the console armrest. Two elegant quilted sports seats are positioned either side of the narrow centre console which houses exquisite driver controls and a highly intuitive

12" touch screen. These features combine futuristic technology seamlessly with progressive Bentley craftsmanship.

Each detail has taken core Bentley interior DNA principles and moved them forwards. For example, the classic and purposeful Bentley knurled surface is a feature throughout the controls of the car, but now created using steel and copper together to create a two-metal 3D texture.

Continuing the fusion of traditional materials and contemporary design statements, the doors of EXP 10 Speed 6 feature 3D quilting, milled directly in to solid straight-grain cherry wood. Each resulting diamond is finished with a copper centre.

The centre console integrates digital information with tactile controls via a curved touch screen housed in an aluminium frame. The fascia instruments deploy from a flat position into the drivers view as the car is started using the floating "B" button integrated in to a non-symmetrical gear lever finished in aluminium, copper and cherry wood. A mechanical rev counter and digital display combine to provide the perfect balance of modern driver information and analogue beauty.

The rear interior space is divided into two compartments designed to house a specifically designed four-piece luggage set. Like the rest of



the interior, the rear has been trimmed by the master craftsmen at Bentley in the highest quality Poltrona Frau leather.

Bentley Motors is the most sought after luxury car brand in the world. The company's headquarters in Crewe is home to all of its operations including design, R&D, engineering and production of the company's three model lines, Continental, Flying Spur and Mulsanne. The combination of fine craftsmanship, using skills that have been handed down through generations, alongside engineering expertise and cutting-edge technology is unique to UK luxury car brands such as Bentley. It is also an example of high-value British manufacturing at its best. Bentley employs around 3,700 people at Crewe.





# 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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SPRING 2015

















































































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# LOS ANGELES COUNTY AIR SHOW 2015

## FOX FIELD, LANCASTER, CA

Photos for this feature: Jim (Flybum) Pratt & Tim Sowell  
Text by Jim (Flybum) Pratt



The Los Angeles County Air Show, held at Fox Field, in Lancaster, CA, was a big hit again this year. The attendance has been reported at 70,000 for Saturday and 65,000 people on Sunday. Those figures did not count the people who showed up on Friday for practice day. The weather was perfect for an air show with temperatures in the seventies, light winds, and an amazing display of light broken cirrus overhead. The early morning temperatures required a light jacket, but things warmed up by 10:00 AM

An air show this size generally means a lot of traffic and patience to get in and out of the airport, but things were planned so well that everything flowed unbelievably smooth both on entry and exit.

The hospitality that was extended to journalists was first class. We were able to access everything at the show and at the Friday night music concert. Wherever we went, we were treated cordially and people went out of their way to help.

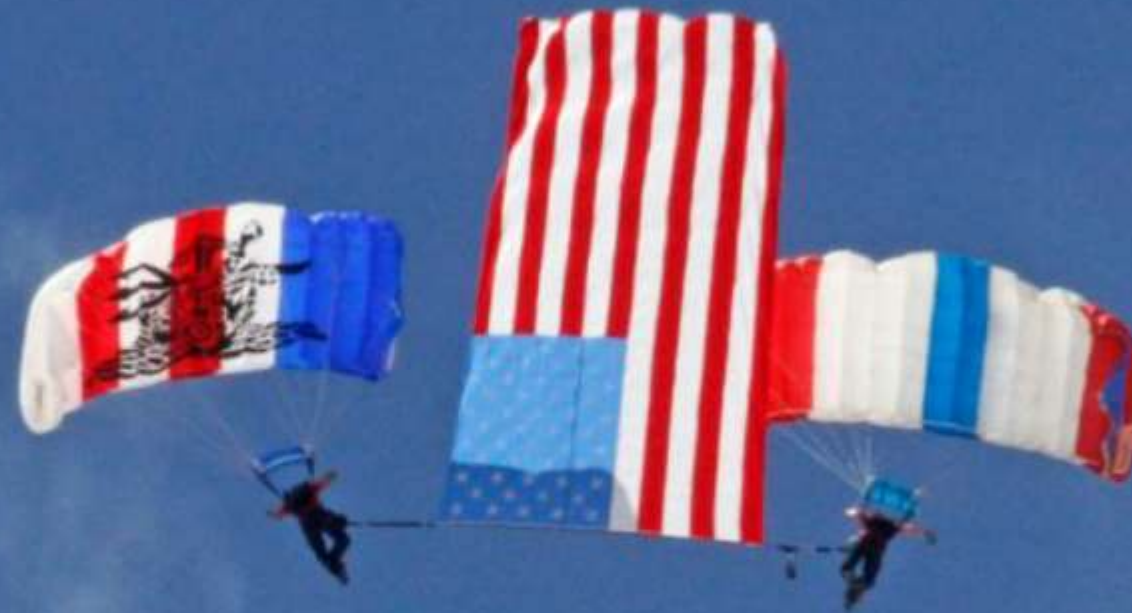
We arrived Friday at around noon. The Thunderbirds had already arrived. Friday afternoon meant practice flights for the performers, including Thunderbirds. It was essentially the air show without the large crowd. A lot of aerospace people make Lancaster, Palmdale and the surrounding area home. It is very apparent at the air show. You can strike a conversation up with just about anyone and they seem to be involved in aerospace or are related to someone who is. Also, Edwards Air Force Base and Mojave Airport, home of Scaled Composites, are just a few miles down the road. We talked to a volunteer at the concert who had retired from 30 years on the Space Shuttle Project.





On Saturday, the schedule was:

- \* National Anthem with the Patriotic Parachute Team (Navy Seals).
- \* Gene Soucy, Grumman Showcat
- \* John Howell
- \* War Birds from the Chino Air Museum (P-40, P-51D, P-38, and a Yak-9)
- \* U.S. Marines AV8-B Harrier II
- \* Chuck Coleman, Extra 300
- \* Paul “Stick” Strickland, BitCoin L-39 Jet
- \* U.S. Navy F-18E Super Hornet Demo Team, NAS Lemoore
- \* Bill Stein, Edge 540
- \* Matt Younkin, Beech 18
- \* U.S. Air Force Thunderbirds











The Thunderbirds had a full schedule having to practice on Friday, make an appearance and be introduced at the concert

on Friday night, and then fly their routine on Saturday and Sunday. They made themselves available to the fans,

especially the kids. It was great to see them back after that crazy hiatus a couple of years ago. Needless to say, their

performance was flawless, exciting, and inspirational. Someday I am going to own a surplus F-16. (Yeah, you say. Well, look at the

Mustangs. No one could have imagined they would be placed in the hands of civilians. All I have to do is inherit an oil company.)

















The Friday night Pyrobatic Night Show and Concert was held at the Fair Grounds adjacent to the airport. They have a real nice facility with grandstands. Jacob Nelson and the Tone Wranglers opened for the crowd and Craig Morgan performed his hit tunes. The music was good and it was loud. The crowd had a good time. I had never been to an air show that included a concert and it was a nice touch. The night air show included fireworks and the performers were Gene Soucy, Matt Younkin, the BitCoin L-29, and Harrier Jet. The aircraft included their own fireworks, followed by a grand fireworks display that would rival any 4<sup>th</sup> of July event.





The Budweiser Clydesdales passed in review mid-afternoon. What a beautiful site that was. You have to see these horses to realize just how big they are. John Wayne would need a step-ladder to mount one.



The F-18 demonstration was also exciting. I get to see them almost every weekend since they park at Fresno Air Terminal for the weekend and fly over the house on the way out. Having had a small part in Naval Aviation years ago, I know what super heroes these guys are. As a 19 year old Plane Captain, these guys were like Gods to me. Of course the guys that flew this past weekend probably were not even born when I was in the Navy. (Good grief).





The Chino Air Museum provided some WWII War Birds. That really helped round out the mix. The Chino Air Show is coming up in early May. That is another “must see” air show on my list. They put a lot of war birds into the sky and the show is incredible.

Matt Younkin, Bill Stein, Chuck Coleman, John Howell, and Gene Soucy did a great job with their aerobatic stunts. Several of them fly at Oshkosh every year.

The air show season is here and, with this event, has opened with a bang. Hoorah!!







































DAYTONA BEACH, Fla. – The Daytona Supercross By Honda, the longest continuous Supercross event in America, was staged at Daytona International Speedway's legendary tri-oval on Saturday, March 7, 2015

It was a full day of action with practice starting at 12.30 pm and the finals of the two main races taking place between 9.51 and 10.51 pm. Our Daytona based correspondent, Gary Rosier, enjoyed all the action . . .



Photos for this feature: Gary Rosier







































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THE NEXT ISSUE OF SPEEDI WINGS & WHEELS FEATURES THE PLANES OF  
FAME AIR SHOW FROM CHINO, CA AS WELL AS MUCH MORE AVIATION AND  
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