

Speedi

Wings & Wheels

www.speedi.tv

April / May 2016

Issue No: 25

News

Events

Features

Show Reports

Reviews



L.A. COUNTY AIR SHOW



BIKE WEEK, 2016

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142 Pages Full of Action

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Online
Magazine

THIS MONTH: Bike Week, 2016 Gatornationals LA County Airshow Sun 'n Fun and Much More

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Auroras and the Magnetosphere of Jupiter

Illustration Credit: JAXA; Inset Image
Credit: NASA, ESA, Chandra, Hubble

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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 April / May 2016 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 Sun 'n Fun 2016 - 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*

TAM Airlines – which took delivery of its no. 1 A350 XWB in December 2015 – is the first operator from the Americas to receive this new-generation Airbus jetliner



7 Sun 'n Fun 2016 - 34 pages

Speedi

Wings & Wheels

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50 L.A. County Air Show



Photo: Gary Rosier

Cover Photo: Gary Rosier

103 Bike Week, 2016





Airbus delivers its first aircraft produced in the USA

JetBlue receives A321 from Airbus team in Mobile, Alabama

26 April, 2016

The first ever delivery of an aircraft from the Airbus U.S. Manufacturing Facility took place today, April 25th, in Mobile, Alabama. The entire team of employees from the American assembly line gathered to present their very first completed product, an Airbus A321, to JetBlue. On hand for the occasion were executives from Airbus, JetBlue senior management, including President and CEO Robin Hayes, and a broad collection of dignitaries from the Gulf Coast region.

“I am immensely proud to be here to participate in this first delivery from Mobile,” said John Leahy, Airbus Chief Operating Officer – Customers. “Going from breaking ground on this facility three years ago to handing over the first Alabama-produced A321 today is an amazing accomplishment. It’s a testament to how well executed this project was and how strong the teamwork has been here in Mobile and throughout Airbus. The Airbus U.S. Manufacturing Facility has brought together all the best aspects of our other assembly lines around the world, and it shows how Airbus people work hand in hand with our partners to deliver great aircraft to our customers.”

Airbus announced its commitment to build a single-aisle assembly line in Mobile, Alabama in 2012, and less than one year later, broke ground on the \$600 million (U.S.) facility. The ceremonial

inauguration of the plant came in September 2015. The aircraft delivered today, a JetBlue A321, successfully had its first flight on March 21st, 2016.

In addition to the JetBlue A321 delivered today, there are currently nine other A320 Family aircraft in production at the facility. Airbus anticipates delivering four aircraft per month from the Mobile plant by the end of 2017. The initial deliveries

will all be A320 Family aircraft with the Current Engine Option (CEO), but will begin transitioning to New Engine Option (NEO) derivatives in late 2017.

In addition to hundreds of new Airbus jobs the project has brought to the local community, the Mobile area has seen many Airbus suppliers open new facilities in the region, providing even more employment and a parallel boost to the local economy. Airbus is proud to boast that 87 percent of its new employees are from the Gulf Coast region, with nearly one third being U.S. military veterans.

Demonstrating the adage “The Sun Never Sets on Airbus” – Airbus aircraft are now produced around the clock, 24 hours a day, at facilities in: Mobile, Alabama; Hamburg, Germany; Toulouse, France; and Tianjin, China.

A350 XWB full-flight simulator installed at Airbus Training Center in Miami

Americas’ first A350 XWB simulator in the United States qualified to ‘Level-D’ by FAA, EASA

19 April 2016

Airbus Training Center (ATC) in Miami – part of the growing worldwide network of *Training by Airbus** facilities – has installed its first A350 XWB full-flight simulator. The A350 XWB simulator has received Level-D** qualification from both the Federal Aviation Administration (FAA) and the European Aviation Safety Agency (EASA).

This is the first A350 XWB full-flight simulator in the Americas and complements the Miami Training Center’s existing two A330/A340 and four A320 full-flight simulators. American Airlines and TAM are the first customers to train on the new equipment. The new simulator will also train flight crews from Azul, Delta Air Lines, United Airlines and other A350 XWB customers from around the world.

“With the A350 XWB entering into service in the Americas, we anticipate an increase in demand for widebody full-flight simulator training, especially given the program’s success in the Americas,” said Joe Houghton, Airbus Vice President of Training & Flight Operations Support. “Our new A350 XWB simulator now broadens our service offering, allowing Airbus to continue to deliver the most comprehensive flight training services in the



industry.”

In January, LATAM Airlines Group, made up of LAN Airlines and TAM Airlines, started operating the first of its 27 A350 XWB aircraft on order, becoming the first operator in the Americas to fly the highly efficient widebody airliner. Additionally, Synergy Aerospace, Avianca’s main shareholder and owner of Avianca Brasil, has ordered 10 A350 XWB aircraft and

Azul Linhas Aereas has announced its intention to fly new international routes with a fleet of five A350-900s.

In the U.S., there are currently firm orders for 82 A350 XWB aircraft: American Airlines has 22 A350-900s on order; Delta Air Lines has ordered 25 A350-900s; and United Airlines has 35 A350-1000s on order.

The Miami ATC serves as a Center of Excellence for the Americas.

Built in 1999, the facility complements other “*Training by Airbus*” facilities in Toulouse, Beijing, Hamburg, Bangalore, and the recently inaugurated flight-training center in Singapore. The custom-designed, 110,000-square-foot complex in Miami has a total of seven full-

flight simulators, as well as cabin door and slide trainers, state-of-the-art computer-based training classrooms and seven flight training devices simulating A320, A330, A340 and now A350 XWB aircraft. Approximately 2,200 trainees from Airbus operators in the U.S., Canada and Latin America attend training annually at the Miami ATC.

Boeing KC-46 Program’s Second 767-2C Aircraft Completes First Flight

EVERETT, Wash.,

April 26, 2016 – With a successful first flight on April 25th, Boeing [NYSE: BA] has added the fourth and final flight test aircraft to the KC-46 Pegasus fleet, a 767-2C.

During the 1 hour, 40 minute flight, test pilots performed operational engine checks, flight controls and environmental systems checks and took the 767-2C to a maximum altitude of 39,000 feet prior to landing at Boeing Field, south of Seattle.

The 767-2C is a KC-46 without the aerial refueling system installed. This aircraft, known as EMD-3, will be used to conduct environmental control system testing, including hot day/cold day testing and smoke penetration testing.

As part of the contract awarded in 2011 to design and develop the U.S. Air Force’s next-generation tanker, Boeing has built four test aircraft – two are configured as 767-2Cs and two as KC-46 tankers. Eventually, both 767-2Cs will become KC-46 tankers.

EMD-1, the first 767-2C test aircraft, has completed more than 315 flight test hours since its first flight in December 2014. EMD-2, the program’s first KC-46 tanker, made its maiden flight in September



2015 and has completed more than 240 flight test hours, including refueling F-16, F/A-18 and AV-8B aircraft. It also has been refueled by a KC-10 tanker. EMD-4, the second tanker, first flew on March 2, 2016 and has completed 25 flight hours.

Boeing plans to build 179 KC-46 aircraft for the U.S. Air Force.

Photo Above: The fourth and final test aircraft for Boeing’s KC-46 tanker program takes off on its first flight from Paine Field in Everett, Wash., on April 25, 2016. The 767-2C will be used to conduct environmental control system testing and will eventually become a KC-46 tanker. Boeing plans to build 179 KC-46 aircraft for the U.S. Air Force. (Tim Stake, Boeing photo).

The KC-46A Pegasus is a widebody, multirole tanker that can refuel all U.S., allied and coalition military aircraft compatible with international aerial refueling procedures. Boeing designed the

KC-46 to carry passengers, cargo and patients. The aircraft can detect, avoid, defeat and survive threats using multiple layers of protection, which will enable it to operate safely in medium-threat environments.

KC-46A Technical Specifications:

Width 156 ft 1 in (47.5 m)

Length 165 ft 6 in (50.4 m)

Height 52 ft 10 in (16.1 m)

Engines; Two Pratt & Whitney PW 4062 with 65,000 lbf (289.13 kN) thrust

Maximum Takeoff Weight 415,000 lbs (188,241 kg)

Maximum Landing Weight 310,000 lbs (140,614 kg)

Fuel Capacity 212,299 lbs (96,265 kg)

Maximum Air Speed .86 Mach (650 mph)



First 727 Makes Final Flight

Iconic airplane helped pave way for Boeing’s success

March 15, 2016:

The first ever 727 has made one final historic flight, and is now on permanent display at Seattle's Museum of Flight.

It was the first commercial airplane to break the 1,000 sales mark and remains one of the best selling airplanes in aviation history.

But the 727's rise to success did not come easily. Before its development, the program faced stiff competition from other airplane makers around the world. Adding to the challenges was a number of conflicting design aspects desired from customers.

"Boeing was still recovering from just the tremendous amount of financial challenges that the 707 had created for the company. There

was a lot to recuperate. And starting the jet program was seen by a lot of people in the Boeing company as an impossible thing to do," says Boeing Corporate Historian, Mike Lombardi.

United Airlines San Francisco based Chief Pilot, Lawrence Ellis witnessed the 727's final flight in person. He can attest the great performance and success of the 727. "It's one of those planes, like the 747, that changed aviation history. And if you got the chance to fly it, you would always be remembering that moment."

The 727 will be on temporary display in Museum of Flight's Airpark through the summer. It will be moved for permanent display to their Aviation Pavilion this fall.

It was the first commercial airplane to break the 1,000-sales mark, but it started out as a risky proposition. The 727 was designed to service smaller airports with shorter runways than those used by Boeing 707s. U.S. companies already working to compete in this market

included Lockheed, Convair and later Douglas, with what would become the DC-9. Boeing also faced overseas competition from such airplanes as the de Havilland Trident, Sud Aviation Caravelle and British Aircraft Corp. BAC 1-11.

Adding to Boeing’s challenges were conflicting demands from customers: some wanted four engines, another wanted a twin, still others were satisfied with prop planes. Boeing was also still grappling with the startup and production costs of the 707. The decision to go forward on a new commercial plane was a risk that many at Boeing advised against.

On Dec. 5, 1960, Boeing announced the three-engine 727, with 40 orders each from launch customers United Airlines and Eastern Air Lines.

Of all the early Boeing jets, the 727 had the most distinctive appearance, with its rakish T-shaped tail and its trio of rear-mounted engines. It carried billions of passengers on everything from short hops to cross-country flights.

Originally, Boeing planned to build 250 of the planes. However, they proved so popular (especially after the larger 727-200 model, which carried up to 189 passengers, was introduced in 1967) that a total of 1,832 were produced at the Renton, Wash., plant. In September 1984, after a 22 year production run, the last of 1,832 727s was delivered (a 727-200F to Federal Express). The once “very risky” 727 had become one of the greatest selling commercial jets in history.



Photos for this feature: Gary Rosier











Red Flight from Spruce Creek Fly-in















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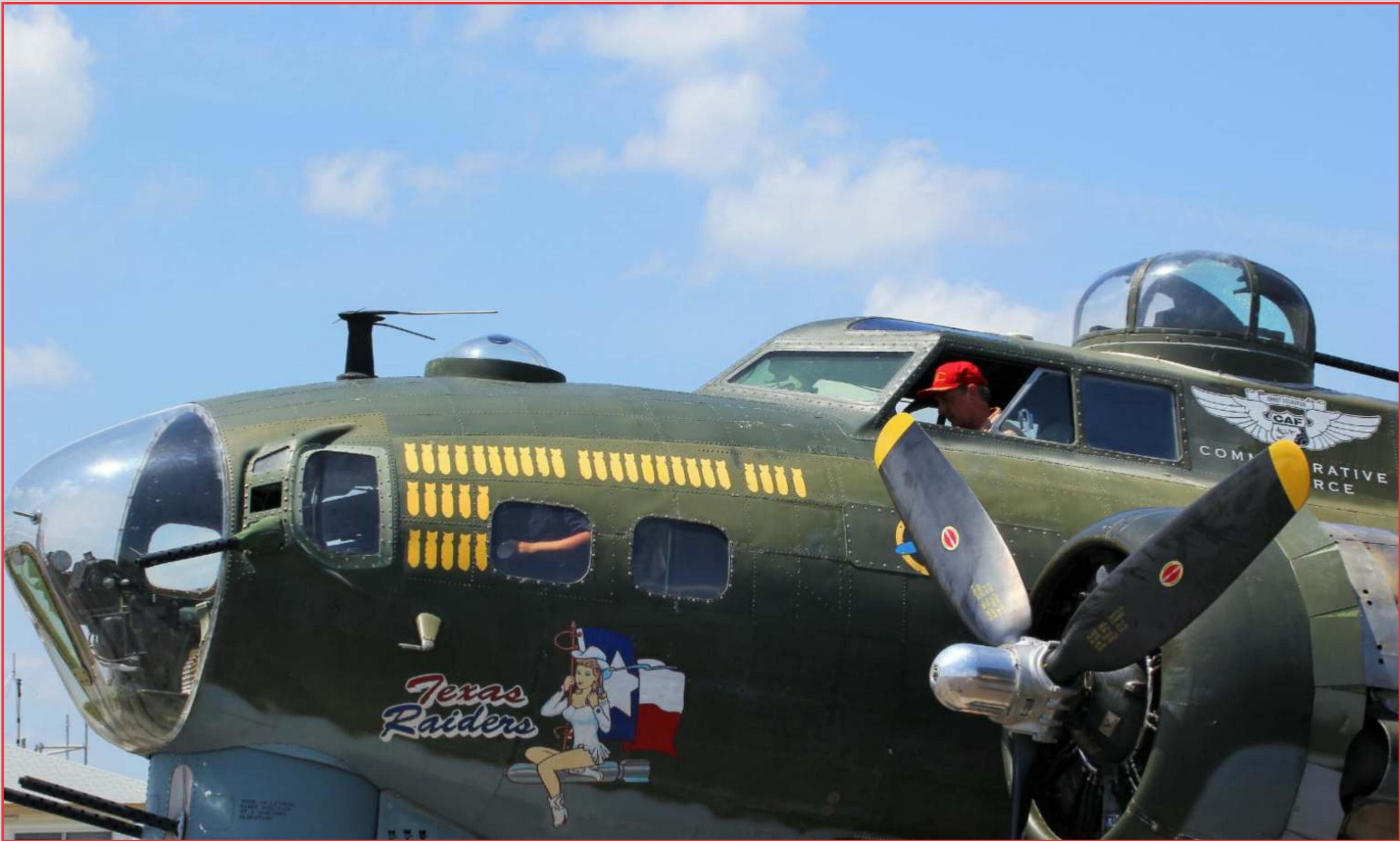

































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• Heads	Two Per Head (NGK DCPR8E)
• Spark Plugs	Electric Auto Type 12 Volt
• Starter	Alternator 35 Amp
• Charging System	Argas 100LL 32 ltrs @ 75% Power
• Fuel Consumption/hour	110 HP @ 2450 Prop RPM (Via 3:2 PSRU)
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SPEEDI'S BLOG

WELCOME TO
SPEEDI'S Blog.

IN A COUPLE of months time, on July 15 to be precise, Boeing is celebrating their 100th anniversary. We will have more about this in our August / September issue. Originally incorporated in Seattle by William Boeing as the "Pacific Aero Products Co", it was not until May 9, 1917, that the name was changed to the "Boeing Airplane Company".

The photo below, shows a replica of Boeing's first airplane - Boeing Model 1 - which was a seaplane.



This reminded me of another 100th year anniversary. That of the

Wright Bros first flight. Exactly 100 years after this, on December 17, 2003, I received the certificate of airworthiness for the airplane I'd spent almost 7 years building in both the UK and USA. The model I selected to build was a GlaStar which coincidentally was also manufactured near Seattle. Like the first Boeing it could be used as a seaplane - photo below.



Another similarity between the GlaStar and present day Boeing aircraft is the size of the vertical stabilizer and rudder. Both are very tall compared to the fuselage., And certainly tall by comparison to other airplanes - photo right.

Of course Boeing has developed hugely over the past 100 years and continues to expand.

Aviation expansion is something which is gathering pace in Asia, China, and the Far East. The forecasts for new aircraft requirements made by both Airbus and Boeing is staggering. This too is starting to impact on the pilot requirements.

It was not that long ago that pilots in the USA were being furloughed, yet now a few airlines are actually paying new recruits to join them.

Of course one reason why this is happening is that English is the global aviation language between air traffic control and pilots. This means it is big business in the US training new pilots to speak 'aviation



language'. Here in Florida we know this only too well. Whilst the new recruits may be able to speak a limited amount of English, being able to understand what they are saying talking in English with a strong foreign accent is another matter.

This reminds me of when I was in Canadian airspace during one of my record setting flights. It seems that the French, and French Canadians in particular sometimes decide to talk to ATC in their mother tongue - French. This causes all sorts of complications for other pilots on the same frequency who are trying to get 'the big picture' of what is going on around them.

Many of my 101 FAI World Records involved Canadian cities as the start or finish points so this was an important aspect to me - somehow I survived.

Of course the French were involved setting

aviation records from way before the Wright Bros time. In 1890, the Frenchman Clément Ader propelled a steam-powered avion 50 meters, at an altitude of 20 centimeters, or 7.9 inches.



Then there was Mr Blériot's 22-mile, or 35.4 kilometer, 'hop' across the English Channel (photo above). This event, on July 25, 1909, electrified Europe, vividly demonstrating the potential of air navigation for both civil and military use.

By the time of the outbreak of World War I, the airplane's usefulness in the battlefield was clear, and French manufacturers, which were among the few who

were able to build planes in large numbers, became by default the main suppliers to foreign military forces, including the U.S. Army. By 1914, French aircraft were being produced at a rate of around 50 a month, principally by Mr. Blériot and Mr. Farman. By the time the armistice was signed in 1918, the French were churning out more than 2,700 planes a month.



Talking of WWI airplanes, here at Spruce Creek Fly-in we are fortunate to have a number of replica 'era' planes. A Fokker Dr.I Dreidecker, (or Triplane in English) is one. Another, owned by the same pilot, Tim Plunkett, is a replica Sopwith Camel - photo above. We very much enjoy seeing these planes fly . . .



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](#)

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

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

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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".



In this feature, with photos from Gary Rosier, we show just some of the fun had by pilots at Spruce Creek Fly-in. United pilot, and warbird enthusiast, Steve McDevitt flew the photoshopped TBM Avenger for an unusual 'Red Flight' which had an Eclipse jet flying as lead. Gary was secreted in the belly of the TBM to get these great shots of the formation as it flew offshore near New Smyrna Beach.



Steve McDevitt's wife, Erin, having fun during the flight . . .







NEWS FROM THE BARN

*SPRUCE CREEK FLY-IN
THE WORLD'S GREATEST AVIATION COMMUNITY*









Photos for this feature by:

Jim (Flybum) Pratt - Pages 51 through 70

Tim Sowell - Pages 71 through 82

Los Angeles County Airshow 2016 Jim "Flybum" Pratt

Spring has sprung, Fall has fell, and it is time for the airshow season at last! Seems like it was a long winter. What better place to start then at the LA County Airshow, Fox Field, Lancaster, CA. Many people might not realize it but Lancaster is in the center of the aerospace industry in southern California. It is very close to Edwards Air Force Base (home of military flight testing), Palmdale (B-2 Stealth Bomber), Mojave (home of the country's first space port), the Lockheed Skunk works, and more. Talk to more than five people at the airshow and you will probably run into an aerospace worker or pilot. Many of those people live in or near Lancaster.

The LA County Airshow began three years ago with the Blue Angels

performing. Last year it was the USAF Thunderbirds who performed. This year the Blue Angels were back again.

We arrived on Friday afternoon in time to watch the practice flights of many of the performers including the Blue Angels. The nice thing about arriving on practice days is that you can get some good photos of the ground displays without a lot of people blocking the shot. Aside from the many interesting aircraft that are usually there, there were two drones, including the X-47A and the X-47B. The X-47B is the drone that you might have seen on the internet, launching from and landing on an aircraft carrier. That drone is as big as a stealth fighter and is capable of carrying missiles and bombs.

Warbirds of interest included the P-51,

Wildcat, three P-40s, Avenger, F-86 Sabre, several Japanese Zeros and three Torpedo bombers. (Tora Tora Team), NASA F-18, P-38, and a B-25

On Friday night, airshow fans were treated to a softball game at the local stadium. The Blue Angels vs the Edwards Airforce Base Test Pilot School. The Blues took a thrashing as the ending score was Test Pilots 9 and Blues 0. The announcer commented that the Navy guys don't get much practice on an aircraft carrier. Following the game there was a performance by Hawaiian dancers that was spectacular.

On Saturday, there were several acts. The Patriot Parachute Team opened. The team is made up of retired Navy Seals. They performed a couple of times during the day and the crowd loved it. Skip Stewart, flying a highly

modified Pitts S2C, and Melissa Pemberton, flying a Edge 540, blew the socks off the crowd by flying a routine, *Tinstix*, that included racing the Shockwave 300 mph jet truck and also some aerobatic dueling in the sky. Chuck Coleman flew an act in an Extra 300L that continued the high level of excitement. The Third Strike Wingwalking Team sported two women as wing-walkers, Kelly Garvin and Carol Pilon. It was amazing to see both of them on the top wing at the same time.

NASA sent an ER-2 over from Palmdale. The ER-2 is a modified U-2 Spy Plane used for high-altitude research. It made several passes, then climbed to altitude like a scalded ape.

The Tora, Tora, Tora Team of the Commemorative Air Force decided to attack the airfield with their

Japanese fighters and bombers. This was absolutely exciting and realistic. The planes made repeated attacks on the runway and there were massive explosions with each pass. A P-40 was in pursuit. The pyrotechnics were so real that it was like being in a real air raid. After the battle, everything seemed to settle down, the crowd sat back in their seats breathing sighs of relief, when all of a sudden another pass was made by a Jap bomber and explosions, once again, occurred along the entire length of the runway. The blast concussion and the heart shocked and amazed the crowd. What a time!

At the tail end of the raid, the Texas Flying Legends WWII aircraft showed up to run the attackers off. The flight consisted of the American WWII aircraft mentioned earlier, including the Spitfire. The formation made

several passes over the crowd.

The Northrop N9MB Flying Wing, from Chino, flew on Saturday. A very early forerunner to the B-2 Stealth Bomber, it is an original flying wing configuration that did not have computers to help it fly. The Planes of Fame also provided a beautiful F-86 Sabre for the show.

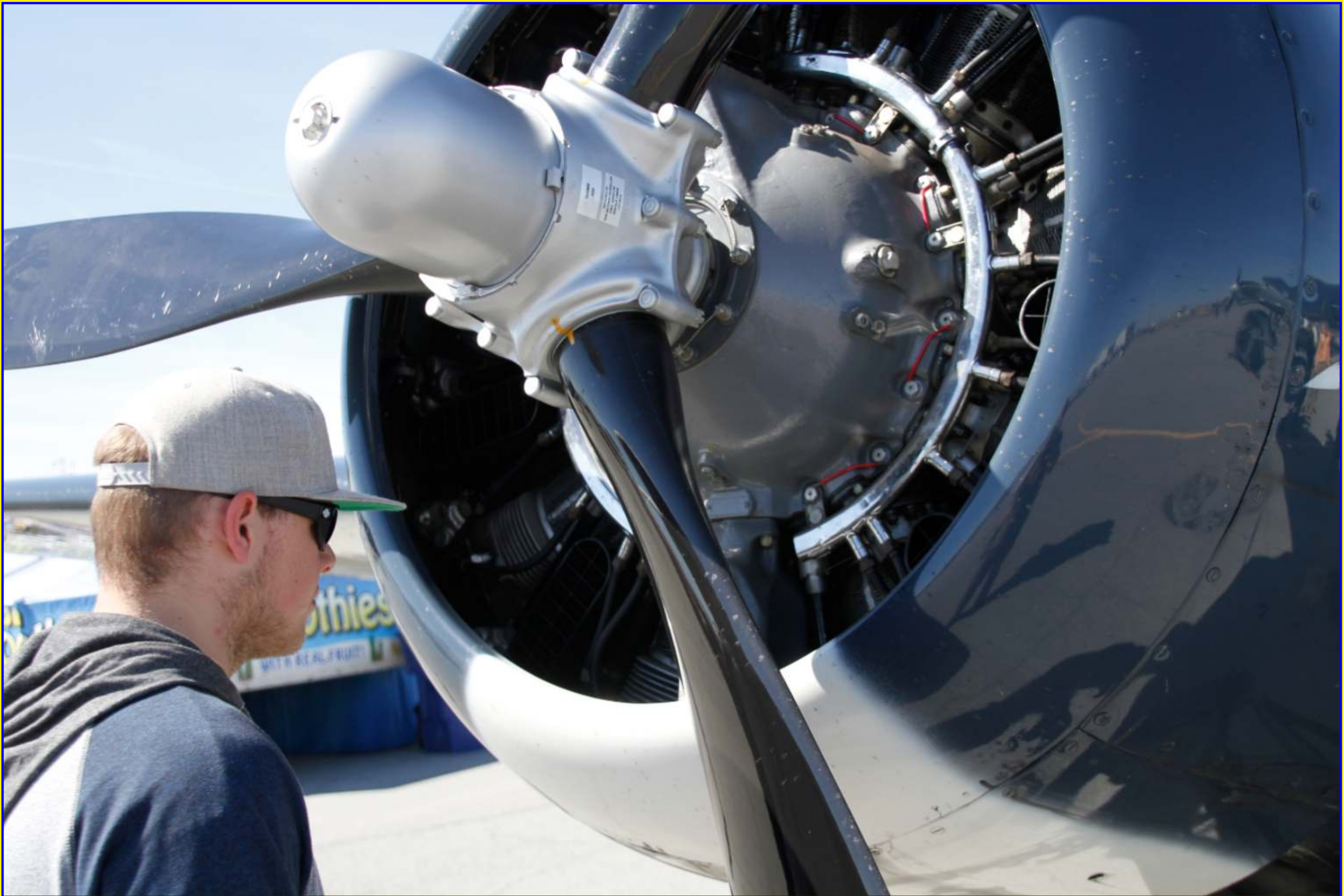
Next, the Blue Angels took over the field. "Fat Albert", the C130 took to the sky, demonstrating its short-field takeoff and landing capabilities as well as maneuvers that it uses to exit a combat area. It is flown by a Marine flight crew. After that, the highlight of the day (one of many) was the Blue Angel Flight Demonstration Team. As precise as always, flying a 15 inch separation, they put on another fantastic performance. It was the second show of their season.





























































NOSE ART & NUMBERS



In this regular Nose Art & Number feature we showcase our readers Nose Art and Special Registration Numbers. Just send in your pics, along with a bio (around 150 words) about your nose art or special registration to noseart@speedi.tv - and don't forget, spread the word.





FORD PERFORMANCE RELEASES "PROJECT RX": BEHIND THE SCENES OF THE FORD FOCUS RS RX DEVELOPMENT

APR 27, 2016 | DEARBORN, MICH.

SUMMARY

* The Ford Focus RS RX was designed to be the ultimate rallycross vehicle in the FIA World Rallycross Championship. Collaborating with UK-based M-Sport and Hoonigan Racing Division, Ford Performance engineers implemented the same high-tech instruments and procedures used on production vehicles to develop the Focus RS RX for competition.

* The first of a four-part documentary, episode one of

"Project RX" highlights the design and development of the vehicle between Ford Performance headquarters in Dearborn, Michigan, and the M-Sport race shop in Cockermouth, England. VIDEO LINK: <http://bit.ly/1NQyvzy>

* Hoonigan Racing Division drivers Ken Block and Andreas Bakkerud played a critical role in the development of the vehicle, providing insight from the driver's perspective to be implemented in the build.

CONTEXT / BACKGROUND

This four-part documentary series will highlight various elements of the Ford Focus RS RX vehicle development, along with behind-the-scenes access and interviews with the engineering team and drivers.

Ford vehicles wearing the RS badge have had winning participation in rally for decades. Because the RS

badge is reserved for vehicles that display the highest level of Ford Performance technology, automotive enthusiasts have been incredibly excited about the latest version of the Ford Focus RS. Their unbridled passion, in addition to the vehicle's global release, made 2016 the perfect year for the program's debut to a new generation of motorsports fans.

M-Sport is exclusively appointed by Ford Motor Company as long-term development partners for rally and rallycross products based on Focus and Fiesta models.

QUOTES

"Rallycross is a sport that requires the best...it requires you to perform at levels that are world class. We're going to use this to prove our technologies and capabilities. The partnership [with M-Sport] is unlike anything we've done in the past, and this car is going to be the best." Dave Pericak, Global Director, Ford Performance

"We've been doing a bit of to and fro with the design studio. At the end of the day, even the guys in the studio admit that this car is out to win races. It has to look good, but it has to perform." Nolan Halliday, Aerodynamics Engineer, Ford Performance

"This project has been probably the most dynamic involvement of my team in a car like this. Trying to race at the highest level of the sport and doing it with factory help and with a race shop like M-Sport has been incredible." Ken Block, Ford Focus RS RX Race Driver, Hoonigan Racing Division.

The new BMW M2 Coupé for the best MotoGP™ Qualifier: BMW M Division presents the 2016 BMW M Award.

At the Spanish Grand Prix in Jerez, BMW M Division unveiled this year's winner's car in the coveted BMW M Award; an exclusive BMW M2 Coupé in Long Beach Blue Metallic.

Jerez de la Frontera, 23rd April 2016.

Since making its world debut in Detroit in January of this year, the new BMW M2 Coupé has caused an international stir; it has been in action on the racetrack as the BMW M2 MotoGP Safety Car

since March. Now the high-performance coupé from BMW M will also play the main role in the BMW M Award; as the winner's car for the winner of the 2016 season.

As a long-standing partner of MotoGP organiser Dorna Sports, BMW M Division has presented the BMW M Award since 2003. At the end of every season, the rider with the best qualifying results is awarded an exclusive, customised

BMW M car. BMW unveiled the 2016 winner's car at the Spanish Grand Prix in Jerez la Frontera; the new BMW M2 Coupé in Long Beach Blue Metallic.

"Each season the MotoGP family eagerly awaits the moment when the winner's car for the BMW M Award is presented in Jerez," said Pau Serracanta, Managing Director of the Commercial Department at Dorna Sports, during the presentation. "BMW M Division

and member of the MotoGP Race Direction and the Safety Commission.

"The prospect of this special prize gives the riders that extra bit of motivation in qualifying. As the MotoGP Safety Car, the new BMW M2 Coupé has already demonstrated its dynamics and agility on the racetrack. It is a magnificent winner's car for the BMW M Award, because it not only looks fantastic, but also guarantees plenty

of driving pleasure. It's a shame that I have already ended my career – it would really tempt me to battle for this exciting BMW M Award."

"The new BMW M2 Coupé delights – the overwhelming feedback that we received from around the world

confirmed this. Which is why we are delighted to be able to present this coupé as the winner's car for this year's BMW M Award," said Axel Mittler, head of MotoGP Cooperation at BMW M Division. "It makes us proud that the BMW M Award can look back on such a long tradition of being part of our successful partnership with Dorna Sports. We are excited to see who will be in the running for the title of best qualifier this season."



Audi coupes – sportiness and elegance at the Audi museum mobile

04/26/16 Ingolstadt

The Audi museum mobile is presenting 12 coupes dating from the 1930s to the present, in an exhibition titled “Dynamic Sculpture – the Tradition of Sportiness and Elegance at Audi.” The new special show will run from May 3 to September 18. Its thematic focus is on the special coupe body form and its origins.

There is hardly a body type that can match the magnetism the coupe exerts on people who love beautiful cars. With origins that can be traced back to coachmaking, the form quickly went on to become the epitome of elegance and good automobile design. When vehicles with this body type first appeared on the scene, they were often known as “Les Désobligeantes” (the unobliging ones). The style takes its name from the idea to “cut” (“couper/coupé” in French) a four-seater coach body to create a two-seater. The result was a body type that aroused the interest of the elite set. And in the years that followed, the high-quality interior equipment and trim installed in coupes made them the favorite vehicles among the high society of major European cities.

With the initial attempts at streamlined design in the 1930s, the roof form sloping downward to the



rear began to catch on. The criteria by which we define a coupe today emerged only gradually, however: a short, flattened roof resting on two posts, with a two-seat interior. The coupes really hit their stride in the 1950s and 1960s. A key factor behind this popularity was the long-distance races of the period, like the Mille Miglia, the Targa Florio, the Liège-Rome-Liège race and the “2000 km durch Deutschland” (2,000 kilometers through Germany), which almost seemed to have been conceived specifically for coupes. Typical of coupe design was the combination of a great looking exterior and the best technology. Still today, the coupe is seen as the jewel in the product lineup of every automaker.

How have coupes developed over time? And what will the coupe of tomorrow look like? The special exhibition “Dynamic Sculpture – the Tradition of Sportiness and Elegance at Audi” will provide answers to these questions.

Awaiting visitors to the special show will be 12 coupes from Audi history. A remarkable highlight is a replica of the “Manuela,” a unique coupé version of the Horch 853. The

car was specially built for Bernd Rosemeyer in 1937. The most successful and most popular Grand Prix driver for Auto Union back then, Rosemeyer loved this luxury automobile – a passion clearly captured in countless photographs. This and the fact that the motorsport star was killed while attempting a world record run just a few months

after he got the car, exalted the Horch “Manuela” to its legendary status. It is believed the original coupe disappeared without a trace during World War II.

Other treasures from the annals of company history trace the body type through the 1950s: a rare DKW Meisterklasse Coupé with a body by the specialist company Hebmüller, a DKW Monza (1956), the Auto Union 1000 Sp (1958) and an NSU Sport Prinz (1959). Also included in the exhibition is the first Audi coupe of the post-war era, the Audi 100 Coupé S from 1970. Representing the historic return of the four rings to the premium segment are the Audi Coupé GT (1980), the Audi quattro (1981), the Audi Sport quattro (1983) and the Audi Coupé from 1988. Visitors will also have the opportunity to see the first edition of the style icon Audi TT from its debut year 1998. And finally, the path to the present culminates with the Audi A5 from 2007.

Photo above: Coupés seemed to have been created solely for long-distance races – like the DKW Monza from 1956 at the Mille Miglia in Italy.



Poised for precision: The new 2017 Porsche 718 Cayman

Mid-engine sports coupe with new turbocharged flat-four cylinder engines and enhanced suspension

April 24, 2016

Atlanta, Georgia. Today Porsche announces the new 718 Cayman models. Following the debut of the new 718 Boxster, the new 718 Cayman complements the roadster in the midengine model line-up. This third generation of the mid-engine sports coupe has a more striking and athletic appearance, and for the first time, the coupe is priced below the roadster.

The new turbocharged flat-four cylinder engines from the 718 Boxster power the 718 Cayman, making the power output identical for both models. The 2.5 liter powerplant in the S model produces 350 horsepower, while the 2.0 liter

engine in the 718 Cayman delivers 300 horsepower. Both models make 25 more horsepower than their respective predecessors.

The abundant torque produced by the new engines yields driving pleasure and agility even at low revs. The 2.0 liter engine of the 718 Cayman delivers up to 280 lb.-ft., which is available between 1,950 rpm and 4,500 rpm. This represents a 67 lb.-ft. increase over the previous Cayman. The 2.5 liter engine in the 718 Cayman S features a turbocharger with variable turbine geometry (VTG), technology previously utilized in the 911 Turbo. That engine delivers up to 309 lb.-ft. of torque (37 lb.-ft. more than the previous Cayman S) to the crankshaft between 1,900 and 4,500 rpm. Both engines used in the 718 Cayman models are equipped with an integrated wastegate to optimize boost pressure across driving scenarios. The result: confidence inspiring passing power and superior drivability in any situation. The 718 Cayman with

PDK and optional Sport Chrono Package reaches 60 miles per hour in 4.5 seconds. The 718 Cayman S is able to accelerate from 0 to 60 in just 4.0 seconds. The top track speed of the 718 Cayman is 170 miles per hour, and the 718 Cayman S can reach a top track speed of 177 miles per hour.

New chassis tuning for greater cornering precision and more lateral grip

With their superb driving dynamics, the new 718 Cayman models follow in the footsteps of the legendary 718 race cars. Thanks to their outstanding agility, the historic mid-engine sports cars won numerous races including Le Mans and the Targa Florio in the late 1950s and early 1960s. Firmer springs and sway bars as well as retuned shock absorbers improve lateral grip and tracking stability. The steering rack with a 10 percent quicker on-center ratio compared to the previous model has been adapted from the 911 Turbo and enhances agility as well as driving pleasure. The rear wheels, which are one-half inch wider, and a new generation of tires increase lateral grip to allow for even better cornering.

Due to the car's increased performance, uprated brake systems with 330 mm brake rotors at the front and 299 mm rear rotors are now standard. The 718 Cayman uses the brakes from the previous Cayman S, while the 718 Cayman S is equipped with the four-piston calipers of the 911 Carrera combined with six millimeter thicker front brake rotors



Jaguar F-TYPE Honored With 2016 Vincentric Best Value in America Award

(MAHWAH, N.J.) - April 5, 2016 - Jaguar is proud to announce that the F-TYPE was awarded the 2016 Vincentric Best Value in America award for the Luxury Sports Car segment. This marks the third year the F-TYPE has received the honor.

The Vincentric Best Value in America awards, now in its 12th year, are model specific honors that determine the best value in each segment. Value is determined using a statistical analysis that incorporates the total cost of ownership of all vehicles for the 2016 model year

along with the current market price of those vehicles.

Since its introduction in 2014, the Jaguar F-TYPE range has expanded from three models to six. The 2017 lineup will consist of the F-TYPE, F-TYPE S, and the recently announced range topping F-TYPE SVR. A new entry model F-TYPE will feature a supercharged 340-hp 3.0L V6 mated to the 6-speed manual transmission and come standard with a fixed metal roof in the coupe configuration and a new 6-way adjustable partially electric seat, as well as new standard features such as a valet mode and solar attenuating windshield glass.

On an equipment adjusted basis, this new model represents an overall savings of about \$1,700 over the

previous model year F-TYPE and gives customers a new lower price point for getting into the vehicle. With MSRP starting at \$61,400 for the Coupe and \$65,400 for the Convertible, the new entry price level for 2017 Jaguar F-TYPE builds upon the pricing realignment strategy as part of The Next Generation of Jaguar in which an improved competitive value position was brought to market through a combination of new entry priced models, increased standard equipment and lower MSRPs that all help the brand target the heart of the luxury market. In addition, every 2017 model year F-TYPE and all 2017 Jaguar models will come standard with Jaguar EliteCare2, the brand's new best-in-class warranty package.

50TH ANNIVERSARY CAMARO SS TO PACE INDIANAPOLIS 500

Racing legend Roger Penske will drive pace car for 100th running of classic race.

April 18, 2016

INDIANAPOLIS – A unique version of the new, 2017 Camaro SS 50th Anniversary Edition will lead the 100th running of the Indianapolis 500 next month, driven by motorsports legend Roger Penske, who is marking 50 years as a race team owner.

It's the ninth time Camaro has served as the pace car and the 27th time for Chevrolet, dating back to 1948.

"Chevrolet and the Indianapolis 500 have a long, storied history and it's an honor to mark the respective milestones of the Indy 500 race and the Camaro simultaneously," said Mark Reuss, executive vice president of Global Product Development and Global Purchasing and Supply Chain. "It's also a privilege to have Roger Penske perform the driving duties, as his team has helped Chevrolet earn four consecutive IndyCar manufacturer titles since 2012."

Four identically prepared pace cars will support the race, all with exclusive Abalone White exteriors featuring "100th Running of the Indianapolis 500" graphics on the doors and the iconic Indianapolis Motor Speedway wing-and-wheel logo on the quarter panels. They

also incorporate the exterior cues and graphics that are unique to the Camaro 50th Anniversary package that goes on sale this summer.

With 455 horsepower on tap, the Camaro SS pace cars require no performance modifications to lead the racing field.

"Chevrolet and Roger Penske are inextricably linked to the heritage of the Indianapolis 500," said J. Douglas Boles, president of Indianapolis Motor Speedway. "When he leads the pack on May 29, behind the wheel of the Camaro SS, he will drive the race into its next 100 years and strengthen the bond Chevrolet and Indianapolis forged a century ago."

For 2016, Chevrolet drivers will be looking to build on last year's results of the "Greatest Spectacle in Racing," when the top four finishers were Chevy-powered, led by race-winner and Team Penske driver Juan Pablo Montoya. It was his second Indy 500 victory and the

16th for Team Penske.

No other racing team has recorded more wins at the Brickyard than Team Penske, and it started with driver Mark Donohue's victory in 1972. Penske and Donohue established their relationship six years earlier, when Penske transitioned from driver to team owner. They quickly found success in SCCA's Trans-Am Series, with Donohue piloting an early Camaro Z/28 racecar, winning three of 12 races in 1967 and 10 of 13 in 1968.

Penske tackled the Indy 500 for the first time in 1969, while still campaigning a Camaro in Trans-Am. Donohue was his driver for both series. Later, racers including Mario Andretti, Al Unser and Rick Mears drove for Penske, with Mears winning four Indianapolis 500 races and helping solidify Team Penske as an Indy powerhouse in the 1980s. That legacy advances this year, as Roger Penske seeks his 17th Indy 500 title as a team owner.



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/>























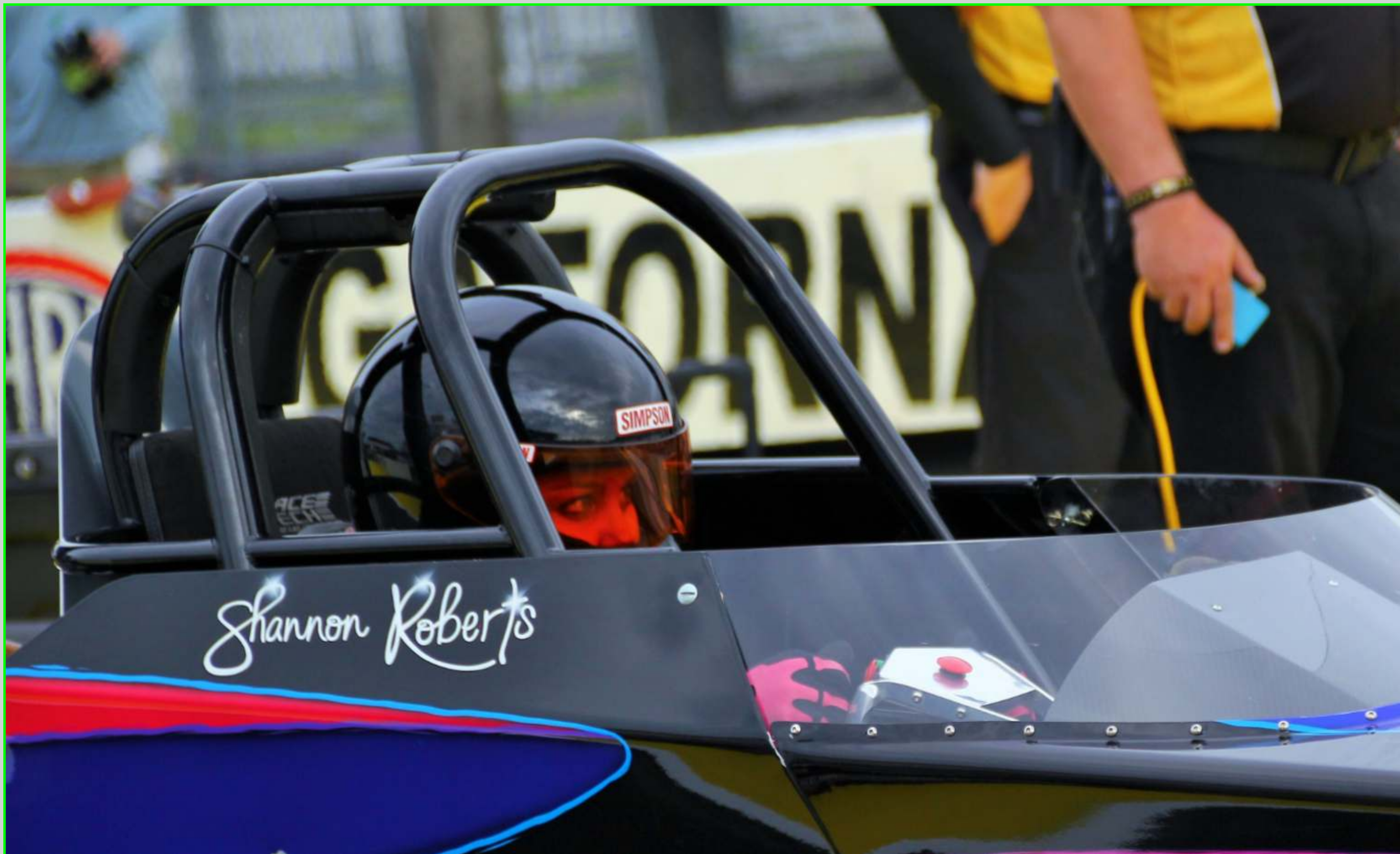














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