

Speedi

Wings & Wheels

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June / July 2013

Issue No: 8

News

Events

Features

Show Reports

Reviews



LIGHTNING STRIKES



GOLDEN WEST



CRUISIN' MUSIC

Mustangs & Mustangs

118 PAGES OF ACTION

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THIS MONTH:

Cruisin' Music

Golden West

Lightning Strikes

Mustangs & Mustangs

and Much More

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

Photo: Two Satellites given to NASA
The US National Reconnaissance Office unexpectedly transferred control of two Hubble-quality satellites to NASA in June 2012.

Editorial

Welcome to the June / July 2013 issue of *Speedi Wings & Wheels*.

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



In this issue we are featuring the *Mustangs & Mustangs* event at Fantasy of Flight, plus a report of the Planes of Fame Air Show, from Chino, plus for cruisin' fans a visit to the Goodguys Nashville Nationals, from of course, Nashville. TN. 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

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*Speedi Wings & Wheels is a wide screen format magazine
Best viewed in full screen single page HD mode*

Photo: Courtesy of Airbus

A350 XWB flyover at the Paris Air Show



8 Mustangs & Mustangs - 20 pages

Speedi

Wings & Wheels

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Photo: Gary Rosier



Photo: Gary Rosier



Photo: Gary Rosier

Veteran stuntwoman Jane Wicker and her pilot, Charlie Schwenker, died when their Boeing Stearman crashed on Saturday 23 June, 2013 at the Vectren Dayton Air Show in Dayton.

We featured Jane Wicker and her amazing wing walking exploits performing at Sun 'n Fun earlier this year on pages 9 through 12 of our April / May issue.

Go to <http://speedi.tv/backissues.html> and click on the April / May 2013 link.

Our condolences are extended to the families of Wicker and Schwenker, and to those at the airshow traumatized by the tragedy.

Jane Wicker was not only a wing walker but also a true aerobatic pilot in her own right.



American Airlines Completes Electronic Flight Bag Implementation

American Becomes The First Major Commercial Carrier To Deploy EFBs Throughout Fleet

American Airlines has completed the successful rollout of its industry-leading Electronic Flight Bag program with the discontinuation of paper revisions to terminal charts, making it the first major commercial airline to fully utilize tablets in all cockpits during all phases of flight. In April, American completed testing on its Boeing 757 and 767 aircraft and has secured FAA approval to use the Apple iPad on all of its current fleet types – Boeing 777, 767, 757, 737 and MD-80.

"Our Electronic Flight Bag program has a significant positive

environmental and cost-savings impact," said David Campbell, American's Vice President – Safety and Operations Performance. "In fact, removing the kitbag from all of our planes saves a minimum of



400,000 gallons and \$1.2 million of fuel annually based on current fuel prices. Additionally, each of the more than 8,000 iPads we have deployed to date replaces more than 3,000 pages of paper previously

carried by every active pilot and instructor. Altogether, 24 million pages of paper documents have been eliminated."

American and the Allied Pilots Association (APA) began working on the feasibility of using a tablet device as an Electronic Flight Bag in June 2010, and American was the first commercial airline to receive FAA approval to use a tablet during all phases of flight in December 2011

on its Boeing 777 fleet. American has worked closely with its pilots throughout all phases of development that led to the program's full integratio

Toulouse, France

First A350 XWB takes to the skies on its maiden flight

Five development aircraft will prepare A350 XWB program for certification

2,500 hour flight test program now underway

14 June, 2013

A new chapter has opened in Airbus' 43 year history as the first A350 XWB, the world's most efficient large twin-engined commercial aircraft, powered aloft this morning for its maiden flight at Blagnac in Toulouse, France at 10.00 hours local time. Equipped with Rolls-Royce Trent XWB turbofans, the A350 XWB first flight is taking place over south western France.

An international crew of six is on board, comprising two Flight Test Pilots, one Test Flight Engineer and three Flight Test Engineers. At the controls of the A350 XWB's first flight are Peter Chandler, Airbus' Chief Test Pilot, and Guy Magrin, Project Pilot for the A350 XWB.



Accompanying them in the cockpit is Pascal Verneau, the A350 XWB Project Test Flight Engineer. At their flight test stations in the main aircraft cabin and monitoring the progress of the flight via an extensive array of flight test instrumentation are the three flight test engineers: Fernando Alonso, Head of Airbus Flight & Integration Test Centre; Patrick du Ché, Head of Development Flight Tests; and Emanuele Costanzo, lead Flight Test Engineer for the Trent XWB engine.

This first flight marks the beginning of a test campaign totaling around 2,500 flight hours with a fleet of five development aircraft. The rigorous flight testing will lead to the certification of the A350-900 variant by the European EASA and US FAA airworthiness

three versions and seating between 270 and 350 passengers in spacious three-class layouts. The new family will bring a step change in efficiency compared with existing aircraft in this size category, using 25 per cent less fuel and providing an equivalent reduction in CO2 emissions. To date the A350 XWB has already won 613 firm orders from 33 customers worldwide.

The new plane's third flight was used as a good excuse to perform a fly-past at the Paris Air Show at Le Bourget,



authorities, prior to entry into service in the second half of 2014 with first operator Qatar Airways.

The A350 XWB - photo left - is Airbus' all-new mid-size long range product line comprising

The latest version of the A380 - photo above - also put on a spirited display at the Paris Air Show.

Airbus booked almost US\$70 billion orders at the Paris Air Show 2013 - 466 Airbus aircraft orders & commitments across all product families

You can view a 'replay' of the first flight of the A350 XWB from the video player embedded at the Airbus website:

www.a350xwbfirstflight.com

BOEING DELIVERS BRITISH AIRWAYS FIRST 787 DREAMLINER

LONDON, June 27, 2013 /PRNewswire/ -- Boeing (NYSE: BA) and British Airways announced the delivery today of the UK carrier's first Boeing 787 Dreamliner.

The British Airways 787 departed Paine Field in Everett, Wash., on Wednesday, June 26, arriving at London's Heathrow Airport today at 12:10 pm local time.

The airplane was welcomed to its Heathrow home by Willie Walsh, chief executive officer of International Airlines Group (IAG), the company that owns British Airways.

"The 787 is a tremendous, innovative aircraft which sets new standards for environmental performance and operating efficiency and I'm sure British Airways' customers will love it," said Walsh. "The 787 will become a mainstay of the British Airways fleet over the next few years."

British Airways has announced that the airline will operate the 787 from Heathrow to Toronto from Sept. 1 and Heathrow to Newark from Oct. 1.

"The delivery of the first of BA's 787s is an exciting milestone for Boeing and British Airways," said

Todd Nelp, vice president of European Sales, Boeing Commercial Airplanes. "The 787 is the most technologically advanced and fuel-efficient commercial jetliner in its class. Its improved lighting, bigger windows, larger overhead bins, lower cabin altitude and cleaner cabin air will offer BA's passengers an unparalleled flying experience."

The 787 Dreamliner is composed of lightweight composites and features numerous systems, engine and aerodynamic advancements, with



unmatched fuel efficiency using 20 percent less fuel than today's similarly sized airplanes. It is the first mid-sized airplane capable of flying long-range routes, providing airlines with unprecedented fuel economy and low operating costs and enabling airlines to open new, non-stop routes preferred by passengers. On a 787 with Rolls-Royce engines, UK companies make about 25 percent of the 787 by value.

The British Airways 787 Dreamliner carries 214 passengers and is configured with 35 seats in Club World, 25 in World Traveller Plus and 154 seats in the World Traveller cabin.

British Airways operates more than 140 Boeing airplanes within its fleet including 52 777s, as well as the world's largest fleet of 747s with 52.

This is the first of 24 787s British Airways has on order. In addition, IAG recently announced that it will convert 18 787 options to firm orders for British Airways, subject to shareholder agreement. Twelve of these will be 787-10s, meaning British Airways will operate the entire 787 family – the 787-8, 787-9 and 787-10.

British Airways employs approximately 40,000 people, based mainly in the UK, although it has staff based in more 75 countries around the world. The airline has 14,500 cabin crew and 3,500 pilots. The airline's route network currently serves in excess of 177 destinations and it operates in excess of 300,000 flights per year.

Photo: The first 787 delivered to British Airways departing Paine Field in Everett, Wash., on Wednesday June 26 enroute to London's Heathrow airport.

BOEING LAUNCHES 787-10 DREAMLINER

787-10 will be the most efficient jetliner in history

ALC, GECAS, IAG/British Airways, Singapore Airlines and United Airlines commit to 787-10

LE BOURGET, France, June 18, 2013 /PRNewswire/ -- Boeing [NYSE:BA] announced today at the 2013 Paris Air Show that it has launched the 787-10 Dreamliner, the third member of the super-efficient 787 family. Commitments for 102 airplanes from five customers across Europe, Asia and North America provide a strong foundation to support development and production of the newest Dreamliner.

Customer launch commitments for the 787-10 include Air Lease Corporation, with 30 airplanes; GE Capital Aviation Services, with 10; International Airlines Group / British Airways, with 12 subject to shareholder approval; Singapore Airlines, with 30 and United Airlines, with 20 airplanes.

The new 787-10 will fly up to 7,000 nautical miles (12,964 km) — covering more than 90 percent of the world's twin-aisle routes — with seating for 300-330 passengers, depending on an airline's configuration choices. The second member of the family, the 787-9, is

in final assembly in Everett, Wash., and is set to make its first flight later this year.

"The 787-10 Dreamliner will be the most-efficient jetliner in history. The airplane's operating economics are unmatched and it has all the incredible passenger-pleasing features that set the 787 family apart as truly special," said Boeing Commercial Airplanes President and CEO Ray Conner. "The 787-10 is 25 percent more efficient than airplanes of its size today and more than 10



percent better than anything being offered by the competition for the future."

Design of the 787-10 has already started at Boeing, and international partners will be involved in detailed design in the months ahead. Final assembly and flight test of the 787-10 are set to begin in 2017, with first delivery targeted for 2018.

"Our ongoing investment in the 787 family is well-founded," said Conner. "With the 787-10, we've

designed an exceptional airplane supported by an efficient and integrated production system that can meet increasing demands and create new opportunities for us. Our team and our customers are excited about growing the product line and expanding our presence with this family of airplanes."

The 787 family's unique interior offers passengers technologies that make their flights more enjoyable, including large, dimmable windows; cleaner air; higher humidity; lower cabin altitude; bigger stowage bins; soothing LED lighting and a smoother ride. The 787-10 will share a common type rating not only with the 787-8 and 787-9 but also with the popular Boeing 777, giving airlines additional flexibility in scheduling and training flight crews.

Boeing also announced it has received FAA approval to fly Required Navigation Performance - Authorization Required (RNP AR) procedures on the 787 fleet. Operators that fly RNP AR procedures significantly reduce fuel burn, emissions and airport congestion by flying precisely along a predefined route using advanced on-board navigation systems together with GPS-based global navigation satellite systems.

Embry-Riddle Inks Deal to Bring Internationally Renowned Aircraft Manufacturer to Daytona Beach

Partnership With Diamond Aircraft Industries Includes Coordination with Students, Faculty and Facility at University's Research and Technology Park

Paris, France, June 18, 2013

Research Park Diamond

Today at the 50th Annual International Paris Air Show, Embry-Riddle Aeronautical University president Dr. John P. Johnson and Diamond Aircraft Industries CEO and owner Christian Dries signed a partnership agreement to establish the global manufacturer's presence at the university's Daytona Beach Campus.

As part of the agreement, Diamond will expand its current international Research & Development program and other initiatives working with Embry-Riddle students, staff and faculty from the university's engineering and aviation colleges as well as its Eagle Flight Research Center.

Diamond is slated to start on-site operations by October 2013, with a later expansion into the 90-acre Embry-Riddle Research and Technology Park adjacent to the Daytona Beach Campus on Clyde Morris Boulevard.

"We are excited to grow our existing relationship with Diamond and to provide the opportunity for our students and faculty to get hands-on

experience with such an innovative company," said Johnson. "Diamond shares our core commitment to not only being the best, but being the best when it comes to safety."

The partnership of the world's largest, fully accredited university specializing in aviation and aerospace with the world's third-largest general aviation aircraft manufacturer is expected to be an economic boost for Volusia County where the university is headquartered as well as the state of Florida.

"Florida is proud to have Embry-Riddle Aeronautical University helping our state lead the way in aerospace innovation, and I was honored to present Dr. John Johnson with a Governor's Business Ambassador Medal at the Florida Pavilion Grand Opening yesterday," Florida Governor Rick Scott said.

"Private and public partnerships, such as Embry-Riddle and Diamond Aircraft, are critical to job creation, and this agreement demonstrates that our business development missions are working by providing job opportunities for Florida families."

Diamond, with operations across North America, Europe, Asia and Australia, has a long list of accomplishments that include

synthetic vision technology, twin diesel power plants, serial hybrid electric aircraft and pure algae-based biofuel.

Embry-Riddle currently has the largest single fleet of Diamond's DA42 aircraft in the United States at its two residential campuses. The Daytona Beach Campus in Florida has 10 Diamond DA42L aircraft, and the Prescott, Ariz., Campus has four DA42NG.

"We expect a prosperous future in international cooperation and teamwork with Embry-Riddle, because we know the strong capabilities of the university in terms of research and development," Dries said. "Our target is to be quick on the market, and together with Embry-Riddle we believe that outstanding new technologies can be realized."



Signing the agreement are Diamond Aircraft CEO Christian Dries, left, and Embry-Riddle President John P. Johnson.

Embry-Riddle's Prescott Golden Eagles Flight Team Wins Ninth National Championship at NIFA SAFECON. Embry-Riddle's Daytona Beach Eagles Flight Team Secures Fourth Place

May 16, 2013

NIFA SAFECON National Championship



Prescott Golden Eagles Flight Team

For the ninth time and the second year in a row, the Golden Eagles flight team from Embry-Riddle's Prescott, Ariz., campus has won the Safety and Flight Evaluation Conference (SAFECON) national competition sponsored by the National Intercollegiate Flying Association (NIFA).

Held May 6-11 at The Ohio State University Airport, the event brought together more than 300 students on 30 collegiate aviation teams from around the United States to compete in flight and ground events.

In addition to the triumph of the Golden Eagles flight team from the Prescott Campus, the Eagles flight team from Embry-Riddle's Daytona Beach, Fla., campus also had a strong finish, coming in fourth overall.

The Prescott team previously won the NIFA SAFECON national

championship in 1993, 1997, 1999, 2003, 2005, 2007, 2008 and 2012. The Daytona Beach team won the national championship in 1992 and placed second in 2009 and 2010.

"This young Golden Eagles team showed impressive competitive spirit and poise as they won their second consecutive national championship," said Dr. Frank

Ayers, chancellor of the university's Prescott Campus. "Then to have both Embry-Riddle campuses earn top-four placings was icing on the cake. The young women and men who make up these teams remind us of the excellence of Embry-Riddle's flight education programs."

Joel Reese, an aeronautical science professor who helped coach the Daytona Beach Eagles, said, "The Eagles flight team congratulates the Golden Eagles on another impressive national win. Our Eagles fought hard, moving up in the ranks and will continue to advance. The members of both teams truly represent what is great about these programs and this university."

The Prescott team was composed of team captain Andrew Nelson and competitors Julie Bales, Carl Black, Mitchell Boehle, Victor Griffin, Jace Henwood, Alex Johnson, Ian McLellan, Klyte Mills, Samuel Morris, Allison Read, Zachary Sargent, Caleb Seek, Kyle Thannisch, Cheng-Yu Tien and Cameron Wall. The team's advisor was Dr. Jack Panosian and its coaches were Chris Dolly, Farrell Harris and Alex Tamsing.

Besides the national championship, the Prescott team

also won the Judges Trophy. In other highlights, Carl Black won the National Top Pilot Award and was third in the categories of top-scoring contestant and top-scoring male contestant. Andrew Nelson won the Regional Top Pilot Award and finished in fourth place for the National Top Pilot Award. Julie Bales was fifth in the category of top-scoring female contestant.

A ceremony including the Mayor of Prescott was held this week at the Prescott Campus flight line to honor the team.



The Daytona Beach team was composed of team captain James Blackham and competitors Travis Bellows, Luke Buckett, Yongwoo Choipark, Abhishek David, Benjamin Eve, Vivek Jadav, Ryan Leeward, Nicole Leong, Jamsheed Lovelace, Kevin Porter, Oleg Sendzyuk, Adrienne Smith, Peter Weber and Daniel Weiland. The team's coaches were Joel Reese, Benjamin Ingraham and Phil Rademacher.

In noteworthy results for the Daytona Beach team, Benjamin Eve won the Regional Top Pilot Award, Jamsheed Lovelace took second place for the Men's Achievement Award, and Adrienne Smith was third for the Women's Achievement Award and fourth in the category of top-scoring female contestant.



FANTASY OF FLIGHT in Polk City, Fla, hosted a special Mustangs & Mustangs event on the 7 April, 2013.

photographer and Mustang owner Gary Rosier, took a day off from Sun 'n Fun in nearby Lakeland to enjoy the fun.

It was the 16th annual Mustangs & Mustangs show hosted by Kermit Weeks. Our East Coast

Here's his photo montage of just some of the toys attending.

All photos for this feature: Gary Rosier

Mustangs & Mustangs













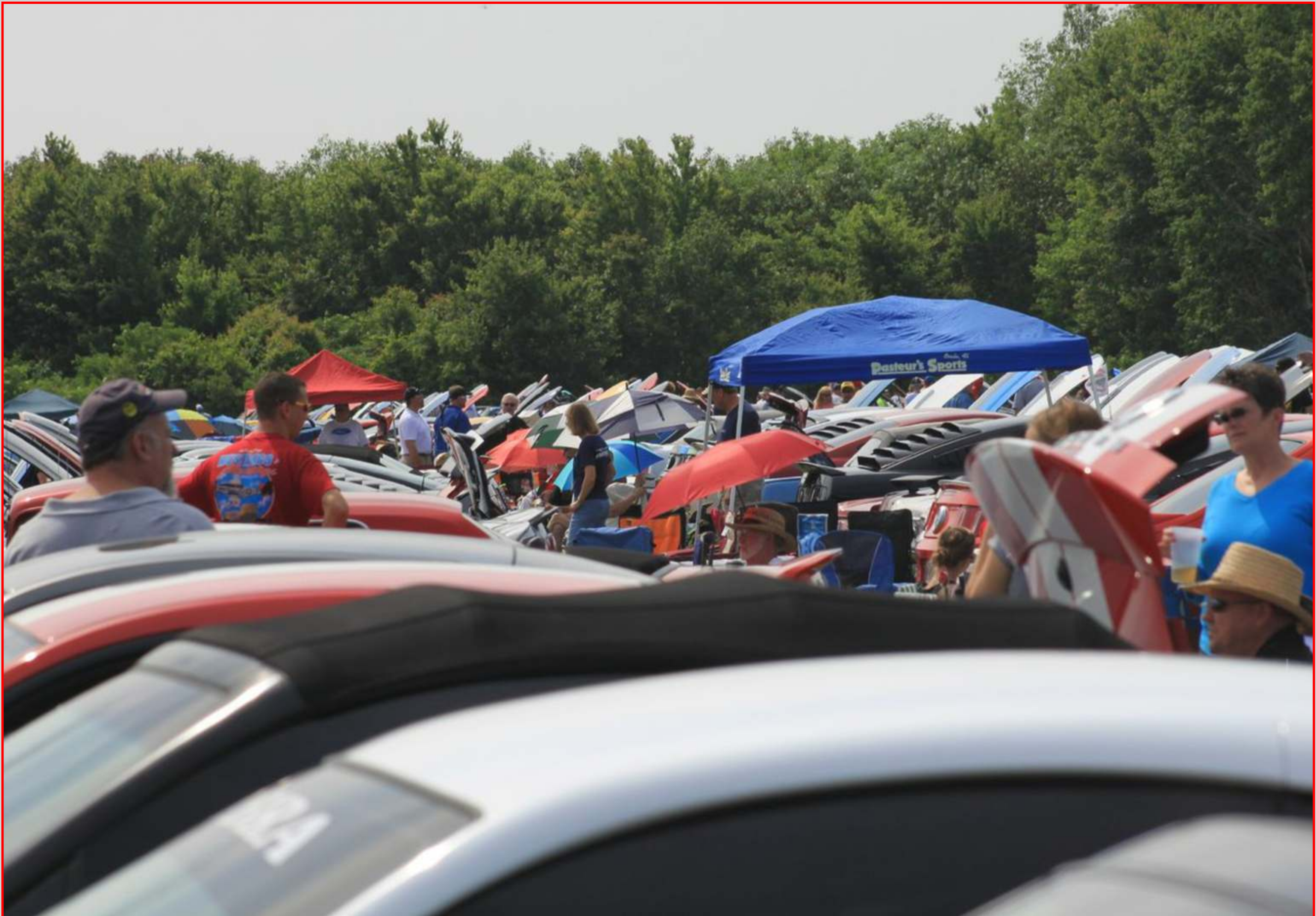






**AIR SHOW
NEWS - I**









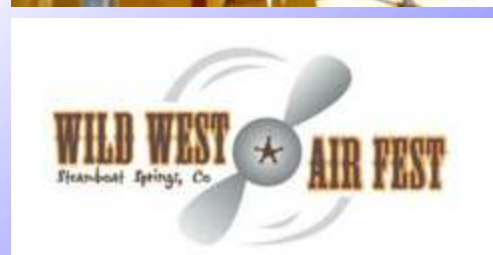












AIR SHOW NEWS - 2



**Kermit Weeks and the
Mustangs & Mustangs team**



PLANES OF FAME
AIRSHOW
MAY 4-5 2013

LIGHTNING STRIKES CHINO!

CHINO AIRPORT ★ 8 A.M. - 4 P.M. ★ FREE PARKING!

3-5 Flying P-38 Lightnings • WW2 Fighters & Bombers • Clay Lacy Learjet Aerobatic Demonstration
 Sean D. Tucker - Team Oracle • Rob Harrison, "The Tumbling Bear"
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 Korean War Jet Fighters Demonstration featuring the North American F-86 and Mig 15

FLY-BYS: T-33 • P-51 Mustangs • Yak-3 • SB-5 Dauntless • FM-2 Wildcat • F8F Bearcat • F6F Hellcat • F4U Corsair • F7F-3N Tigercat
 Curtiss P-40 Warhawk • Douglas AD-5 Skyraider • North American F-86F Sabre • P-47G Thunderbolt • TBM-3E Avenger • B-25 Mitchell • J2F-6 Duck
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INLAND VALLEY Daily Bulletin
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For info and tickets go to www.planesoffame.org.

Tickets also available at the Planes of Fame Air Museum 7 days a week. All acts subject to change. No animals except certified Service Animals will be allowed. No large ice coolers or alcohol, tents, bikes, golf carts, Quads, skateboards, etc. inside airshow grounds.

LIGHTNING STRIKES CHINO was the tag line for the 2013 Planes of Fame Airshow. The museum's poster for the event, shown left, tells all. Our West Coast photographer, Jim (Flybum) Pratt received media credentials for the event - thanks guys - and went along to enjoy the fun. Here's his report:

The Chino Planes of Fame Airshow is, in my opinion, one of the best warbird airshows on the West Coast. It starts off at 8:00 AM as the gates open and the crowd floods in. I try to be there early so that I can photograph the planes on the ground before it gets so crowded that it is hard to get good pictures. The warbirds that are going to fly during the show are parked on the runway side of a fence facing the crowd, but they allow you to walk the ramp and take pictures until they start flying these aircraft. If you are one of those late risers and get there after 10:00 AM you won't be able to walk the ramp for your pictures.

As I entered the airport I spotted an old friend. Aluminum Overcast, the EAAs B-17 was sitting on the ramp with one engine partially disassembled. Apparently they were waiting on a new jug or something. I and three of my EAA buddies helped sell rides when Aluminum Overcast visited Fresno several years ago and the crew rewarded us with ride to San Francisco, their next stop. What a thrill that was. I was on the 50 cal. when a Piper Cherokee made a pass. He was toast in an instant. We had to rent a car to get home but who cares.

This year the airshow was divided into segments including the Pacific Air Battle, the Korean War Air Battle, and the European Theater Battles. There were some miscellaneous acts interspersed in between. After the flying starts, there is virtually non-stop action for the rest of the day except for intermissions in between the segments. One of the

All photos for this feature: Jim (Flybum) Pratt



> best things about this show is that it is so well organized and things go off like clockwork. The food courts are well located as are the restroom facilities.

In the morning there is a veteran's panel that discusses their war-time experiences. Usually the panel is made up of flyers and crewman who experience combat in various theaters.

The flying started with an interesting "Heritage Flight" that consisted of an F-86 Sabre Jet, a P-26 Pea Shooter, a P-51 Mustang, and an early model P-40. I imagine that the F-86 was flying at near stall speed the whole time.



Margi Stivers did her amazing wing walking act on top of their Stearman 450 biplane. She is a brave lady. You couldn't get me out there on that wing





The Pacific Air Battle included F4F Wildcat, F8F Bearcat, F4U Corsair, SBD Dauntless, A6M Japanese Zero, Japanese VAL Dive Bomber, TBM Torpedo Bomber, J2F Grumman Duck, and a PBY5 Catalina. The announcer

stated that the museum's authentic Zero was in Japan on tour. The one that flew at the show certainly looked authentic. The neat thing about this airshow is that once these planes get airborne they fly and fly. You can tell the

pilots are having a lot of fun and don't want to come down. Even the PBY-5 Catalina was staying aloft for a long time. It was interesting to see the rare bird making its passes.



After a short intermission and a performance by Rob Harrsion in Tumbling Bear (Zlin 50LX) it was time for the Korean War. The Korean War guys really do it right. They start out with the Marines calling in air strikes against attacking Chicoms. You could hear the radio chatter over the PA System. Ground fire erupts at the West end of the field. An AT-6 arrives on scene followed by

several Corsairs, P-51s, a Hawker Sea Fury and an AD Sky Raider. Then a Mig 15 appears and two F-80s are scrambled. As the fighting heats up an F-86 Sabre Jet is scrambled. The Mig shoots down an F-80 (the pilot ejects) and then the F-86 nails the Mig. It got so intense I felt like I was one of the ground pounders cheering on the action.





Okay, I am not sure why the European Theater of World War II came after the Korean War but we'll just have to go with it. Taking to the air were P-40s, P-51s, a P-47, a German FW-190, a Mark XVI Spitfire, and P-38s. Not sure what happened to the FW-190. It took off at the same time as the other planes but did not make an appearance overhead. So the other guys were out chasing an imaginary enemy (or maybe they shot down the FW-190 before it made air show center). It was still fun watching these guys buzz the field over and over again.





The West Coast Ravens Flight Formation team made several passes in their Van's RV aircraft. I had the pleasure of seeing them practice the prior week at Madera and attended a barbeque at

one of the member's home (Tim Cone) at Sierra Sky Park in Fresno that evening. The guys were looking pretty sharp. I only wish that they had been allowed to fly a little closer to the crowd at Chino.







The second phase of the European war found B-25s and C-47s taking to the air. Things just keep getting better. I love the sound of those radial engines. It must really be fun to fly these old birds.



The main attraction this year was a record number of P-38s in attendance. There are eight flying in the world and six were at the show. Five of them flew in formation. What a sight!!!!

It was well worth the trip just to see that.





If you have never attended the Chino Air Show, you need to put it on your list. It is more fun than you will have the rest of the year. Their Planes of Fame museum is open year around and be sure and visit that when you can.



SPEEDI'S BLOG

WELCOME TO SPEEDI'S Blog.

It's the summer air show season again and in this issue there's a report from the Planes of Fame Museum's show at Chino, CA. Also from California is a report from the Golden West air show and fly-in, at Marysville.

Coming up, on 29 July through 4 August, is the world's largest general aviation event - AirVenture - at Oshkosh, WI. Having been there many times this is an event not to be missed and we'll have a full report in our next issue.

I mention AirVenture as there has been a dangerous precedent set by EAA in agreeing to pay the FAA for its ATC services, and a substantial sum too - \$450,000! According to

EAA "the one-time agreement will allow AirVenture to have a full complement of 87 FAA air traffic controllers and supervisors at the event for essential air safety services".

Sun 'n Fun was hit too. EAA spokesman Dick Knapinski said "Sun 'N Fun paid the FAA

grant a waiver the FAA requires appropriate ATC services to be available, and guess who provides these services - the FAA!

OK, there may be an argument that semi-commercial events such as AirVenture and Sun 'n Fun charge substantial amounts to vendors to

display their wares at the events, so why should they not pay for ATC services. The simple answer is they they never have, and ATC services are provided free of charge for the safety of

aviation as a whole.

In my view it's the start of a slippery slope towards user fees. A backdoor way of starting things. And once user fees are introduced, in any form, then the establishment needed to manage them just grows and grows, like Topsey.

roughly \$250,000 for expenses related to staffing the Lakeland, Fla., airport tower during the April fly-in".

What appears to have happened is that the FAA held these two events to ransom and without an FAA waiver events such as these cannot take place. To



Everyone connected with GA in the USA needs to contact their State representatives to object strongly to the imposition of these fees, and promote the case for general aviation. In the USA, GA

provides a huge boost to Local, State and National economies.

Impose user fees and costs will rise, and significantly too, and aviation will suffer dramatically - or perhaps this is what the US Government wants?

The Paris Air Show, at Le Bourget, France has recently taken place. Airbus took record orders of some US\$68.7 Billion for 466 aircraft. Boeing too did well, just slightly behind Airbus at US\$66 Billion for 442 aircraft.

Each company tends to inflate its sales figures -- a common tactic is to notch up previously announced purchases

that have been firmed up at the show. Customers routinely negotiate enormous discounts -- in at least one widely-publicized case, a markdown of more than 50% -- although the



details are usually top secret.

The number of passenger planes in the air is expected to double in the next 15 to 20 years, according to industry figures, and that's going to raise the pressure on airports already at capacity.

A big Airbus order came from United Airlines which agreed to buy 10 A350-1000's, the largest version of the jet which typically seats 350

passengers. The carrier also converted a previous order for 25 A350-900's into -1000's. The new orders were worth \$3.3 billion at list prices.

The star of the show was a fly-past by the Airbus A350 XWB on its third test flight from the Airbus factory in Toulouse.

Still on the subject of airlines. Delta Airlines has taken a 49% share of Virgin Atlantic.

Just approved by the EU Commission and US Department of Justice, this will add 66 routes and a code share agreement across 108 routes. It will give Delta an opportunity to increase its services into London Heathrow, using slots already held by Virgin. The competition will certainly be hotting up between Delta and the new American Airlines, particularly on the transatlantic routes.

SPEEDI'S BLOG

As readers will be aware, I really enjoy my formation flying. But then I'm fortunate being able to enjoy the art with a group of fellow enthusiasts at the greatest (and largest) fly-in community in the world - Spruce Creek Fly-in, near Daytona Beach, Florida.

The Spruce Creek Gaggle Flight, with over 100 members, of which my flight - Goofy Flight - is a part, regularly performs formation displays at events around the Daytona Beach area. Memorial Day and Veterans Day are two prime examples. More often than not I am away from Florida for Memorial Day, but this year was an exception.

Indeed, the Memorial Day weekend was stacked full of formation flight requests. The Valiant Air Command Warbird Museum at Titusville, Fla., were holding a special weekend event starting on the Saturday before

Memorial Day and ending on Memorial Day itself. Then there were the three cemetery fly-pasts scheduled at Edgewater, Daytona Beach and DeLand on Memorial Day itself.

So it was a very busy three days for Goofy Flight. The Snowbirds had left and Great Lakes pilot Jeff Edwards was away at the Bi-Plane fly-in. As a result Goofy Flight varied between 3 and 5 planes, depending on our team members' daily commitments. But whilst a good formation display can be performed with 3 planes, I much prefer a 4-ship as a minimum.



My plane, 'Goofy', is the only one in Goofy Flight to have smoke, so the formation and type of break is dictated by how we want the flight to look to those on the ground. I also have the option to have continuous smoke or 'puffing' smoke to add fun to the show. For Memorial Day, the smoke was on the continuous setting.

We have some great photos of the Gaggle Flight and its members Alpha Flight and Goofy Flight during the Memorial Day weekend on pages 47 through 53 of this issue. But here's another one below.

Whilst I normally lead Goofy Flight, there are times in a 4-ship flight when I fly the slot (the #4 position in a diamond) as having the only plane in the flight with smoke it looks far better from the ground for me to fly this position.

On one of our visits to the VAC we decided to return via the Space Center with a fly-past down the Shuttle Landing Strip. This entertains the crowd at the KSC Visitors Center. But then we enjoy it too, flying at very low level in formation just feet above the long, long 15000 ft Shuttle runway.

The photo left shows me flying Goofy in the #4 position in a finger tip right formation. Look closely and you can see the massive Vehicle Assembly Building (VAB) in the background

Talking of the VAB, when I last saw the Space Shuttle Atlantis it



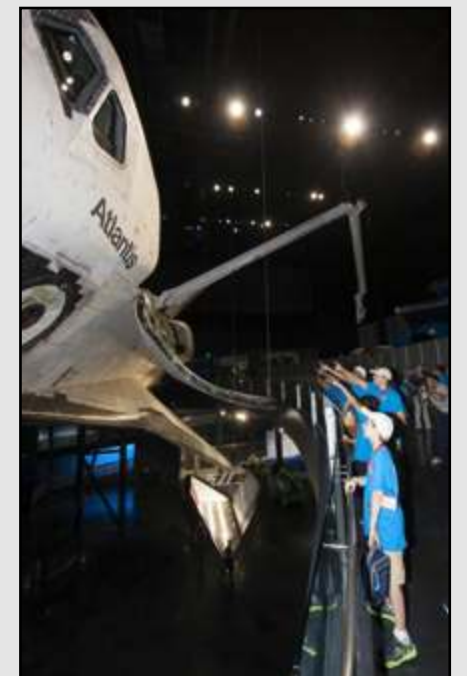
was in the Orbiter Processing Facility (OPF). As the photo above shows, I was indeed fortunate to be one of the last people to sit in the Commanders seat on the flight deck of Atlantis before it was moved to its new home at the KSC Visitor Complex. To get inside the very last Space Shuttle to fly to the International Space Station was a dream come true, yet alone sit in the command pilot's seat. Pinch me! See P34 of [this back issue](#).

On 29 June, the Space Shuttle Atlantis, the

newest attraction at Kennedy Space Center Visitor Complex in Cape Canaveral, Fla., opened to the public. OV-104, Atlantis, flew 33 missions during which time it had orbited the Earth 4,848 times, traveling nearly

126,000,000 miles in space or more than 525 times the distance from the Earth to the Moon.

The photo below shows Atlantis on display.





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 Information Quick List

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

FAX 386/761-7808

AFTER 1700386/756-6125 (Security)

VORTAC OMN 112.6 165°R/13.9 DME

VORTAC ORL 112.2 020°R/35.6 DME

FSS St. Petersburg 122.2

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

INSTR APCH (Rwy 05) GPS (Private, Residents Only)

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

AWOS..... 121.725

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

Airport Manager:	Airport Assistant Manager:	Airport Committee Chairman:
Ken Doucette	Dick Cunneen	Bob Spillman 386 767-5814
Cell 386 872-1430	Cell 386 872-1431	Cell 305 367-0175



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".



MEMORIAL DAY IS a special day in the U.S. Calendar.

At Spruce Creek Fly-in the Gaggle Flight pilots honor all Americans who have

died while in the military service in a special way. They fly mass formations over local cemeteries, including 'missing man' flights. In 2013 missions

were flown by 26 planes over 3 cemeteries - Edgewater, Daytona Beach and DeLand.

Enjoy the pics >>

Photo on this page shows 22 planes lined up on runway 5 at Spruce Creek, ready to launch.

All photos for this feature by Gary Rosier, unless otherwise notated.





Alpha Flight (main photo) was tasked with flying the 'missing man' formations at all three ceremonies as the timings prevented the mass Gaggle Flight from doing everything.

The term 'missing man' flight originates from WWI. As the 'missing man' flight of four aircraft reaches the pull up point the #3 aircraft pulls up skyward into an ascending climb and then rolls gracefully towards the West, signifying the fallen aviator's spirit reluctantly being called to heaven.

An example of this can be seen in the photo below where the #3 aircraft has just started its climbing turn to the west.



The 'missing man' flights are a long established Spruce Creek Gaggle Flight tradition, restricted to either honor military personnel, or members of the Gaggle Flight itself, who have 'gone west'.



Alpha Flight returns from their final 'missing man' mission at DeLand as Dan Garley in his Cherokee, part of Goofy Flight, waits ready to depart for a fly-

past at the Valiant Air Command's Memorial Day celebrations at the VAC Warbird Museum at the Space Coast Regional Airport in Titusville.



Goofy Flight of 4 was the last flight in the mass Gaggle. Here, Steve Wood in his GlaStar 'Googy' passes overhead the Edgewater cemetery with smoke full on.





The photos on this page are a selection taken on Memorial Day 2013 by Gary Rosier. Gary was flying with Ted Chang in his RV-9A, as part of Goofy Flight.

Photo above right was taken during the flight to a fly-past at Edgewater cemetery. Dave Henning in his Super Decathlon is chased by Mike Taylor in his Skylark LSA.

Photo above left shows Steve Wood's GlaStar 'Goofy' in a curving descent leading Goofy Flight for a high speed low pass at the Valiant Air Command Warbird Museum at Titusville.

Photo bottom left shows 'Goofy' on the ground at the VAC. Photo bottom right shows Spruce Creek resident Tim Plunkett's replica Sopwith Camel in the VAC looking out towards the museum's original D-day Landing C-47.



This photo shows Steve Wood in his GlaStar 'Goofy' in the break at the Valiant Air Command Museum at Titusville, Fla..





GOLDEN WEST

Golden West Fly In Yuba County Airport Marysville, California June 7-9, 2013

Who ever would have thought that the temperature in central California would reach 110 degrees in early June. Certainly not the airshow planners. The average temperature for this time of year is usually in the low nineties.

Our West Coast correspondent, Jim (Flybum) Pratt endured the heat and here's his report from a hot, hot Marysville:

The high temps on Friday and Saturday definitely had an effect on the crowd, but the display aircraft and the performers were there despite the hardships. Tim Sowell and I didn't show up until Sunday, when the temps had dropped to 93 F with a nice 10-15 knot

breeze. It was pleasant by then but the effect on fly-in aircraft and on the crowd was very apparent, as many had already left or did not show up. So here we were, a great airshow setup, lots to look at and almost no crowd which would be good, except that airshows need income to keep going year-after-year. The performers and the display aircraft drivers deserve lots of credit for hanging in there under extreme conditions.

Another thing that threw a curve ball to the planning was the fact that the military was not present. The F-18s from NAS Lemoore did not show up and neither did the U-2 over-flights from nearby Beale AFB, both due to the idiotic sequester brought on by an impotent congress. I suppose it would have broke the bank to have the guys from Beale show up being that



the base is just seven miles from Yuba County Airport in Marysville. I would have chipped in on the gas. Do I sound spoiled or what?

We spent the morning, before the air demonstrations, walking the grounds and looking at the planes. There was

plenty to look at - kitplanes, antiques, and warbirds. For some reason there were a lower number of Sport Aircraft

vendors this year. Many of the most popular models were not represented, and perhaps this is a sign of the times?

The Van's Aircraft RV series, RV4s, RV-6s, RV-7s, RV-8s, and RV-12s were there in great numbers, enhanced by the pilots from the West Coast Ravens who all fly RVs. There were no military bombers present, at least not on Sunday. There were two P-51s and several T-6s.

I had an opportunity to talk to some of the Tuskegee Airmen inside the Aircraft Spruce hangar. I picked up a video which is supposed to be more factual than the movie "Red Tails" which is a movie I enjoyed watching. One of our EAA chapter members, Geneva McJunkin has an uncle who achieved the rank of Colonel as a Tuskegee Airman. Col. Warren, I believe.

The Airshow consisted of several of the greats:

Bill Cornick, flying his modified Pitts

Spencer Suderman flying his modified Pitts

Dr. Frank Donnelly flying a clipped-wing Taylorcraft

Vicky Benzing flying a German-built Extra 300S

Carl Liepold flying a Yak-55M

Dan Vance's flying P-51D Speedball Alice



The Liberty parachute team opened the show with the Star Spangled Banner. The team has been performing nationwide for over 20 years.



Bill Cornick took to the skies first flying his green and white Pitts S-2. Bill retired from the airlines and is 80 years old. Who says you have to quit flying and go play golf after 70? He flies better than most pilots and has logged over 25,000 hours. I hope he keeps it up for many more years.





Not to be outdone, Spencer Suderman took flight in his red and black Pitts. His intense gyroscopic maneuvers include inverted flat spins with smoke that creates a corkscrew in the sky as he descends inverted. He also does a very difficult Double Hammerhead which not many pilots can do.



The West Coast Raven Flight Formation Team helped to fill in the gap left by having no military demonstrations. These

guys are a bunch of Van's RV builders and flyers who really put on a nice relaxing demonstration. I have attended their flight

formation clinics and let me tell you they work very hard to train their pilots and to perfect the formations that they fly.

Tim Redden did a fine job of leading the team this time around and their act came off like clockwork. It was choreographed to

have something happening all of the time. First a large formation flyover, then the team broke up into smaller groups, each

doing a different formation flyby. This continued for quite a while and was enjoyable to watch.









After the Raven flight, three T-6/SNJ aircraft took to the air and did several formation flybys. What would an airshow be without the sound of those Pratt & Whitney radials? This type of aircraft was the primary trainer during a good part of World War II.




Carl Liepold was up next in the Yak 55M, a plane that looks like a giant Godzilla-like mosquito on steroids with that big radial engine and the long landing gear legs. Several years ago it started blowing away the Pitts competition during International Aerobatic contests because of its immense horsepower. It is a Russian-made aircraft. Carl used the extra horsepower to great advantage during his routine.



Next up was Dr. D in his 1946 clip-winged Taylorcraft performing old-time aerobatics. This type of flying requires good energy management. There is not enough horsepower to power your way out of a problem. Dr. D makes it look easy, although it does require a lot of skill





Vicki Benzing took to the skies next in the Extra 300S. She has 5,000 hours of flight time and has done skydiving, aerobatic competition, and has raced at the Reno Championship Air Races. The Extra that she flies is both powerful and nimble. She is sponsored by FESTO Corporation, an industrial automation company.

Considering the weather, the airshow was well-worth attending and the people who put it on deserve a lot of respect for hanging in there.





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.



NOSE ART & NUMBERS



Porsche Celebrates 50th Year of 911 with 100th Career Le Mans Class Victory

Winning Manthey Racing Porsche 911 RSR leads the GT class at Le Mans.

23 June, 2013 - Le Mans, France. At the Le Mans 24 Hours, Porsche has further extended its record with class wins number 99 and 100 and opened a new chapter in the history of the world's most famous long distance race. On the Circuit des 24 Heures, the new Porsche 911 RSR fielded by Porsche AG Team Manthey with Porsche works drivers Romain Dumas (France), Marc Lieb (Germany) and Richard Lietz (Austria) won the fiercely competitive GTE-Pro class against strong opposition from Aston Martin, Chevrolet, Ferrari and Viper. In the second 911 RSR, their works driver colleagues Joerg Bergmeister (Germany), Timo Bernhard (Germany) and Patrick Pilet (France) finished second, making the race car from Weissach perfect. In the GTE-Am class, the Porsche 911 GT3 RSR run by the customer team IMSA Performance Matmut clinched victory with Frenchmen Raymond Narac, Jean-Karl Vernay and Christophe Bourret.

Porsche is celebrating the 50th anniversary of the Porsche 911 sports car. Since its introduction and competition debut, the iconic car has accounted for countless motorsport victories around the world. Of the 100 Le Mans class titles, 911-based racers have earned over half. Porsche has stood on the top step of the podium at Le Mans

overall 16 times. In 2014, Porsche will return to the overall prototype category.

The 81st running of the long distance classic took place in changeable weather with constant showers and under the most difficult conditions. Amidst those celebrating the team's efforts stood Dr. Wolfgang Porsche, Chairman of the Supervisory Board at Porsche AG, CEO Matthias Müller as well as Board Members Wolfgang Hatz (Research and Development) and Bernhard Maier (Sales and Marketing) who had witnessed most of the race firsthand round-the-clock in the Porsche pits.



In the first hour of the race, the 911 RSR made up positions at just its third outing in the sports car World Endurance Championship WEC, which yielded double points at Le Mans as the third round. With fast lap times and utmost reliability, the Number 92 in particular fought for victory right from the start. The pit stops were predominantly just routine: refuel, tires, driver change – then back out on the track. Both works-run Porsche completed the entire distance without the slightest technical problem, apart from a rear light that had to be replaced on the Number 91 Porsche 911 RSR after being nudged by a competitor. The second racer fielded by Porsche AG

Team Manthey was thrown back in the field shortly after the start when the safety car was deployed right in front of Joerg Bergmeister which cost the Porsche factory pilot almost two minutes.

While some competitors struggled on the difficult and partly wet circuit, the 911 RSR made it safely through the night without any problems and underlined the intention to clinch its maiden victory with consistently fast lap times. In the final race hours, the Number 91 also gained ground and slipped into second place ahead of the Aston Martin and Ferrari.

In the GTE-Am class, at times three Porsche 911 GT3 RSRs ran at the front. At the flag, Raymond Narac, Christophe Bourret and Jean-Karl Vernay, who receives support from Porsche in his Porsche Mobil 1 Supercup campaign this season, brought home the victory. Porsche race driver Patrick Dempsey, one of an all-American driver trio helming the Dempsey Del Piero-Proton 911 GT3 RSR with Porsche works driver Patrick Long and Joe Foster, also held the lead at times. However, after he was blamelessly shunted off the circuit by a sports prototype he had to bury his dream of winning his first Le Mans outing with Porsche.

The Le Mans race was overshadowed by the death of Denmark's Allan Simonsen. In the fourth race lap, the Aston Martin pilot crashed into the barriers in the fast Tertre Rouge corner and died from his injuries shortly afterwards in the Circuit des 24 Heures Medical Center.

The new BMW 4 Series Coupe

BMW Announces a New 4 Series Coupe

The new BMW 4 Series Coupe heralds the dawn of a new coupe era at BMW. Launched as the fourth generation of BMW's sporty mid-size Coupe, the new BMW 4 Series Coupe embodies the very essence of aesthetic appeal and dynamics in the premium segment. Its stylistic features carry the promise of a powerful presence on the road, stand-out dynamic ability and driving pleasure in abundance. Indeed, the new BMW 4 Series Coupe represents a paragon of balanced proportions and the final chapter in a story of development. The "4" in its title headlines this new era for the Coupe and emphasises not only its stand-alone design, but also an even greater technical differentiation from its BMW 3 Series cousins.

The new BMW 4 Series Coupe is visibly larger in width and wheelbase than the outgoing BMW 3 Series Coupe, and its dynamically stretched coupe silhouette sits considerably lower to the road. This, together with its BMW-typical short overhangs, long bonnet and set-back passenger compartment with flowing roofline, lends the BMW 4 Series Coupe impeccable visual balance. The car's striking front end – with its characteristic BMW design features, such as the double-kidney grille, twin circular headlights and a large air intake in

the front apron – is keen to display its family ties with the BMW 3 Series. However, the more sporting interpretation of the BMW 4 Series Coupe also underlines its dynamic convictions. A new element of the BMW 4 Series Coupe are the Air Breathers, positioned rearwards of the front wheel arches to reduce drag in this area. The Coupe's muscular wheel arches and wide track make a



particularly prominent contribution to the hunkered-down design of the rear, with its prominent horizontal lines.

Driving dynamics from the top drawer.

The defining ingredients in the involving driving experience laid on by the new BMW 4 Series Coupe are its impressive driving dynamics and assured handling properties. The BMW engineers have succeeded in making key improvements in areas such as steering accuracy, precision and agility, as well as honing, further still, the instincts of the new BMW 4 Series Coupe as an unadulterated driving machine. Sophisticated chassis technology, torque steer-free Electric Power Steering, 50:50 weight distribution,

a programme of fine-tuning in the wind tunnel and an innovative lightweight construction concept gave them the tools to achieve their aims.

The new BMW 4 Series Coupe has a longer wheelbase, wider track and lower ride height than the BMW 3 Series Coupe it replaces. Its lower suspension brings the car's centre of gravity down to below 500

millimetres, giving it the lowest centre of gravity of any car in the current BMW model line-up. As a result, the new BMW 4 Series Coupe is one of the sportiest series-produced cars in the BMW range and sets new dynamic standards in the segment.

One six-cylinder and two four-cylinder engines available from launch.

The sporting two-door model will be available from launch powered by the following engines: the six-cylinder in-line petrol engine in the BMW 435i Coupe, the four-cylinder petrol unit for the BMW 428i Coupe and the four-cylinder diesel for the BMW 420d Coupe. All the engines work using the latest BMW TwinPower Turbo technology and cover an output spectrum stretching from 135 kW/184 hp to 225 kW/306 hp. These state-of-the-art engines not only imbue the BMW 4 Series Coupe with outstanding acceleration and elasticity, they also join forces with the car's intelligent lightweight construction concept to deliver further improvements in driving dynamics and lower fuel consumption.

DreamWorks Studios and Ford Motor Company Announce Exclusive Partnership

LOS ANGELES, June 10, 2013 – Today, DreamWorks Studios’ Stacey Snider, Partner and Co-Chair, and Ford Motor Company’s Jim Farley, Executive Vice President, Global Marketing, Sales and Service, are pleased to announce an exclusive partnership for the feature film “Need for Speed,” which will include significant integration of Ford products, along with extensive media promotion by Ford at the time of the film’s release on March 14, 2014. The announcement coincides with the unveiling of a one-of-a-kind Ford Mustang for the film, during Electronic Arts’ press conference at E3 Expo in Los Angeles later today.

The Ford-designed and created made-for-movie Mustang will be featured prominently throughout the film and become part of the mythology of the movie. The “Need for Speed” Mustang features a custom-designed wide body, unique 22-inch alloy wheels, and larger air intakes to feed the supercharged V8 engine under its classic Mustang twin-nostril hood.

“‘Need for Speed’ is rooted in Americana, and when we were casting our hero car for the film, Ford Mustang was the obvious choice,” said Snider. “With its 50-year history in film, the iconic Mustang is the perfect co-star for Aaron Paul. We are privileged to have such an esteemed partner like Ford working with us on this film and look forward to seeing their

Mustang up on the big screen next year.”

Ford also provided the production with an F-450 truck known in the film as “The Beast,” as well as another Mustang to serve as a specially designed camera car, which allows the filmmakers to capture car racing action in new and exciting ways.

“Need for Speed” marks an exciting return to the great car culture films of the 1960s and ’70s, tapping into what makes the American myth of the open road so appealing. The story chronicles a near-impossible cross-country journey for our heroes – one that



begins as a mission for revenge but proves to be a journey of redemption.

“Ford Mustang is a symbol of freedom and optimism that allows you to be the person you dream of being, making it the perfect fit for this story,” said Farley. “Ford is excited to partner with DreamWorks and Electronic Arts as they bring the epic gaming franchise of ‘Need For Speed’ to the big screen, allowing us to go further with them as they tell their great story on the global stage.”

The movie is based on Electronic Arts’ popular video game series of the same name. It is one of

the most successful racing video game franchises in the world, with more than 140 million games sold. The film stars Aaron Paul (“Breaking Bad”), Dominic Cooper (“Captain America”), Imogen Poots (“Fright Night”) and Michael Keaton (“Batman”), and is directed by Scott Waugh (“Act of Valor”). George Gatins and John Gatins developed the story and wrote the screenplay. John Gatins, Patrick O’Brien and Mark Sourian are producing. The Walt Disney Company is distributing the film in the United States and select international territories, while Mister Smith Entertainment is

handling distribution in Europe, Africa and the Middle East. DreamWorks’ partner Reliance will distribute the film in India.

“‘The Need for Speed’ movie will embody everything that fans of action racing films want to see – hot cars, high-stakes street racing and mind-blowing stunts,” said Scott Waugh, director of the “Need for Speed” film. “The adrenaline-fueled story across America will keep viewers on the edge of their seats.”

The next game in the “Need for Speed” franchise, “Need for Speed Rivals,” will be available Nov. 19, 2013 for the Xbox 360® game and entertainment system from Microsoft, the PlayStation®3 computer entertainment system and PC. The game will launch on Xbox One, the all-in-one games and entertainment system from Microsoft and PlayStation 4 later this year.

Aston Martin Takes Third in 24hrs of Le Mans

Aston Martin Racing finished third in the highly competitive GTE Pro class in the 24 Hours of Le Mans with its #97 Vantage GTE, a result dedicated by the team to its driver Allan Simonsen (DN), who was involved in a tragic accident in the #95 car shortly after the start of the race.

David Richards, Chairman of Aston Martin comments: “Following the wishes of Allan’s family, the team continued its participation in the race which was obviously very emotional and difficult for everyone. Both the #97 and #99 cars led for long periods of time but, ultimately, it was the changing weather conditions in the last hours that cost us the victory we all longed for. I’d like to thank everyone who has shown us such support over the weekend and sent the messages of condolence to Allan’s family.”

The #97 Vantage GTE, liveried with the design chosen in Gulf’s online competition, started from second on the grid – sharing the front row with the mechanically identical #99 car which qualified on pole. Darren Turner (GB) was quick off the start line taking the lead from Rob Bell (GB) and the pair

continued together through the night, leading the race while trying to keep the #92 Porsche at bay.

As the sun rose over the Circuit de la Sarthe, the #99 car was leading the way with the #97 in third. However a wet track caused driver Frédéric Makowiecki (FR) to spin and collide with the barrier. The #97, now in second place, continued the team’s charge. In the lead up to the final two hours, the #97 took the lead from the #92 Porsche but heavy rain showers and unfortunate safety car timings hampered its campaign



and, thus, the team crossed the finish line in third place.

Meanwhile the third Pro car, #98, having run strongly through the night succumbed to a technical issue and retired from the race. In the GTE Am class, the team’s #96 car finished sixth in a competitive class after 24-hours of consistent racing.

#97 driver Darren Turner: “It’s been an emotional weekend. No one could have ever thought it would start as it did. Our thoughts are with Allan, his family and all the mates

he made around the world during his racing career.”

Team Principal of Aston Martin Racing John Gaw comments: “Le Mans 2013 will be remembered by the team for the tragic circumstances that surrounded the team’s participation, but everyone performed their tasks with the dignity that the circumstances demanded. Ultimately, the outcome did not achieve our objectives but we look forward to taking the lessons learned to the remaining rounds of the WEC this year.”

The ambitious five-car campaign marked the centenary year of Aston Martin and, to celebrate the anniversary, a parade of almost 100 Aston Martins took part in the Centenary Parade, a lap of the Circuit de la Sarthe. Aston Martin CEO, Dr Bez, led the lap in the

company’s latest concept car, the CC100.

Dr Bez commented: “The tragedy in the opening hours of the race overshadowed the great performance of the Aston Martin Racing team. I am proud of everybody for demonstrating great speed, professionalism and competitiveness right up to the end of 24th hour. This achievement is a truly fitting tribute to Allan Simonsen.”

Aston Martin is celebrating its centenary in world-class style with the debut today (19 May) of the exceptional CC100 Speedster Concept.

Created as a stunning celebration of the great British brand's 100 years of sports car excellence the one-off CC100 looks both to the past and the DBR1 – Aston Martin's greatest sporting triumph on the track – and to the future with its teasing glimpses of potential future design direction.

The 6.0-litre V12-powered concept car today makes its world debut by completing a lap of the famous Nordschleife at Germany's ADAC Zurich 24 Hours of Nürburgring race. It is lapping the circuit together with the 1000km race-winning 1959 DBR1 with British racing legend Sir Stirling Moss at the wheel. It is the most tangible expression yet of the brand's year-long 2013 centenary celebrations.

Viewed by tens of thousands of lucky spectators in Germany, the radical speedster is being driven today by Aston Martin CEO Dr Ulrich Bez. He said: "CC100 is the epitome of everything that is great about Aston Martin. It represents our fantastic sporting heritage, our exceptional design capability, our superb engineering know-how and, above all, our adventurous spirit!"

"I have nicknamed it 'DBR100' because of its affinity to the great 1959 race-winning cars and, of course, our 100-year anniversary in 2013.

"But this car is more, even, than a simple 'birthday present' to ourselves: it shows that the soul of Aston Martin – the thing that differentiates us from all the other car makers out there – is as powerful as ever and I very much hope that everyone who catches a glimpse of it at the Nürburgring today enjoys seeing it."

Designed and constructed in fewer than six months at Aston Martin's global headquarters in Gaydon, working with key supplier Multimatic Inc, under the leadership of Special Projects and Motorsport Director David King, the finished look of the two-seater CC100 is the



work of Design Director Marek Reichman working alongside the brand's Chief Exterior Designer Miles Nurnberger.

Miles explained: "The brief was very simple, yet enormously testing: create something that reflects the 100 years of Aston Martin heritage and signals the future of the brand.

"The idea of an iconic speedster concept that nods to the Le Mans- and Nürburgring-winning cars of 1959 soon came, and we have had complete freedom to shape this car."

Marek Reichman said: "I'm extremely proud of the entire team at Gaydon for creating this remarkable

sports car concept in such a short time.

"The need to create a truly fitting tribute to 100 years of the Aston Martin brand has brought out the creativity and talent that makes Aston Martin such an exceptional luxury sports car maker."

Measuring almost four and a half metres nose to tail, and more than two metres wide (including mirrors) the Speedster Concept body is a classic example of the almost infinitely flexible nature of Aston Martin's trademark Vertical Horizontal engineering philosophy.

With a body and interior crafted from carbon fibre, tooled and

provided by low volume specialists Multimatic, the CC100 utilises the latest generation AM11 naturally aspirated V12 gasoline engine mated to a six-speed hydraulically actuated automated sequential manual

transmission. Controlled via steering column-mounted paddle shifts the lightweight 'box delivers truly sporting changes perfectly suited to the Speedster's track-focused nature.

The drivetrain will power the CC100 from rest to 62 mph in a little over four seconds, while the top speed is limited to 180 mph.

Dr Bez added: "The future of Aston Martin is, very clearly, more exciting now than perhaps at any time in its history and I'm looking forward to seeing the excitement and anticipation that CC100 creates among Aston Martin owners and enthusiasts worldwide."

CLICK PHOTO TO VIEW VIDEO

Get Ready for the Fastest Ever Lotus Convertible!

This summer the critically acclaimed Lotus Exige S loses its roof and gains a new character. As capable as its coupé counterpart, the Exige S Roadster retains all the intent of a race-bred sports car but also possesses the poise of a sleek convertible.

Sitting alongside the Exige S, Exige Cup and Exige Cup R, the Exige S Roadster completes the Exige lineup and enhances the track focussed collection by providing a new facet to the range.

Powered by the same 3.5L V6 as the coupé variants and weighing in 10kg less than the Exige S at 1166kg, none of the exhilarating performance of the phenomenal Exige range is compromised, yet the driver is only 'two clicks and a roll' away from

cruising in open-top style thanks to the lightweight, factory-fitted soft top.

Achieving 0-60 mph from standing in 3.8 seconds, delivering 345 hp at 7000 rpm (350 PS) and 295 lb ft of torque at 4500 rpm, the Roadster matches the coupé's mechanical performance and retains its £52,900 price tag, but style takes an understated approach having shed its rear wing and front splitter to maximise airflow over its sleek silhouette.

The introduction of the new Exige to the Lotus product range has provided a new opportunity for the Norfolk based sports car brand to expand and strengthen its production resource, generating new jobs and opportunities for skilled individuals who want to be part of the Lotus story.

The Exige S Roadster is the perfect car for a 'joy' ride; what better way is there to enjoy the panoramic views of the world's most beautiful roads than when they are enhanced by the purposeful roar



of a V6 soundtrack and to feel the wind in your hair and sun on your skin? Exige S Roadster is now available to order with the full list of options and extras as available on the Exige S coupé, with the extra interior option of quilted leather seat and door trim details.

The Exige S Roadster at a glance:

- Max Power 345 hp (350 PS) at 7000 rpm
- Max Torque 295 lb ft (400 NM) at 4500 rpm
- 0 – 60 mph 3.8 seconds

- 0 – 100 km/h 4.0 seconds
- Max Speed 145 mph (233 km/h)*
- Weight 1166 kg

The Exige S Roadster in more detail:

Engine: Mid-mounted, transverse 3.5 litre DOHC V6 VVTi, 24-valve equipped with Harrop HTV 1320 Supercharger.

Transmission: 6 speed manual with sports ratios only from launch. Paddle shift options for Exige S Roadster will be considered subject to demand.

Suspension: Fully independent double wishbone suspension with front and rear anti-roll bar. Bilstein high performance gas dampers and Eibach coaxial springs.

Braking & Dynamic systems:

- AP-Racing four-piston callipers with ventilated and cross drilled

cast-iron discs.

- Lotus / BOSCH Developed ABS/ESP system
- Hydraulic Brake Assist (HBA)
- Electronic Brake Distribution (EBD)
- Cornering Brake Control (CBC)
- Lotus Dynamic Performance Management (Lotus DPM)

Wheels & Tyres: Lightweight cast alloy wheels (17" front and 18" rear) clad with Pirelli P-Zero Corsa tyres.

<http://www.lotuscars.com/gb/our-cars/current-range/exige-s-roadster>

GONE CRUISIN'

Gary's Hot Rods & Cruisers



Terrific Tavares



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/>

TAVARES IN CENTRAL Florida is a terrific place to visit if you and your family want to have fun on land, sea and in the air. You can do all three, or any one - it's great fun.

The City held its Planes, Trains and BBQ event in late April. Our Cruisin' News guru, Gary Rosier, went along to have fun.

Here's his photo report - enjoy:

All photos for this feature: Gary Rosier



**The Orange Blossom
Cannonball — the
"movie train" that was
featured in the films
"True Grit,"
"Appaloosa" and "3:10
to Yuma"**





















**Veteran Air Force pilot
John Black flying his
aerobatic American
Champion 8KCAB Super
Decathlon**











Buck Roetman and Mark Sorenson teamed up in two identical Tiger Yak 55's to fly a

magnificent aerial demonstration of precision and skill, performing spectacular formation aerobatics



Cruisin' Music





THE GOODGUYS Rod & Custom Association promotes and produces some of the world's most dynamic automotive events.

Why? Because they are car people, just like you. Founded by lifelong hot rodder Gary Meadors in 1983, Goodguys is the world's largest hot

rodding association with over 70,000 active members worldwide. Goodguys events feature thousands of candy colored hot rods and

customs, tricked out trucks, mighty muscle cars and regal classics.

The 8th Nashville Nationals was a great

success despite the moist atmospheric conditions to open the weekend! Friday's event was warm and soggy with showers throughout the day but

Saturday and Sunday were great with dry pavement, big crowds, cool cars, cool people and good times. It was a great weekend of southern style hot

roddin' and our East Coast photographer, and *Gone Cruisin'* contributor, Gary Rosier went along to enjoy the fun. Enjoy >>







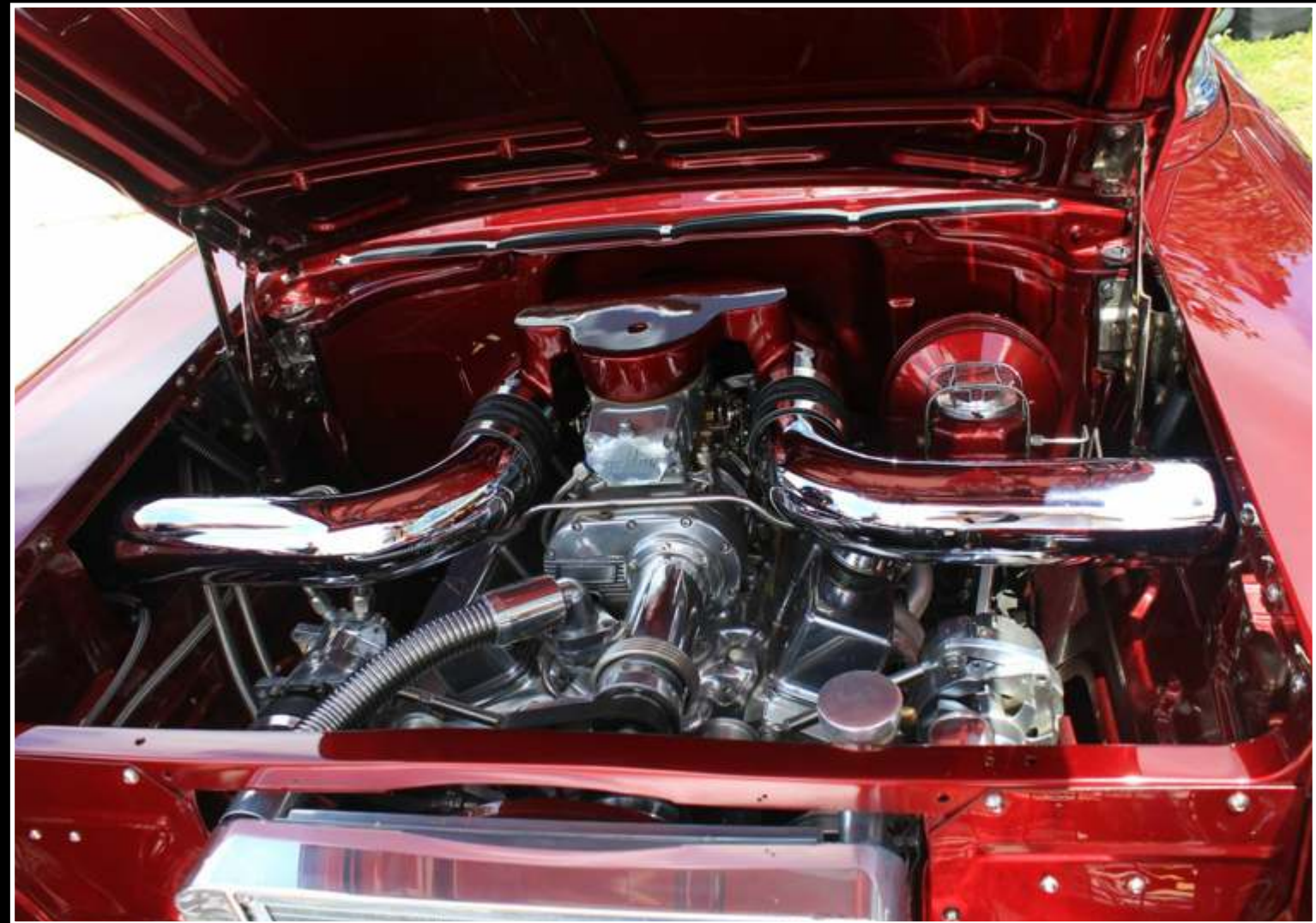
Triple Nickle - more detailed photos on the next page



Triple Nickle, with its 555 Cu in motor, was not alone in its special presentation of the car's engine bay.

Immense attention to detail can be seen in *Triple Nickle's* engine bay and grille - photos to left and bottom right. This attention to detail can also be seen in other engine bays - see photos on this page and on the next two pages.



















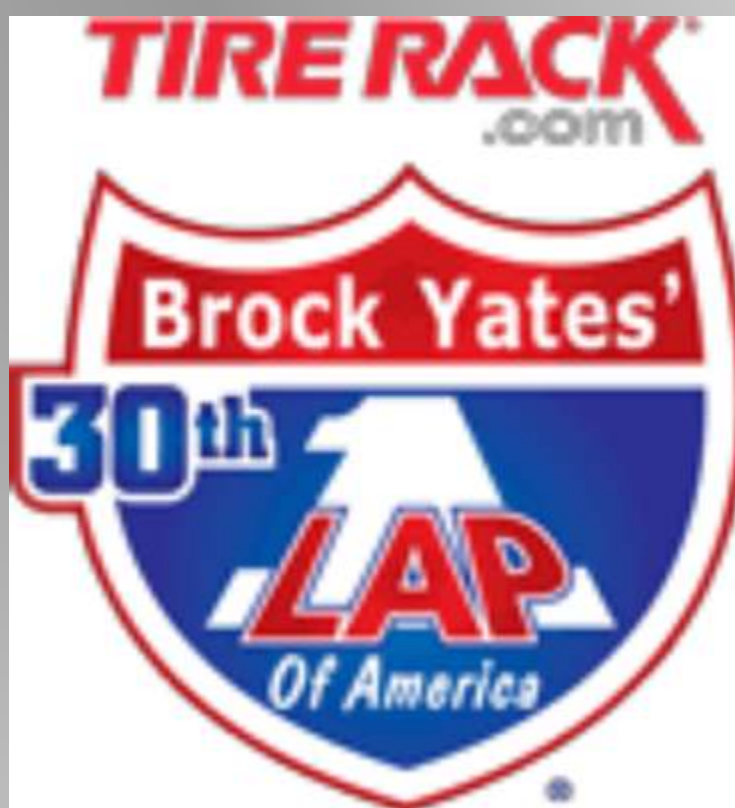






finishing positions by measuring and averaging the maximum cornering forces each vehicle generated driving a lap in both directions on the test track's 200' diameter wet skid pad.

Competitors then made their weeklong trek to many of America's premier racetracks for timed competition. These included the Talladega Raceway, Alabama Int. Dragway, NOLA Motorsports Park, Daytona Int. Speedway, Carolina Motorsports Park, Virginia Int. Raceway and the Pittsburgh Int. Race Complex. Gary Rosier, went along to Daytona to enjoy the fun.



THE 2013 Tire Rack One Lap of America was the 30th running of Brock Yates' extreme challenge for driving enthusiasts. This year's event featured eight days of competition between many of the fastest street-legal cars on America's most challenging racetracks! It tested driver and vehicle performance during seventeen timed competition events, as well as challenged their endurance during the 3,407 highway miles between venues.

The competition commenced Saturday, May 4th when Tire Rack hosted competitors to a Wet Skid Pad Cornering Challenge that awarded



All photos for this feature: Gary Rosier



Here's what the One Lap organizers had to say about Daytona Beach, and its speedway:

"Daytona, the home of big speed was also the home to some big challenges and heartbreak for some One Lappers. Entering the 4th day of competition the One Lap faced down the high speed ,high banks of Daytona International Speedway. The morning began with the first place Top Speed GTR cutting a tire on the out lap causing speculation as to whether or not they would be able to continue their campaign for a 4th consecutive victory. In a true gesture of sportsmanship and One Lap etiquette a rival GTR from the Chariots of Palm Beach team gave team TopSpeed their spare tire so they could continue their campaign. The TopSpeed team was not the only team to run into tire issues. The Corvette of Don Chrzan and Brian Peele ran into tire difficulties as well necessitating a tire swap."

Photo left: #21 - a 1965 Factory Five Racing Type-65R - a copy of the Shelby Cobra Daytona Coupe by Factory Five Racing





2013 TSM GTR PRO EIGHT "OLOA EDITION"



2012 Speedconcepts Mercedes



2001 Mazda Miata



2010 Chevrolet Camaro



1968 Chevrolet Camaro



1989 Honda CRX HF



2010 Mercedes-Benz AMG C63



2012 Honda Odyssey

2007 Mustang Shelby GT500 SuperSnake



2011 Chevrolet Camaro SS



2011 Jaguar XKR Coupe



2007 Aston Martin Vantage V8





2008 Dodge Viper SRT10

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ISSUE IS PUBLISHED - FOLLOW@SPEEDITV

2013

AIRVENTURE®

O S H K O S H


The EAA logo features a stylized white aircraft silhouette with a propeller, enclosed within a circular swoosh, with the letters 'EAA' in a bold, sans-serif font below it.

PHOTO: TEAM AERODYNAMIX - APPEARING AT AIRVENTURE2013

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