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Wings & Wheels

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February / March 2025

Issue No: 78

Best viewed as Full Size Single Page

THIS ISSUE: Mecum Kissimmee 2025 The ROAR 2025 and Much More

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SPEEDI'S BLOG

Welcome to Speedi's Blog.

The last couple of months started well and on Jan 25 I very much enjoyed my flight up to Jekyll Island on the Georgia coast, and my 6 mile walk on the beach.

Then on the flight back down to Spruce Creek things did not go as planned . . .

It was great weather, albeit with an unusually high atmospheric pressure and I was flying south on an IFR flight plan, but in CAVOK weather. My reason for flying on an IFR flight plan is that ATC takes care of ail aircraft separation in what is a very congested section of airspace, particularly when approaching Daytona Beach.

I was directed to descend in stages from a cruise altitude of 4000 ft down to 3000 ft and then to 2000 ft. It was as I reached 2000 ft that my engine suddenly lost power.

Of course, ATC was expecting me to maintain 2000 ft but when the power suddenly and unexpectedly goes this becomes an impossibility.

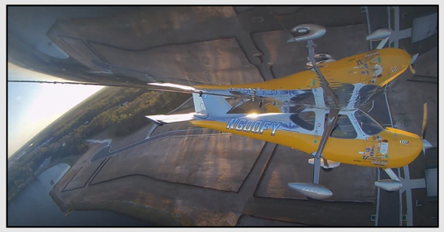
So the key thing is to fly the airplane, establish the best glide speed, declare an emergency and lastly troubleshoot if time permits.

Flying the airplane and establishing best glide speed was something which I have practiced so was not an issue. Declaring the emergency should have been straightforward. However ATC was so busy it seemed to take them forever to respond to the Mayday call which ate into the troubleshooting phase.

Eventually I received a response to my ATC call and was advised that Ormond Beach airport was 5 miles to the south on my direction of flight. The problem was that I did not have sufficient height to reach the airport as by that time my altitude was approaching 1000 ft.

What was the alternative, I wondered. The trees, houses or a landing on Interstate 95 which I was paralleling on my flight south. This seemed to be the best option, although far from ideal.





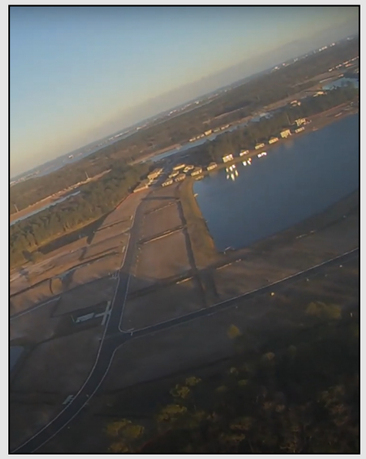


Then suddenly, as I was setting up to approach I-95 I glimpsed a new housing development to my left. There were 3



narrow roads and no houses but I was a little high for a landing. But it was a far better option than landing on I-95.

A quick decision was made and I headed for

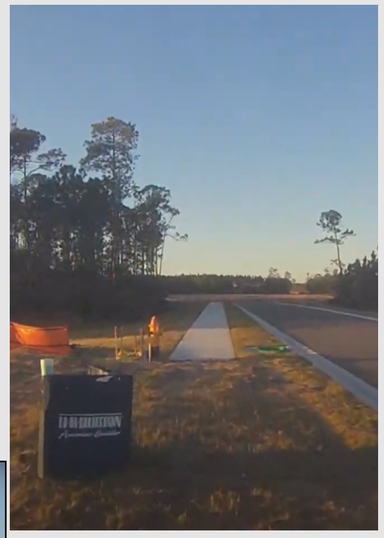


the new development. I then realized that my first option to fly a short base leg to final on the road which was at 90 deg to my flight path was not going to work as the road curved and there were houses and parked cars after this point. So I made a rapid change of plan to fly an 'S' turn at low altitude and attempt a landing on another road which was at 180 degrees to my original flight path.

Then I saw the construction machinery alongside the road.



Fortunately I was high so missed the equipment but then I was committed to land on a narrow road with street lights on one side and concrete bollards on the other.



Fortunately the high wing of my aircraft just cleared the bollards - a low wing aircraft would have had its wings knocked off. So the challenge then was to miss the street lights on one side and traffic signs on the other. It turned out that I had around 3 feet to spare on each side. So my 'precision' approach became a critical element of the landing.

The length of the road was just perfect, as was my landing, and I rolled>

SPEEDI'S BLOG

>> to a stop around 10 ft from the end of the tarmac and the start of the retention ponds.

The silence was deafening as here I was at the end of an isolated new development. Then I could hear and see the emergency vehicles out looking for me. But it took them forever to find their way into the development.

Also I could not make radio contact with ATC to let them know that I had not landed on I-95 and had made a safe landing with no damage whatsoever to the plane.

Eventually I managed to reach ATC on my phone



but I am sure that with ADSB-out ATC would have seen precisely where I had landed. to within a few feet.



I even had time to try to start the engine before the emergency services arrived. Of course, the engine started without an issue - but why was this?

But as at that time I had no idea what the problem was there was no way I was going to depart from the road even though it was long enough.

The next day, after spending the night guarding my airplane at the request of the police, and thanks to some great support from the Spruce Creek airport manager and another pilot at Spruce Creek, I folded the wings and loaded Goofy onto a trailer to head the 20 miles or so back to my hangar at Spruce Creek Fly-in.



But just why did the engine loose power and finally quit?

I had no idea so I contacted the manufacturer of the fuel injection system for support. It appears that in very rare circumstances, when running very lean of peak - which is what I was doing - and also descending into an area of higher pressure, which was the case - this can induce what is called a lean cut-out. It's a bit like carburetor icing but of course this does not happen with a fuel injected system. So I had the fuel injection system overhauled as a matter of course.

Then I felt I should also replace the high pressure fuel pump, again as a matter of course. But before I did this I carried out a ground test run with the new injection system in place. The fuel pressure and flow was below specification so this was perhaps a clue.

Anyway, I replaced the fuel pump and found that the fuel pressure had jumped from 23 psi - the minimum is 25 psi - to 28 psi and the fuel flow was back to normal. So the true cause of the engine problem was that the fuel pump was starting to fail. Perhaps had there been time to troubleshoot and turn on the boost pump - which I never normally need due to the high wing fuel tanks - the engine might have restarted.



But I simply flew the airplane to a safe precautionary landing. The hot engine may not have restated anyway, or worse still may have suddenly produced power which could have destabilized my already critical off-airport landing approach.

Now if I had been at a higher altitude when the engine started loosing power things may have been different.

The FAA FSDO, which became involved due to my off-airport landing on a road, was very interested in the circumstances involved. Once I had concluded all the tests and provided them with comprehensive information about the event and outcome, they were happy to close the incident as a precautionary landing due to a loss of power in a particular atmospherical situation; coupled with a failing fuel pump.

Now it just so happened that I had turned on my camera system for the return flight from Jekyll Island to Spruce Creek so I have a video record of just what took place.

Here's a link to the video:

https://youtu.be/Ff1Vzc8Hjbw

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8 The ROAR - 2025

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The Airbus A400M has been flying for the German Air Force for 10 years - and still has a long life ahead of it.



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Wings & Wheels

Editorial

Welcome to the February / March 2025 issue of *Speedi Wings & Wheels.*

Take a look at our 'Content's page to find out more about what's in this issue. The magazine is published bi-monthly during the last week of February, April, June, August, October and December.

Smoke Streams from Palisades and Eaton Fires

Destructive fires, fueled by a dry landscape and powerful Santa Ana winds, burned in the Los Angeles area in January 2025. Smoke from the Palisades and Eaton fires, which both broke out on January 7, was visible in satellite imagery for several days after they ignited. They were the largest of several fires that burned in the area as strong winds tore through the region.

The MODIS (Moderate Resolution Imaging Spectroradiometer) on NASA's Terra satellite acquired this image (above) at approximately 10 a.m. local time on January 10. At this time, a red flag warning remained in effect in the area, which means conditions were favorable for the ignition and spread of fire.

Centered in the image, several distinct plumes streamed south over the ocean from the Palisades fire, which burned through the Pacific Palisades neighborhood and west into Malibu. The fire had spread to 20,400 acres (83 square kilometers) and was 8 percent contained by this point, according to Cal Fire. To the east, smoke billowed from the Eaton fire in and around Altadena. This fire had burned 13,700 acres (55 square kilometers) and was 3 percent contained at the time of the

In this issue we are featuring The ROAR from Daytona International Speedway - 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

By Steve Wood - Staff Writer

A unique test aircraft: the A320 with the Eurofighter nose takes off for the first time

Airbus engineers are using a modified A320 aircraft to test and mature a new radar for Eurofighter combat jets.



What's flying up there? Unusual flying objects have always caused a stir. And that has probably also been the case in Braunschweig, Germany, on January 21, 2025. That was when attentive observers were able to see a very special aircraft in action for the first time over the airfield of the German Aerospace Center (DLR): the DLR's modified A320 ATRA, which just completed its first flight. ATRA stands for "Advanced Technology Research Aircraft".

What makes this research aircraft so extraordinary is its "nose", which is not the one you see on a regular Airbus A320 commercial aircraft. The A320 ATRA is equipped with the nose of a Eurofighter jet that Airbus engineers from Manching developed and assembled specifically for the test aircraft.

Flying "test bed" for new Eurofighter radar

But why does the A320 ATRA need a new nose at all, and why one from a fighter jet? "We are operating the aircraft in close collaboration with the DLR and the German Armed Forces to test a new radar for the Eurofighter and bring it to maturity," explains Airbus E-Scan radar project manager Thomas Hirsch. And for this, the test aircraft needs to have a corresponding front section to house the so-called AESA-MK1 radar (Active Electronically Scanned Array).

To ensure that the A320 ATRA can accommodate its new nose without any problems and fly safely with it, engineers and mechanics from Airbus Defence and Space and Commercial Aircraft have designed a complete new front section and reinforced the A320 airframe. All modifications were carried out in accordance with the proper procedures of the type-certification holder, Airbus Commercial Aircraft in Toulouse. In addition to integrating the new nose, the teams will, in a next step, also install extensive test equipment in the A320 ATRA cabin, including a customised Eurofighter avionic test rig and supporting cooling and power infrastructure requirements.

Longer test time under real conditions

Now that the first flight has been successfully completed, testing can begin this year. But why isn't the new radar being tested directly on a Eurofighter? "The A320 ATRA has a significantly shorter clearance process and can stay in the air longer than a Eurofighter," says E-Scan radar project manager Hirsch. This means that the "testing time" in a real-life environment, i.e. in the air, is considerably earlier, quicker and with a longer duration on an A320. These aspects significantly speed up the radar development process.

Upon completion of the development, the AESA-MK1 radar is then to be integrated and used in the latest generation of Spanish "Halcón I" and German "Quadriga" Eurofighters - and make the fighter jet even better than it already is. The radar will improve the Eurofighter's capabilities in air-to-air and air-to-ground operations and also equip it with electronic warfare functions.

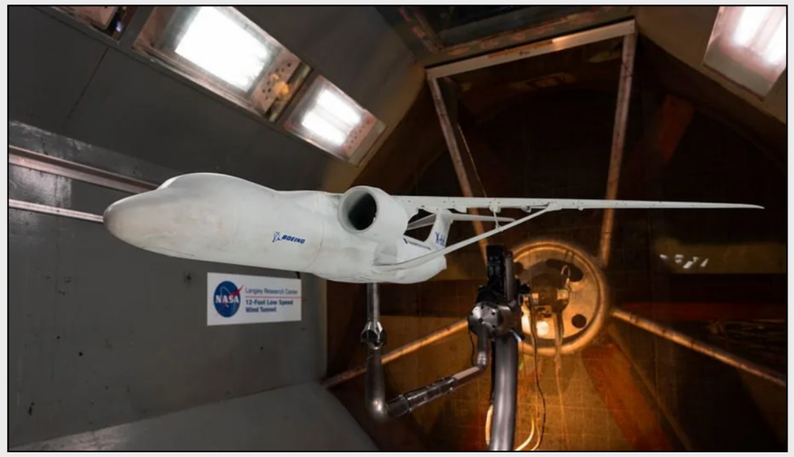
X-66 model breezes through 1st wind tunnel tests

Boeing's Sustainable Flight Demonstrator completes key step toward design validation, setting up future tech breakthroughs.

Thursday 27 February 2025

The X-66 aims to revolutionize aviation with its transonic truss-braced wing design, potentially setting a new standard for sustainable air travel.

The design integrates extra-long wings stabilized by diagonal struts, enhancing aerodynamic efficiency.



Above: NASA teams tested a model of the X-66 with a nearly 6-foot wingspan at NASA's Langley Research Center in Hampton, Virginia. The Low-Speed Wind Tunnel captured measurements of forces such as lift and drag throughout various aerodynamic configurations and flight conditions. (NASA photo)

Boeing's X-66 Sustainable Flight Demonstrator recently completed two initial wind tunnel tests using models of the X-66.

Why it matters: Before a full-size demonstrator of the X-66 can fly, the airplane's design needs to be validated using smaller models of the airplane.

The first was a low-speed test using a model of the X-66 with a nearly 6-foot wingspan at NASA's Langley Research Center in Hampton, Virginia.

The team captured measurements of forces such as lift and drag throughout many aerodynamic configurations and flight conditions.

Next, a semi-span model of the X-66, designed to represent half the aircraft, underwent high-speed testing at NASA's Ames Research Center in California's Silicon Valley.

This test replicated expected flight conditions to obtain engineering information to influence design of the wing and provide data for flight simulators.

Semi-span tests take advantage of symmetry. The forces and behaviors on a model of half an aircraft mirror those on the other half. By using a larger half of the model, engineers increase the number of surface pressure measurements.

What's next: The data from these tests informed any design adjustments necessary before advancing to additional tests.

A full-span model of the X-66 is currently undergoing high-speed wind tunnel testing at NASA's Ames Research Center.

Modification of an MD-90 airplane to become the X-66 continues, with ground and flight testing expected to begin in 2028.

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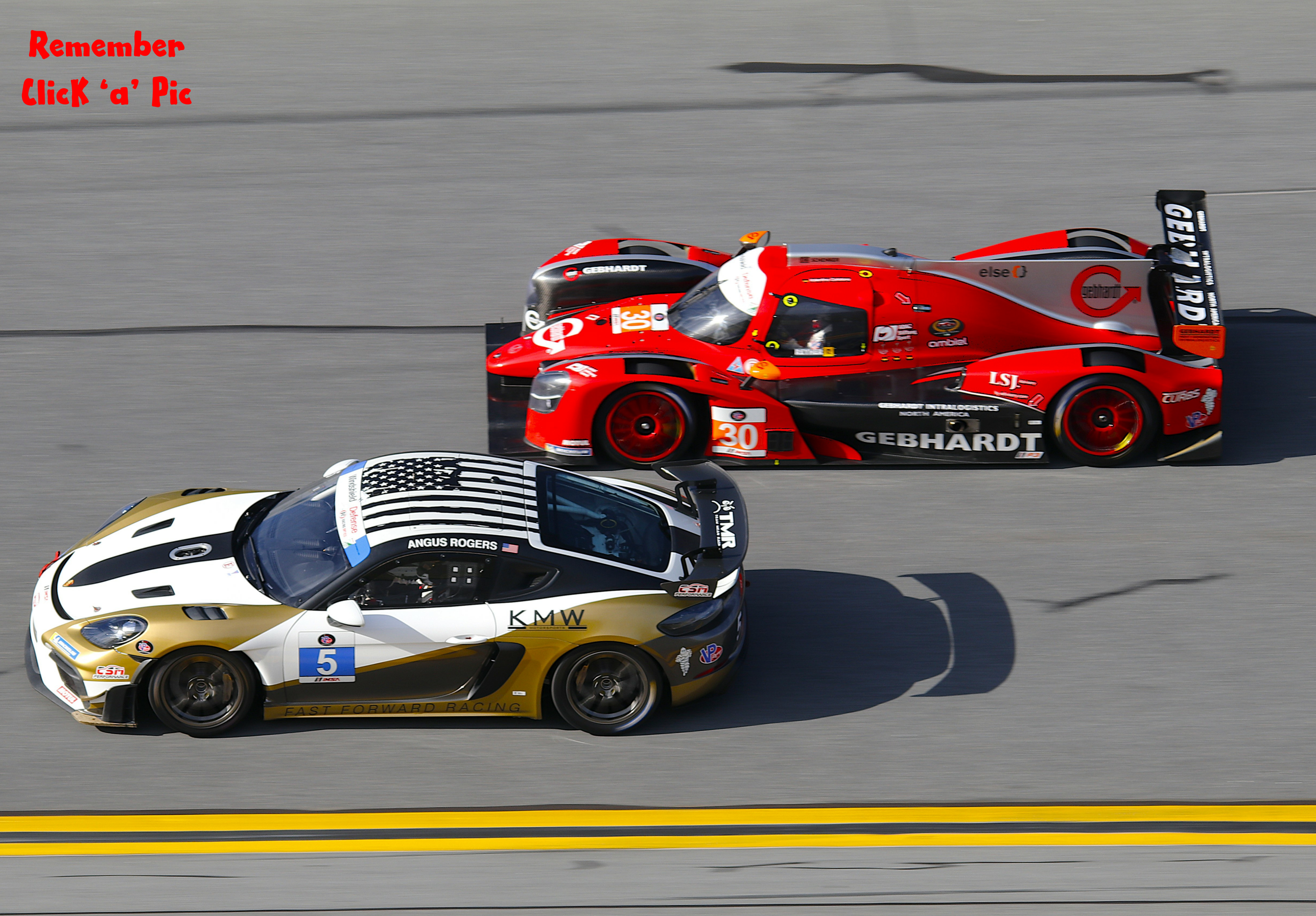

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All photos for this feature by Gary Rosier, unless otherwise notated

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

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

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

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

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

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

AIRPORT SAFETY VIDEO – The airport management recommends that all Spruce Creek Fly-In residents and airport users view this very good airport safety video. Click here

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

FAX ..... 386/761-7808 AFTER 1700 ..... 386/756-6125 (Security)

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

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

FSS St. Petersburg ..... 122.2 MHz

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

INSTR APCH (Rwy 06) ..... GPS (Private, Residents Only)

Runways: ..... 06 / 24 - 4000 ft x 150 ft

CTAF..... 122.725 MHz (pilot actuated lights 3-5-7 clicks)

AWOS..... 121.725 MHz

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

FUEL ..... 386 257-7791 (on field) or 129.925 MHz (forward request to Spruce Creek)

Airport Manager - Jim Stone ... 386 275-1894

In our '*News from the Barn*' section we will be featuring news and photos from Spruce Creek Fly-in, the world's greatest aviation community. With over 1600 homes, and not all of them are hangar homes, and home to over 3000 people, there are over 650 airplanes based at Spruce Creek. But it's not all about aviation at Spruce Creek - there's golf, tennis, motorcycling and much more, as well as a Country Club and the Downwind restaurant right alongside Beech Boulevard - a major taxiway in the center of the airport. EAA Chapter 288 (Daytona Beech) meets at Keith Phillip's hanger on the other major taxiway - Cessna Boulevard. Then there's the Gaggle Flight, which is quite something in its own right. Every Saturday morning (and sometimes on Wednesday too) members of the Gaggle Flight meet at The Big Tree which sits right in the middle of the airport. Upwards of 30 aircraft depart in flights of 3 or 4 (and sometimes more) flying out to breakfast. The arrivals back are usually spectacular, with overhead breaks the norm. Our North America editor, Steve Wood, is part of Goofy Flight - named after his GlaStar which has the special registration N-600FY. Steve even has 'goofy' smoke on his airplane which can 'puff' or be continuous at whim. Everyone has great fun at Spruce Creek Fly-in which perhaps explains why there's a sign inside the main entrance which reads *"Caution - Children And Adults At Play"*.



Here's a look at the planes at Spruce Creek Fly-in on a Saturday in January 2025

Photos by Gary Rosier . . .

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AutoNews

Top Titbits of Auto News

By Steve Wood - Staff Writer

www.speedi.tv

December 04, 2024

Mercedes-Benz has been supplying cars to the Vatican for 94 years and for the past 45 years, the Pope has been using the renowned “Popemobiles” based on the Mercedes-Benz G-Class. Now, for the first time, the Popemobile from Mercedes-Benz is going all-electric



This means that the Pope will be travelling locally emission-free in a new Mercedes-Benz in time for the 2025 Jubilee – an event that only takes place every 25 years and one for which millions of pilgrims are expected in Rome. The vehicle fulfils high requirements and was developed in close cooperation with the Vatican specifically for the Pope's use. Its electric drivetrain, which was adapted to the particularly low speeds required for public appearances, contributes to the realisation of the encyclical “Laudato Si”. In it, Pope Francis describes the need for sustainable development.

Handmade model: Details of the vehicle.

The electric drivetrain of the new G580 with EQ technology (combined energy consumption: 30.4-27.7 kWh/100 km | Combined CO_2 emissions: 0 g/km | CO_2 class: A)* was adapted to fully utilise the advantages of the four near-wheel motors for the special purpose of slow journeys at public appearances.

In the rear, the bench seat was replaced by a centrally positioned and height-adjustable single seat. This swivelling main seat makes it possible to move around flexibly and address an audience from different angles. Behind the single seat, two single seats have been integrated on the left and right for additional passengers.

The roof was removed at the B-pillar, and the B-pillar itself was harmoniously transitioned into the side wall to create an unmistakable side profile. In case of rain or bad weather conditions, a separate hardtop offers protection for the occupants. The left rear door was removed and rebuilt by the specialists – in traditional coachbuilding style – from a single piece and seamlessly welded into the bodyshell. On the right-hand side, the hinges of the rear door were relocated to the opposite side.

Like the previous Popemobiles, the vehicle is painted in classic pearl white on the outside.

A long tradition: The history of Mercedes-Benz vehicles for the Vatican

Mercedes-Benz has been manufacturing vehicles for the head of the Catholic Church and his travels and public appearances for almost 100 years. The first vehicle of this type was a Nürburg 460 Pullman Saloon for Pope Pius XI from 1930. At the time, Mercedes-Benz was awarded the delivery contract due to a harmonious overall package – and because the team at the time transferred an important characteristic of previous carriages to the vehicle: The possibility of travelling with two dignitaries and other staff using folding seats. In the 1960s, John XXIII received a 300 Landaulet with an automatic transmission and extended wheelbase. His successor Paul VI initially used a 600 Pullman Landaulet and later a 300 SEL – also a Landaulet. In the 1980s, John Paul II used the first vehicle officially called Popemobile for events in St Peter's Square, a modified 460 series G model. From 2002, he used a 463 series G 500, which was also used by his successors Benedict XVI and Francis. Specially-designed cars based on the Mercedes-Benz M-Class and the GLE were also used at times. After their retirement from service, some of the Popemobiles were placed for viewing in the Vatican and the Mercedes-Benz Museum in Stuttgart..

Maranello 14 March 2025

One year after Ferrari claimed a double podium at the 12 Hours of Sebring, seven Prancing Horse racecars are entered for the 2025 edition with the goal of taking home first place.

The historic race concludes the 36 Hours of Florida run for the IMSA WeatherTech SportsCar Championship after the series completed the 24 Hours of Daytona in January. Sebring is the second of five endurance races in 2025 for teams challenging for the IMSA Michelin Endurance Cup, but just the second of 10 season-long events for the GTD Pro and GTD classes. Meanwhile, in Europe, the 2025 GT Winter Series concludes this weekend in Barcelona with a special six-hour endurance event, where the 296 Challenge of Rossocorsa Racing will also be on the grid.

GTD Pro. After a top-10 finish at the 24 Hours of Daytona in January, DragonSpeed returns as Ferrari’s entry in the WeatherTech Championship GTD Pro class.

The quartet of Albert Costa, Davide Rigon, Miguel Molina and Thomas Neubauer ran the twice-around-the-clock event, and the driver lineup welcomes a new face at the 12 Hours of Sebring.

Giacomo Altoe joins Costa and factory driver Rigon for driving duties at the 3.74-mile circuit and it was announced last month that Altoe would partner with Costa for the remaining IMSA rounds this year. Altoe was part of Conquest Racing’s GTD lineup at Daytona and his quick pace elevated him to the GTD Pro seat.

DragonSpeed is one of 11 entries in the GTD Pro class at Sebring.

GTD. Six Prancing Horses will try their hand at the GTD victory in Sebring, with a total of 20 entries in class.

Triarsi Competizione is on the grid with two Ferrari 296 GT3s in similar fashion to their participation at the 24 Hours of Daytona. Sheena Monk, Stevan McAleer and Mike Skeen are set to pilot the No. 021, while Onofrio Triarsi, Charles Scardina, and factory driver Alessio Rovera will drive the No. 023.

AF Corse, Cetilar Racing, Conquest Racing and Inception Racing have all entered the enduro with one car apiece.



For AF Corse – the highest finishing Ferrari at Daytona – factory driver Alessandro Pier Giudi, Simon Mann and factory driver Lilou Wadoux Ducellier will contest for a second top-10 finish to start the season.

Entered for Cetilar Racing is the trio of Lorenzo Patrese, Giorgio Sernagiotto and factory driver Antonio Fuoco.

Manny Franco, a victor in Ferrari Challenge North America season-opener this past weekend at Sonoma Raceway, will join factory driver Daniel Serra and Cedric Sbirrazzuoli behind the wheel for Conquest Racing.

Meanwhile, Inception Racing has enlisted Brendan Iribe, Frederik Schandorff and Ollie Millroy to tackle the bumps of Sebring.

Winning History. Since the first sports car race at Sebring in 1950, Ferrari established itself as one of the winningest manufacturers at the circuit. The Italian brand has found itself in victory lane 12 times overall and more than 35 times in-class.

The 1960s and 1970s were prime years for Ferrari, recording four straight overall wins from 1961 to 1964 and scoring the notable first win for a race with a rolling start in 1970.

The most recent class victory came in 2016 at the hands of Alessandro Balzan and Christina Nielsen – en route to their season-long WeatherTech Champion GTD championship – alongside co-driver Jeff Segal.

Most recently in 2024, however, Ferrari solidly landed on both the GTD Pro and GTD class podiums in the runner-up position, and the brand aims for one place higher in 2025.

GONE CRUISIN'

Gary's Hot Rods & Cruisers







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Welcome to Gone Cruisin', our regular feature on the cruisin' scene brought to you by Gary Rosier. Primarily from in and around Central Florida, but we'll be including interesting events around the USA.

Groundhog Gala - Sanford, Fla

All photos for this feature: Gary Rosier


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Mecum Kissimmee 2025 - Part 1

Photos by Gary Rosier

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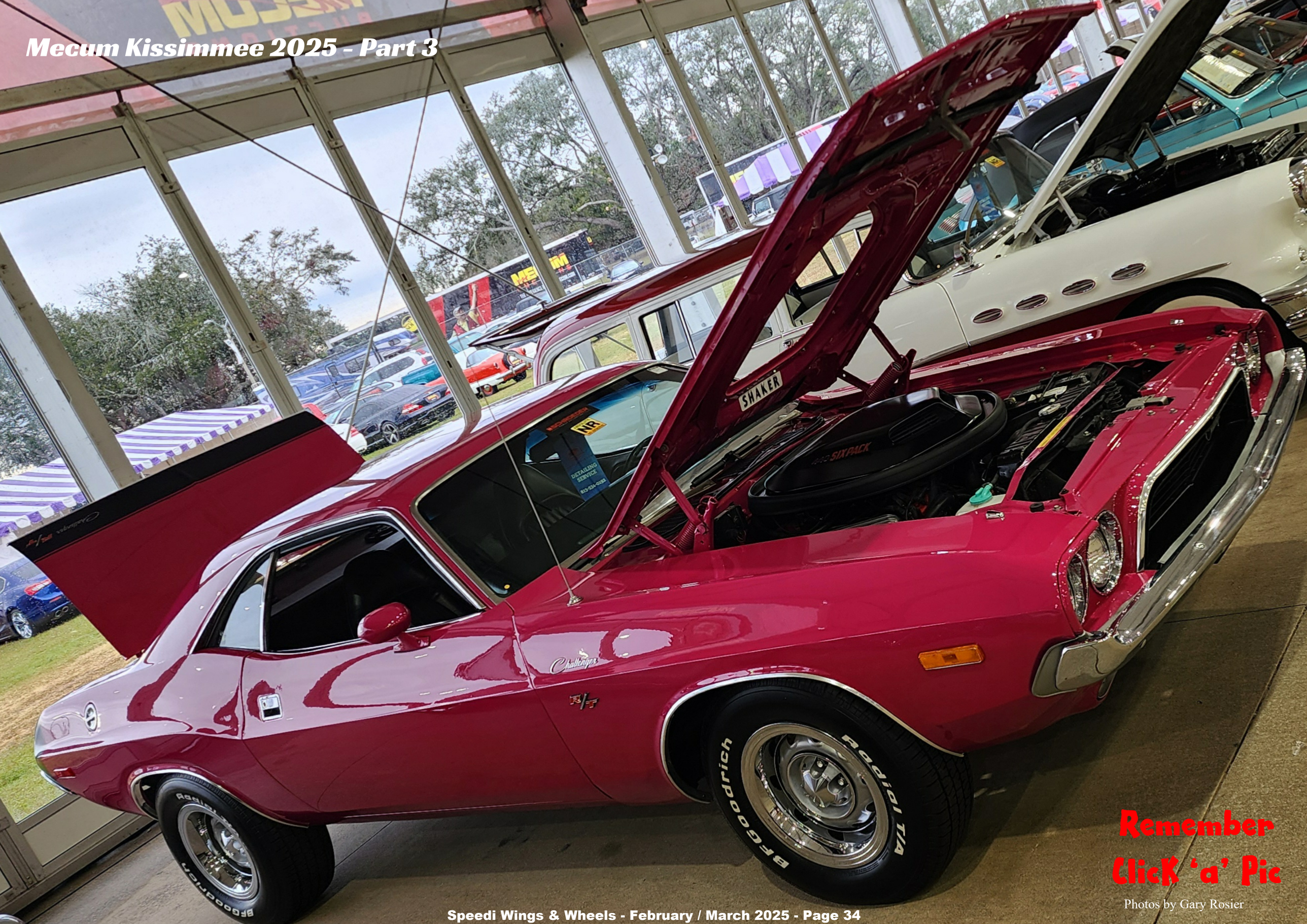
Mecum Kissimmee 2025 - Part 2

Photos by Gary Rosier

Mecum Kissimmee 2025 - Part 3



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Art of Speed @ Daytona One

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THE NEXT ISSUE OF SPEEDI WINGS & WHEELS FEATURES BIKE WEEK 2025
AS WELL AS MUCH MORE AVIATION AND MOTORSPORT ACTION

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