

Plane Crazy 1000

Thu, 10 Mar 2016 @ 0545 – Fri, 11 Mar 2016 @ 0545

+++++

(FL – AL – GA)

<http://binged.it/1Rx2N0h> 1,068 miles (19 hours, 04 mins) Bing Maps



You can use any route you choose to complete this ride. However, to qualify as a ride finisher and receive your certificate, all checkpoints must be documented properly with the photographs of **ALL 12 checkpoints** identified in the ride description below (see accompanying pictures) **IN SEQUENTIAL ORDER!**

NOTE: *The shortest / fastest routing for this ride will entail tolls on SR-528, SR-408 and SR-417 in Orlando, and the 570 Polk Pkwy in Lakeland FL. Total tolls for optimum routing will be approximately \$10 - \$15 +/- (that's a swag estimate – don't hold me to it...). However, you can minimize tolls on some legs by taking adjacent surface streets or alternate routing. Hints are provided where applicable.*

Remember, your ride flag must be included in each checkpoint photo. **Your ride flag must be visible, identifiable, and the flag number MUST be readable!** (Note: Multiple photos of the same checkpoint are ok to ensure that the checkpoint, flag and flag number are all visible, but the checkpoints still must be in the correct order. Photos do not have to be the exact same perspective as the example photos.)

Please be respectful at every checkpoint. Some of the checkpoints are on private property. Never place your flag on other's property. If you have never used a flag to document a ride before, please study Rally Flag 101 at <http://www.ironbutt.com/daytona/rallyflag101.html>.

The mileage for this ride is 1,068 miles, and this is what your **Plane Crazy 1000** certificate will state. Using "quickest" or "shortest time" for your route preferences in your mapping software and on your GPS should come the closest to the route depicted below. The following route instructions and pictures will guide you on this adventure. Location coordinates and an address are given for each checkpoint. Also, three GPS files of the route in formats that cover most units are also provided (Waypoints.gdb and Waypoints.gpx and text delimited Waypoints.txt), if you desire to use them.

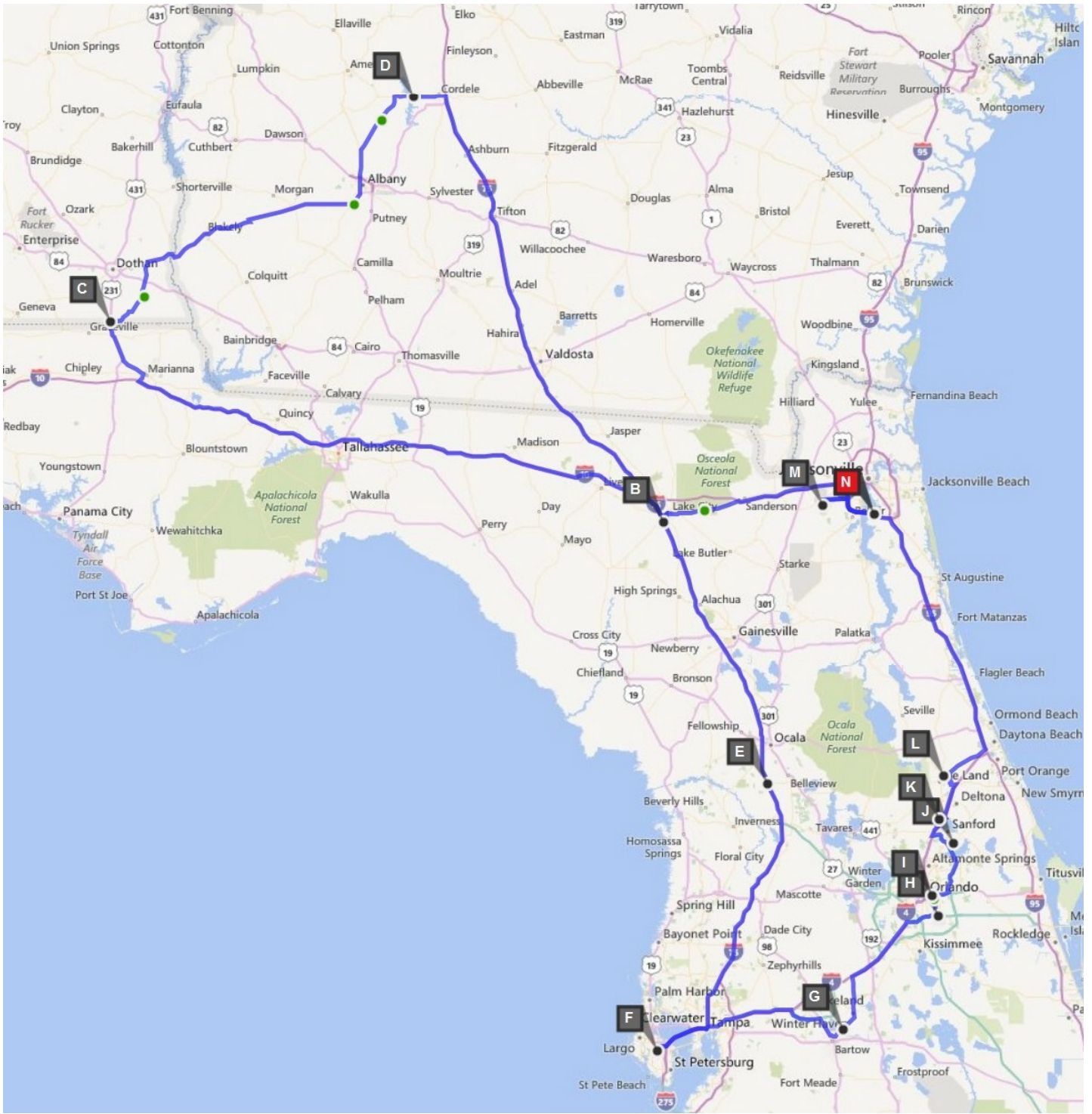
Your ending fuel receipt's time must be equal to or less than 24 hours after the "Official" starting time of 05:45 AM, Thu, 10 Mar to qualify as a finisher (by 05:45 AM, Fri, 11 Mar); or, within 24 hours of the start time/date on your Alternate Start Time fuel receipt – if you departed later than the official start time.

By 5:00 AM. Bring your odometer reading, your **signed RELEASE FORM (printed in color)**, collect your **Plane Crazy 1000** ride flag and sign out in the lobby of the JAX hotel. A light breakfast will be waiting for you. Begin your ride in the parking lot of the hotel. Your odometer reading and your starting time will be recorded and witnessed. *(Early Check-In may be available Wednesday evening if you arrive then.)*

5:30 AM. Attend the short Riders Meeting at the entrance of the Ramada Inn under the overhang.

5:45 AM. Ride Clock Officially Starts!

Note: *If you do not want to depart with the initial crush of riders to arrive at the first couple of checkpoints simultaneously, and would like to depart later in the morning, you may ride to a local fuel station to get a Ride Start time/dated fuel receipt – which will be your new ride Start Time. However, **your alternate depart time MUST NOT be later than 12:00 NOON!** Remember that your ending fuel receipt must be time/dated within 24 hours of your later departure time.*



Plane Crazy 1000 checkpoints (in ride order)

A – Start @ IBA HQ (Ramada Inn Mandarin)

3130 Hartley Road, Jacksonville, FL 32257 / 904-268-8080

N 30° 10.975 W 081° 37.661

B – Lake City, FL – USAF LTV A-7E Corsair II

Flag Photo w/ A-7E (left side or left front oblique) in background. If it is too dark for a good aircraft photo, take Flag Photo with white & blue Museum of Naval Aviation sign under nose of aircraft.

Approximate address: **370 SW Monitor Glen, Lake City, FL 32025**

In field to the east side of I-75. Accessed from SW Monitor Glen, off SW Sisters Welcome Rd (CR341). West of Cannon Creek Airport.

N 30° 09.035 W 082° 40.324 (@ Monitor Glen)

NOTE: Your GPS may want to route you onto the shoulder of I-75 for this point. **DO NOT stop on I-75 to take this photo.** For your safety, photos from a rear angle (from the highway, rear of the aircraft) **WILL NOT** be accepted, and you will not receive your ride certificate. Parking is available at a church just to the north a short walk to the aircraft, or on/off the street on Monitor Glen.

LTV A-7E Corsair II - BuNo 158003 // The Ling-Temco-Vought A-7 Corsair II is a single seat, single engine, carrier-based subsonic light attack aircraft introduced to replace the US Navy's Douglas A-4 Skyhawk, initially entering service during the Vietnam War

(Feb1967). The Corsair II was later adopted by the US Air Force, including the Air National Guard, to replace the Douglas A-1 Skyraider, North American F-100 Super Sabre and Republic F-105

Thunderchief. The aircraft was also exported to Greece in the 1970's, and Portugal and Thailand in the late 1980's. It was one of the first combat aircraft to feature a head-up display (HUD), an inertial navigation system (INS), and a turbofan engine. http://www.waymarking.com/waymarks/WMDW8M_LTV_A_7E_Corsair_II_Lake_City_FL



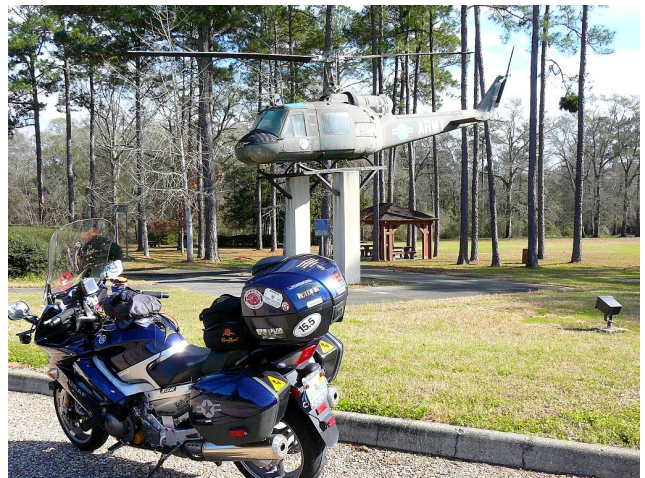
C – Alabama Welcome Center, US 231 – USA Bell UH-1 Iroquois ‘Huey on a Stick’

Flag Photo w/ UH-1 (left oblique) in background.

Approximate address: **1502 S Oates St, Cottonwood, AL 36320**

N 31° 00.481 W 085° 24.424

Bell UH-1 Iroquois – The UH-1 series of helicopters began as the XH-40 designation in 1955 to fulfill a US Army requirement for a utility helicopter to be used for front line evacuation of casualties, general utility missions, and as an instrument trainer. The first XH-40 flew in late 1956, and the first production model was delivered to the US Army in June 1959. The UH-1 is a single engine, skid-equipped utility helicopter with a single two-bladed metal main rotor and a two-bladed metal anti-torque tail rotor on the left side of the tailboom. The fuselage is of metal, semi-monocoque construction and accommodate 2 crewmen & 7 passengers. UH-1's have served in gunship, medical evacuation, search & rescue, vertical envelopment/attack transport, anti-submarine warfare, and general utility roles in their 50 plus years of service. The UH-1 was originally designated HU-1, which was pronounced as “Huey”, a nickname which has remained with the helicopter type through the decades.



This helicopter was flown by the Alabama Air National Guard in Montgomery. **Rallymaster personal note:** When I went through helicopter pilot training for the US Air Force, I flew Hueys similar to this one at Fort Rucker, the Home of Army Aviation, which is located not too far from this location. http://www.waymarking.com/waymarks/WMQKE_UH_1_Iroquois
<https://travelforaircraft.wordpress.com/2011/06/01/helicopter-satay-along-us-231/>

D – Cordele, GA Veterans Memorial Park – AAF Boeing B-29 Superfortress

Flag Photo w/ B-29 (right front oblique) in the background.

Approximate address: 2459 US Hwy 280 W., Cordele, GA 31015

<http://gastateparks.org/GeorgiaVeterans> Park Hours: 7AM-10PM

There is a \$5 parking (long term) fee, but nothing to “drive through”.

N 31° 57.530 W 083° 54.665

Note: Enroute to this point, Hwy #118 is **CLOSED** at Smithville, GA (Jan 2016). **Recommended Detour:** Travel to Albany GA via 62, then either 19 to 195; or 300 out of Albany. If you take the 19 / 195 route, beware that Chokey Rd showed as Pryor Rd on my GPS.

This Boeing B-29 Superfortress was a photo-reconnaissance model known as the Renton F-13A, made in Renton, Washington, and modified in Denver, Colorado. Only 118 were produced and this is the only one in existence. This B-29 had a crew of eleven and an extended range of 4,000 miles. The crew of this particular craft was awarded the Distinguished Flying Cross for flying the plane through a typhoon with only two engines.



The B-29 was the ultimate strategic bomber of World War II able to fly higher, further and faster than any other large bomber. Because of their long range, the B-29s were used exclusively against Japan from bases on Guam, Tinian and Saipan. On August 6, 1945, the B-29 bomber Enola Gay dropped the first atomic bomb on the Japanese city of Hiroshima. Three days later a second atomic bomb was dropped by the B-29 Bock's Car. These bombings brought an end to World War II.

After the war many of the B-29s were scrapped and melted down to make aluminum cookware. The Super Fortresses left in active service remained the Strategic Air Command's top bomber until 1948, when they were replaced by the B-50. Designated as a medium bomber the Super Fortress went on to fight admirably in the Korean War. After that war the B-29s were declared surplus. <http://www.waymarking.com/waymarks/WM8W3D> Boeing B 29 Superfortress Veterans Memorial Park Cordele GA

E – Ocala, FL Don Garlits Museum of Drag Racing – USN A-7

Flag Photo w/ A-7 (left side / oblique) in background. If it is too dark for a good aircraft photo, or if the museum gate is closed, take Flag Photo with red & white Don Garlits Museums sign on entrance fence.

Museum Hours: 9 AM – 5 PM

Address: 13700 SW 16th Ave, Ocala, FL 34473

Located just off I75 on the Museum Grounds.

<http://www.garlits.com/> - Long-running museum housing an extensive collection of vintage hot rods & drag racing cars.

N 29° 01.337 W 082° 09.300

Don Garlits & the US Navy

“In 1971, just before Christmas, President Nixon asked me to go to Vietnam, to cheer up the troops. These were the young people who were not going to make it home for the holidays. After I returned to the United States, I contacted Tom Hall of US Navy recruiting to see if I could help inspire young people to join the Navy, for if you had to go to Vietnam, the Navy was the way to go! During the spring of 1972, Tom arranged for me to shoot a Navy recruiting poster aboard the USS Lexington during a training mission in the Gulf of Mexico. I have worked with Tom Hall and the US Navy ever since. Two more posters have been made, one aboard the USS Ranger and one aboard the USS John F. Kennedy. I also raced an F-16 at Lakehurst where the Navy has a land based steam catapult. This was exciting! I have always wanted an A-7 Aircraft for display, because that was the “bird” I raced on the USS Lexington. So when Cecil Field was shut down in 1999, the A-7 on the monument out front was to be scrapped! The Naval Air Museum in Pensacola Florida informed me I could have this wonderful Naval Aircraft, if I would move it from Cecil Field to Ocala. I contracted Worldwide Aircraft to do the job and it is now on permanent display here for my fans to enjoy and learn about my Navy involvement.”

<http://www.waymarking.com/waymarks/WM1H1D> A 7 Don Garlits Museum of Drag Racing Plane



F – Pinellas Park, FL – USAF F-16A Fighting Falcon (aka ‘Viper’)

Flag Photo w/ F-16 (right side) in background. *If it is too dark for a good aircraft photo, or if the park gate is closed, take Flag Photo with brown & white Freedom Lake Park sign on park fence.*

Freedom Lake Park Hours: **Sunrise - Sunset**

Address: **9990 46th St N., Pinellas Park, FL 33782**

N 27° 51.723 W 082° 41.934

The **General Dynamics** (now **Lockheed Martin**) **F-16 Fighting Falcon** is a single-engine multirole fighter aircraft originally developed for the United States Air Force (USAF). Designed as an air superiority day fighter, it evolved into a successful all-weather multirole aircraft. Over 4,500 aircraft have been built since production was approved in 1976. Although no longer being purchased by the U.S. Air Force, improved versions are still being built for export customers.

The Fighting Falcon has key features including a frameless bubble canopy for better visibility, side-mounted control stick to ease control while maneuvering, a seat reclined 30 degrees to reduce the effect of g-forces on the pilot, and the first use of a relaxed static stability/fly-by-wire flight control system which helps to make it a nimble aircraft. The F-16 has an internal M61 Vulcan cannon and 11 ‘hard point’ locations for mounting ordnance and other mission equipment. The F-16’s official name is "Fighting Falcon", but "Viper" is commonly used by its pilots and crews.

In addition to active duty U.S. Air Force, Air Force Reserve Command, and Air National Guard units, the aircraft is also used by the USAF aerial demonstration team, the U.S. Air Force Thunderbirds, and as an adversary/aggressor aircraft by the United States Navy. The F-16 has also been procured to serve in the air forces of 25 other nations. As of 2015, it is the second most common currently operational military aircraft in the world. https://en.wikipedia.org/wiki/General_Dynamics_F-16_Fighting_Falcon
http://www.waymarking.com/waymarks/WM1QZF_F_16A_Fighting_Falcon_Freedom_Lakes_Plane



G – Bartow, FL Airport (BOW) – USAF T-37 Tweet

Flag Photo w/ T-37 (left side) in background. *If it is too dark for a good aircraft photo, take Flag Photo with Bartow Airport Safety sign on median at airport entrance road – behind the jet.*

Bartow Airport address: **5001 US Highway 17 North, Bartow, FL 33830**

N 27° 57.335 W 081° 46.969

Note: *To avoid tolls on the Polk Parkway (SR570), continue past the parkway northeast along I-4 for approximately 1.5 miles to W. Memorial Blvd. (SR546 / US92). Take this to US98 (N. Florida Ave. / Bartow Rd.), bypassing the tolls.*

The **Cessna T-37 Tweet** (designated **Model 318** by Cessna) is a small, twin-engined jet trainer-attack type aircraft which flew for decades as a primary trainer for the United States Air Force (USAF) and in the air forces of several other nations. It is affectionately known as ‘Cessna’s Six Thousand Pound *Dog Whistle*’ due to the high pitch of its turbines. The A-37 Dragonfly variant served in the light attack role during the Vietnam War and continues to serve in the air forces of several South American nations. The T-37 served as the USAF’s primary pilot training vehicle for over 52 years. Maximum speed was 390 mph with a range of 935 miles, and the unpressurized cockpit limited the aircraft to 25,000 feet by USAF regulations. Though the initial prototype crashed during spin tests, the USAF accepted the aircraft after modifications, ordering it into production as the **T-37A**. With a total of 1,269 Cessna T-37s built, the USAF retired its last T-37 in 2009. https://en.wikipedia.org/wiki/Cessna_T-37_Tweet



On 30 Nov 1942, the **Bartow Army Airfield** opened as a Fighter Replacement Training Station. The 54th Fighter Group was equipped with P-51D Mustangs, which were delivered to Bartow from the North American Aircraft factory in California by the Women Airforce Service Pilots (WASP). The 42d Fighter Squadron at Bartow flew the P-39 Airacobra. Renamed **Bartow Air Base** in 1950, the installation served as a USAF primary flight training facility for the Air Training Command (ATC) from 1951 to 1960 operating the T-6 Texan, T-34 Mentor and T-28 Trojan. Forty years after the deactivation of Bartow AB in 1961, a retired USAF T-37 was placed on a permanent static display pylon as a memorial to the USAAF & USAF presence at Bartow. Notable graduates of primary flight training at Bartow AB include astronauts Col Edwin E. "Buzz" Aldrin, Jr., LtCol Edward White II, & Col Karol J. Bobko. https://en.wikipedia.org/wiki/Bartow_Air_Base

H – Orlando, FL Orlando Intl Airport (MCO) – USAF B-52D Stratofortress

Flag Photo w/ B-52 (front – left or right front oblique) in background. If it is too dark for a good aircraft photo, or the park gate is closed, take Flag Photo with B-52 PARK sign at park entrance.

B-52 Memorial Park is located on Bear Road, between Tradeport Dr. (SR 528 Exit 9) and Cargo Rd. (SR 528 Exit 11).

Park Hours: **7:00 AM – Sunset** / If the park is open, there is an accessible parking lot to the left front of the aircraft.

OIA address - **1 Jeff Fuqua Boulevard, Orlando, FL 32827**

N 28° 26.970 W 081° 18.787

Note: *Tolls on SR528 can be avoided on this leg by taking I-4 onto the 528 east. Take Exit 3A from the 528 onto S. John Young Pkwy southbound. Turn left (east) at the first light onto W. Taft-Vineland Rd., which turns into Tradeport Dr as it crosses S. Orange Ave. Continue on Tradeport to a right turn onto Bear Rd., which takes you past the north end of the OIA runways – and past the toll booth! Traffic along these roads generally moves ok.*

At the B-52 Memorial Park on the northwest entrance to Orlando Intl. Airport is a retired B-52D Stratofortress from the Strategic Air Command. The aircraft, tail #56-0687, was once assigned to the 306th Bomb Wing of the now defunct McCoy Air Force Base. The bomber was built in 1956 and retired 28 years later in 1984. Its final flight on Feb 20, 1984 was from its last unit of assignment, the 7th Bomb Wing at Carswell AFB in Ft. Worth Texas, to the former McCoy AFB, now OIA.

http://www.waymarking.com/waymarks/WM18KA_B_52D_Stratofortress_56_0687_Orlando_Florida



OIA started out in 1940 as a replacement civilian airport after the takeover and conversion of the Orlando Municipal Airport (present day Orlando Executive Airport) to **Orlando Army Air Base** by the Army Air Corps. On 1 Jan 1943, it was renamed **Pinecastle Army Airfield**, intended to support the training mission of Orlando AAB. Two bomb squadrons at Orlando AAB, equipped with B-24 Liberators, B-25 Mitchells, B-26 Marauders and B-17 Flying Fortresses, operated from Pinecastle during WWII. After WWII, beginning in Jan 1946, Bell Aircraft Corporation tested its X-1 supersonic aircraft at the airfield because of the area's then-remote location and 10,000-foot runway. In March 1946, the X-1 program was relocated to Muroc AAF, CA.

At the outbreak of the Korean War, the USAF's Air Training Command reacquired the facility, renaming it **Pinecastle Air Force Base** on 1 Sep 1951 to train Strategic Air Command personnel on the new Boeing B-47 Stratojet medium jet bomber, with 84 x B-47s assigned to the base. On 24 May 1954, Col Michael N.W. McCoy, considered to be the "dean" of the Strategic Air Command's B-47 "Stratojet" aircraft commanders, was appointed commander of the 321st Bomb Wing. In Nov 1957, while preparing for the annual SAC Bombing Competition to be held at Pinecastle, a B-47 aircraft mishap north of downtown Orlando took the lives of Col McCoy and his crew. In Nov 1957, the 76th Fighter Interceptor Squadron, a descendant of the famous World War II "Flying Tigers," flying the F-89H "Scorpion" all-weather fighter-interceptor, was assigned to Pinecastle AFB. On 7 May 1958, Pinecastle AFB was renamed **McCoy Air Force Base** in memory of the late Col McCoy.

In Aug 1961, the base converted from B-47s to B-52 "Stratofortress" heavy bombers - with the first B-52Ds assigned to the new 4047th Strategic Wing. During the Cuban Missile Crisis, two U-2 aircraft operated out of McCoy AFB, designated OL-X, flying at least 82 missions over Cuba from 22 Oct – 6 Dec 1962. On the morning of 27 Oct, a U-2 piloted by Maj Rudolf Anderson, Jr., USAF, was engaged by a Soviet-manned SA-2 Guideline SAM site during a Cuban overflight mission. The U-2 was hit by two of three missiles fired at it and was shot down over Cuba, killing Major Anderson. He became the first recipient of the Air Force Cross (awarded posthumously), the USAF's second highest decoration for valor after the Medal of Honor.

In 1962, an agreement between the Air Force and the City of Orlando provided for the joint-use of one of the runways (18L/36R) for airline operations for use by Delta, Eastern, and National Airlines. The **Orlando-McCoy Jetport** opened in 1964, with Delta Air Lines being the first airline to offer jet passenger service to the new Orlando-McCoy Jetport. During the Vietnam War, B-52D operations of the 306th BW from McCoy AFB included Projects Arc Light & Young Tiger in 1966, and in 1972, the 306 BW would be part of the heavy bombing raids Linebacker I and Linebacker II over North Vietnam.

In Feb 1970, McCoy AFB briefly became home to the 55th Aerospace Rescue and Recovery Squadron and its HC-130 Hercules aircraft - with the Air Rescue Service HQ at the nearby **Orlando AFB** (now Orlando Executive Airport). The 55th ARRS relocated from McCoy AFB to Eglin AFB, FL in June 1971. *Rallymaster personal note: Back early in my career while actively flying CSAR and Special Ops helicopters in the AF, I had the opportunity to fly with the 55th Special Ops Squadron in their HH-60G helicopters at Hurlburt Field, FL. The 55 SOS, deactivated in Sep 1999, had direct lineage back to the 55 ARRS at McCoy.*

When Walt Disney World opened in 1972, the amount of air traffic increased substantially, and the AF agreed to an expansion of the civil airport facilities. When final closure of McCoy AFB was concluded in early 1975, the Orlando-McCoy Jetport was renamed **Orlando International Airport**, and was again expanded to support growing tourism. OIA is among the busiest commercial airports in the world, retaining the IATA code **MCO**, as a legacy to both the Orlando-McCoy Jetport and McCoy AFB. https://en.wikipedia.org/wiki/McCoy_Air_Force_Base

I – Orlando Executive Airport (ORL), FL – USAF F-4D Phantom II

Flag Photo w/ F-4 (right front oblique) in background. If it is too dark for a good aircraft photo, or the park gate is closed, take Flag Photo with Col Joe Kittinger Park sign on the corner of Crystal Lake Dr., and E. South St.

Park Hours: 7:00 AM – Sunset / Coordinates are for the parking lot. You will have to walk to the aircraft for the photo.

Park address: 305 S. Crystal Lake Dr., Orlando, FL 32803

Colonel Joe Kittinger Park // <http://www.ioekittinger.com/>

N 28° 32.349 W 081° 20.573

Note: Your GPS may want to route you east on SR528, and loop around onto SR417 and SR408 – all toll roads. These tolls can be avoided on this leg by backtracking west on Bear Rd. from the B-52 Park to make a right (north) onto Tradeport Dr. Tradeport becomes Conway Rd. past the 528. Follow Conway to make a left onto Curry Ford Rd. (SR552), and then right onto S. Crystal Lake Dr. Joe Kittinger Park will be on the right just past the 408.

This **F-4D Phantom II** aircraft was dedicated in Joe Kittinger Park on December 14, 2014. This particular aircraft received from the National Museum of the U.S. Air Force, Ser. No. 65-0747, was actually flown by Colonel Kittinger multiple times, including while based in Thailand during the Vietnam War prior to his being shot down in the Vietnam conflict and his subsequent imprisonment in the infamous Hanoi Hilton, and after the war while based in England.

http://www.waymarking.com/waymarks/WMN39K_F_4_Phantom_Joe_Kittinger_Park_Orlando_Florida



World Records: <http://www.ioekittinger.com/recordsawards.html>

-) Highest Parachute Jump - 102,800 ft. August 16, 1960
-) Longest Parachute Freefall - 4 min. 36 sec. August 16, 1960
-) Most High Altitude Balloon Flights, 5 times. Man High I, 96,000 ft; Excelsior I, 76,000 ft.; Excelsior II, 75,000 ft.; Excelsior III, 102,800 ft.; and Stargazer, 86,000 ft.
-) Longest distance flown in a 1,000 cubic meter helium balloon. 2001 miles in 72 hours. November 15-18, 1983. Solo flight from Las Vegas to Franklinville, Ny.
-) Longest distance flown in a 3,000 cubic meter helium balloon. 3543 miles in 86 hours. September 14-18, 1984.
-) First person to fly solo across the Atlantic Ocean in a helium balloon. Maine to Italy. September 14-18, 1984.
-) NAA Speed Record - Piper Cheyenne 400 LS - Philadelphia, Pennsylvania to Orlando, Florida. 1986.

Opened in 1928 as the **Orlando Municipal Airport**, the airport was the first commercial airport in central Florida. The United States Postal Service started airmail service to Orlando the following year. The United States Army Air Corps took control of the airport in 1940 for use as a training facility and renamed it the **Orlando Army Air Base**. Beginning in late 1941 through mid-1943, Orlando Army Air Base was used by I Bomber Command and later by units of the Army Air Forces Antisubmarine Command (AAFAC) to fly antisubmarine patrols along both the east coast as well as over the Gulf of Mexico and the Florida Straits, augmenting U.S. Navy and U.S. Coast Guard aircraft in that capacity during WWII.



In 1946 the airfield was released to the City of Orlando, while the military support facilities north and northeast of the airport remained under U.S. Army Air Forces control as a non-flying administrative and technical training installation still named Orlando Army Air Base. With the establishment of the United States Air Force as a separate service in 1947, this installation was renamed **Orlando Air Force Base**, serving as a technical training facility for the Air Training Command, a ground-launched tactical missile training facility for the Tactical Air Command, and as a headquarters installation for the Military Air Transport Service (later Military Airlift Command) and the Air Rescue Service (later the Aerospace Rescue & Recovery Service – ARRS).

In 1946 passenger flights on National Airlines and Eastern Air Lines began at the now civil Orlando Municipal Airport. In 1961 the airport was renamed **Herndon Airport** after former Orlando city engineer "Pat" Herndon, the change being in preparation for moving jet airline flights to the new **Orlando Jetport at McCoy** at McCoy AFB, known today as OIA.

Since the 1990s, the airport has been used as a landing site and staging site by Marine Helicopter Squadron One (HMX-1) for Marine One and other supporting HMX-1 helicopter operations during Presidential visits to Orlando. All Presidential visits to the Orlando area are on Air Force One, which lands at Orlando International Airport (MCO). In 1992, the **Colonel Joe Kittinger Park** was constructed by the City of Orlando in the southwest corner of the airport to honor noted local aviator, Colonel Joe Kittinger, Jr., USAF (Ret). https://en.wikipedia.org/wiki/Orlando_Executive_Airport/ / https://en.wikipedia.org/wiki/Naval_Training_Center_Orlando

J – Sanford International Airport (SFB), FL – USN RA-5C Vigilante

Flag Photo w/ RA-5C (left or right side or front/rear oblique) in background. If it is too dark for a good aircraft photo, take Flag Photo with RA-5C Vigilante plaque under the nose of aircraft.

Airport address: 3217 Red Cleveland Blvd, Sanford, FL 32773

N 28° 45.927 W 081° 14.267

Note: Taking SR408 (toll) east to SR417 (toll) north to Sanford is the quickest and easiest path to this checkpoint. However, you can minimize 408 tolls by heading west out of the Kittinger F-4 stop to I-4 northeast (Daytona); then east on W. Lake Mary Blvd to Sanford.

The North American RA-5C Vigilante was a supersonic all-weather bomber originally known as the NAGPAW (North American General Purpose Attack Weapon), later changed to the A-5 under the 1963 unified U.S. designation system. It had a unique bomb bay that dispensed weapons out of the tail of the aircraft. Originally designed as a nuclear bomber, the aircraft later was used for photographic reconnaissance missions.

In November 1942, **NAS Sanford** was commissioned as a naval aviation training facility, originally for bombers, but was converted to fighter training within a year. A major portion of fighter pilots that served on aircraft carriers in the Pacific during WWII trained at this field. Fifty-three pilots lost their lives in plane crashes in the surrounding area during this time. At the end of WWII, the airfield was decommissioned and turned over to the city.

In 1947, the NY Giants constructed eight baseball fields for their spring farm teams on the airfield grounds. In 1951, with the start of the Korean War, the air station was reactivated, supporting fleet carrier aircraft training. In 1957, NAS Sanford received an early squadron of A3D Skywarriors, a long-range jet bomber, replaced by the Vigilante in the 1960's. During the Vietnam War, Sanford was home to the families of many POWs and MIAs from Vigilante squadrons.

In 1968, Congress closed the base and returned the airport back to the city, economically impacting the area. In 1992 parts of the action film "Passenger 57", starring Wesley Snipes, were filmed at the then-Orlando Sanford Regional Airport, where it represented a small airport in Louisiana. Slowly the area and the airport recovered, bringing international flights to Sanford. http://www.waymarking.com/waymarks/WM8XV_RA_5C_Vigilante // https://en.wikipedia.org/wiki/North_American_A-5_Vigilante https://en.wikipedia.org/wiki/Naval_Air_Station_Sanford // https://en.wikipedia.org/wiki/Orlando_Sanford_International_Airport



K – DeBary Memorial Park, FL – USAF F-15 Eagle

Flag Photo w/ F-15 (left or right side) in background. If it is too dark for a good aircraft photo or the park is closed, take Flag Photo with Charles Richard Beall plaque on the stone @ coordinates.

Approximate address: 246 Buena Vista St., DeBary, FL 32713

N 28° 52.117 W 081° 18.630 / Park Hours: Sunrise – Sunset

Note: You can avoid a final toll on SR417 departing Sanford Airport by turning left (east / north) onto E. Lake Mary Blvd., and following it (as SR415) to Osteen, where you can turn left onto Doyle Rd. (CR4162), which will take you to this checkpoint.

This Air Force F-15A Eagle aircraft was originally from Eglin AFB, FL. The Park also prominently displays the anchor of the USS Langley (CVL-27), an 11,000-ton Independence-class light aircraft carrier that served the United States Navy from 1943 to 1947 during WWII.

http://www.waymarking.com/waymarks/WMH44_F_15_Eagle_Air_Force_Jet

The **McDonnell Douglas** (now Boeing) **F-15 Eagle** is an American twin-engine, all-weather tactical fighter designed by McDonnell Douglas to gain and maintain air supremacy in aerial combat. It is among the most successful modern fighters, with over 100 victories and no losses in aerial combat with the majority of the kills by the Israel Air Force. Following reviews of proposals, the United States Air Force selected McDonnell Douglas' design in 1967 to meet the service's need for a dedicated air superiority fighter. The Eagle first flew in July 1972, and entered service in 1976.

The Eagle has since been exported to Israel, Japan, and Saudi Arabia, among other nations. The F-15 was originally envisioned as a pure air superiority aircraft. Its design included a secondary ground-attack capability that was largely unused. The design proved flexible enough that an all-weather strike derivative, the F-15E Strike Eagle, was later developed, entering service in 1989. The F-15 Eagle is expected to be in service with the U.S. Air Force past 2025. Newer models are still being produced for foreign users. The F-15 production line is set to end in 2019, 47 years after the type's first flight.

https://en.wikipedia.org/wiki/McDonnell_Douglas_F-15_Eagle



L – Deland Naval Air Station (DED) Museum, FL – USN F-14 Tomcat

Flag Photo w/ F-14 (left or right side, front oblique) in background. If it is too dark for a good aircraft photo, take Flag Photo with Deland Naval Air Station Museum sign.

Address: 910 Biscayne Blvd, DeLand, FL 32724

N 29° 03.448 W 081° 17.285

The Grumman F-14 Tomcat is a United States Navy supersonic, twin-engine, swing-wing, two-seat variable geometry wing air superiority fighter incorporating the AIM-54 Phoenix missile as a fleet air defense interceptor against bombers and missiles. It also performed tactical reconnaissance and close air support. The F-14 Tomcat was the first and best known of the new highly successful generation of US teen-series air superiority fighters designed incorporating the experience of air combat in Vietnam.

The F-14 entered USN service in 1972, replacing the F-4 Phantom II, and the abortive F-111B. It was exported to the Imperial Iranian Air Force (IIAF) in 1976. The USN replaced the F-14 with the F/A-18E/F Super Hornet starting in 2006. The Islamic Republic of Iran Air Force (IRIAF) remains the only air arm flying F-14s.



This particular aircraft belonged to the Grim Reaper squadron, was based at the Oceana Naval Air Station, Virginia Beach. The late Vice Adm. James H. Flatley Jr. established the first Grim Reapers in 1942 at North Island Naval Air Station, San Diego. Flatley designed the now-famous Grim Reaper insignia showing a skeleton, carrying a scythe - with the motto "Mow 'em Down." The original Grim Reapers flew the F 4F Wildcat and was the only squadron during World War II to deploy in Wildcats, Hellcats & Corsairs. http://www.waymarking.com/waymarks/WMH5B_F_14_Tomcat / https://en.wikipedia.org/wiki/Grumman_F-14_Tomcat

The City of Deland began developing the airport in the 1920s with the first asphalt runway laid around 1936. In 1942, the city donated the facility to the U.S. Navy, renamed **Naval Air Station DeLand** on 17 Nov 1942, and was used during WWII as a USN Air Station thru 1946. NAS DeLand's primary focus was advanced training for Navy flight crews in land-based PBO Ventura and PB4Y-2 Privateer patrol bombers, and carrier-based SBD Dauntless dive bombers. When the first Ventura planes arrived, they were used to patrol the Florida coast for German submarines. Training on the carrier-based F6F Hellcat fighter was added in 1944. https://en.wikipedia.org/wiki/Deland_Municipal_Airport

Several of the U.S. Navy's former and present day maritime patrol and reconnaissance (VP) squadrons operating the P-3 Orion trace their lineage to being initially established at NAS DeLand during World War II. Following the end of World War II, the base closed as an active naval installation on March 15, 1946. Its ownership returned to the City of DeLand as an uncontrolled civilian airport becoming DeLand Municipal Airport. https://en.wikipedia.org/wiki/Naval_Air_Station_DeLand

M – Jacksonville, FL Cecil Field (VQQ) – F-18C Hornet

Flag Photo w/ F-18 (left or right side, front oblique) in background. If it is too dark for a good aircraft photo, take Flag Photo with "The Spirit of Cecil Field" plaque at the front of the aircraft.

Cecil Commerce Center

Address: 13365 Simpson Way, Jacksonville, FL 32221

N 30° 13.370 W 081° 52.943

This F-18C is named "The Spirit of Cecil Field", in dedication "to the men and women who served their country with distinction and honor" while stationed at NAS Cecil Field. When NAS Cecil Field closed in 1999, the land was given to the city of Jacksonville, FL, and developed into the Cecil Commerce Center. Most of the aircraft on display were removed, but this one remains, in front of the main terminal for the air field, still in use.



This aircraft was apparently at one point stationed in Australia, but has been on display at Cecil Field since October, 1992. It is currently maintained by Boeing Corp. and Northrop Grumman, two aerospace companies with facilities at the Center.

http://www.waymarking.com/waymarks/WM2XGY_F_18C_Hornet_NAS_Cecil_Field

Highly recommended reading about the history of NAS Cecil Field, if you are into that kind of stuff! - https://en.wikipedia.org/wiki/Naval_Air_Station_Cecil_Field

The **McDonnell Douglas** (now Boeing) **F/A-18 Hornet** is a twin-engine supersonic, all-weather carrier-capable multirole combat jet, designed as both a fighter and attack aircraft (F/A designation for Fighter/Attack). Designed by McDonnell Douglas and Northrop, the F/A-18 was derived from the latter's YF-17 in the 1970s for use by the United States Navy and Marine Corps. The Hornet is also used by the air forces of several other nations. The U.S. Navy's Flight Demonstration Squadron, the Blue Angels, has used the Hornet since 1986.

The F/A-18 has a top speed of Mach 1.8 (1,034 knots, 1,190 mph or 1,915 km/h at 40,000 ft or 12,190 m). It can carry a wide variety of bombs and missiles, including air-to-air and air-to-ground, supplemented by the 20 mm M61 Vulcan cannon. It is powered by two General Electric F404 turbofan engines, which give the aircraft a high thrust-to-weight ratio. The fighter's primary missions are fighter escort, fleet air defense, Suppression of Enemy Air Defenses (SEAD), air interdiction, close air support and aerial reconnaissance. Its versatility and reliability have proven it to be a valuable carrier asset, though it has been criticized for its lack of range and payload compared to its earlier contemporaries, such as the Grumman F-14 Tomcat in the fighter and strike fighter role, and the Grumman A-6 Intruder and LTV A-7 Corsair II in the attack role.

The Hornet saw its first combat action during the 1986 United States bombing of Libya and subsequently participated in 1991 Gulf War and 2003 Iraq War. The F/A-18 Hornet provided the baseline design for the Boeing F/A-18E/F Super Hornet, a larger, evolutionary redesign of the F/A-18. https://en.wikipedia.org/wiki/McDonnell_Douglas_F/A-18_Hornet

N – END @ IBA HQ (Ramada Inn Mandarin)

3130 Hartley Road, Jacksonville, FL 32257 / 904-268-8080

N 30° 10.975 W 081° 37.661

Finish: Complete your ride by obtaining a gas receipt from a station close to the Ramada Inn. Check the receipt to insure that it contains the location (Jacksonville) and the correct time. Record your odometer reading and ride to the hotel.

Ride verification will be on Friday, March 11, from 10 AM to 2 PM. The Check-In room will be just to the right of the hotel front desk, through the double doors near the banquet room. Bring your ending gas receipt, your odometer reading, and your photos (camera or phone). You do not need to print the photos; they will be viewed on the camera or phone display. **Ride Certificates will be handed out at 4 pm in the Comedy Club.**

Good luck and ride safe!

Jim Bryan,
Rallymaster

Rallymaster Notes / Comments:

-) This route is designed to be run in a COUNTER-CLOCKWISE direction due to the timing for your arrival in the Orlando area to be past rush hour.
-) Don't site-see too much. Only about 15% of the route is non-Interstate roads; however, there ARE 12 checkpoints to get photos at!
-) Please be respectful of the locations you will be visiting. Most are public locations, but some are private.
-) Please keep in mind that this ride is NOT a race! Getting your ending fuel receipt stamped at 23 hours, 59 minutes still gets you your certificate.
-) Enjoy the ride! I hope you will be riding to some locations that you haven't been to before – or maybe weren't even aware of, and that you hopefully learned something along the way!