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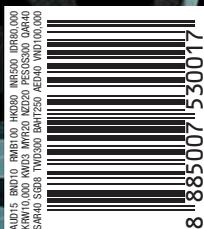
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13

August – October 2012



JETGALA



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MAGAZINES www.jetgala.com | www.palacemagazine.asia
 GROUP www.orientalmediagroup.com
 SINGAPORE www.oriental-publishing.com
 VIETNAM www.oriental-ltd.com
 DIGITAL EDITIONS & DOWNLOADS www.digital.jetgala.com
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Printed by KHL Printing Co, Singapore
 MICA(P) 193/06/2012 KDN PPS 1775/10/2012 (022810)

PHOTO CREDITS

COVER Photography: Wendell Levi Teodoro Model: Amy Delves
 SECTION OPENER WINGS Image courtesy of NASA/Lockheed Martin
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Dr Bernard Cheong is a watch collector, horologist and medical doctor. He was appointed the first collector and non-watchmaking industry ambassador for the Fondation de la Haute Horlogerie in 2011. In 2002, Cheong helped formulate a transparent jury system and a new, carefully audited and numbered voting system for the Grand Prix d'Horlogerie de Genève, an annual contest between high-end watch manufacturers, which he also helped bring to Asia. He is a non-industry 'civilian' chairman of the competition's board and one of its eight jurors.



Liz Moscrop writes about private aviation, specialising in interiors, for publications all over the world, including aviation and luxury magazines in Europe and South Africa. She lived and worked in Hong Kong for several years and is a regular visitor to South-east Asia. She is also co-author of a book on the 100 greatest women in aviation together with partner Sanjay Rampal.



Wendell Levi Teodoro began his photography career by assisting famed New York photographer Randy Brooke during New York Fashion Week. He has worked for influential press agencies and is now the director of photography company Zeduce. He also contributes his time to several philanthropic projects and works with a variety of clients, including small non-profit organisations and large non-governmental institutions, such as entities affiliated with the United Nations.



Mike Vils has been a part of the motorcycle industry for the past 50 years, riding, restoring and building motorcycles of all types. He began his career at an early age as a designer and fabricator for custom-car builder Ed 'Big Daddy' Roth in the 1960s. He became a painter in the 1970s for the likes of Yamaha, Honda, Suzuki and Kawasaki. He has created custom paint for the vehicles of various famous individuals in the motorcycle industry. He currently fabricates and creates purpose-built motorcycles.



Born in Herdecke, Germany in 1985, **Jakob Wagner** successfully completed his three-year apprenticeship in 2008 as a photographer. He has since been living in Duesseldorf, where he works as a freelance photographer, image editor and photography assistant. His work has taken him around the world. When not on assignment, Wagner devotes his time and passion to personal photography projects, which will culminate in future books and exhibitions. His photographs are available in signed and limited editions.



VERTICAL WINGS

by Jim Simon

GRAVITY DEFEATED

A MISSION TO MANOEUVRE THROUGH THE SKY LIKE NEVER BEFORE

AEROBATIC PILOTS ARE PUSHING THE ENVELOPE OF FLIGHT. IT IS WHAT THEY DO, AND CHAMPION PILOT MATT TANNER HAS AN UNCONVENTIONAL idea for doing so — by adding vertical wings to his aircraft. Tanner believes that vertical wings will enable him to entertain audiences with safe, controlled, aerobatic manoeuvres that are rarely, if ever, seen at aerobatics shows. What makes his project even more ambitious is that he is leveraging the Internet to appeal for sponsors to help make his vision a reality.

Tanner currently uses a Laser Z300, a specialised aerobatics aircraft. His team has designed a set of vertical wings that will fit onto it and allow it to turn, loop and manoeuvre like nothing seen before. Each wing will have two parts — top and bottom — which will be fitted right through the existing horizontal wings.

Many big ideas are conceived at random moments — at pubs, in the shower or, in Tanner's case, on an unplanned drive with a friend after a flight was cancelled due to bad weather. Swapping airshow ideas with fellow pilot Tom Edwards, both realised that they were focussing on stunts that were not easily repeatable. They began discussing the possibility of adding vertical wings to their aircraft, and the idea developed into a detailed plan over the next two years. They are now close to completing a one-third scale model that they hope to test this summer.

If it sounds too fantastic, Tanner assures that they are proceeding with care. "Although we have thoroughly calculated the aerodynamics and flight parameters, and will test them extensively on the scale model, there are sure to be characteristics of the vertical wings that we are not fully aware of until we fly the real thing," he says. "For example, how will it handle



OPPOSITE

Tanner is an award-winning aerobatic pilot and a frequent performer at airshows around the United States

THIS PAGE, CLOCKWISE FROM TOP LEFT Tanner's team has almost completed a one-third scale model of the plane with vertical wings and they hope to test it this summer

Tanner believes installing vertical wings on his plane will enable him to perform aerobatic stunts that were previously almost impossible to execute

Tanner currently flies a Laser Z300, a specialised aerobatics aircraft. This is the plane that he plans to use for the installation of his unconventional vertical wings

an extremely high-angle-of-attack flight? What will the stall or spin characteristics be? Exactly how difficult will crosswind landings be? We anticipate that they won't be a walk in the park."

Tanner believes that the spectacle of the new manoeuvres that his Laser Z300 will be able to make will draw more people to aviation. He says: "We are hoping to inspire non-pilots to become pilots, to show people what can be done on our three-dimensional canvas — the sky — and to inspire creativity and motivate people to do great things in their lives."

He still recalls the two people who first sparked his interest in aviation and in aerobatic flying. A friend who obtained a private pilot certificate when they were about 17 years old motivated him to begin taking flying lessons too. He worked at the local airport to finance these classes. Another friend took Tanner on his first aerobatic ride in a Boeing PT-17 Stearman, a World War II biplane primary trainer. But the loops and rolls in the open-cockpit Stearman could not compare to the thrill he felt the first time he rode in an Extra 300.

"We had just done a spin and were pointing straight at the ground. It was the coolest view I had ever had in an airplane," recalls Tanner. "But then we went full throttle and accelerated straight down! I could feel myself getting pushed back into my seat like I was in a drag race. That was when I knew I was going to be an aerobatic pilot."

THE WINGS WILL ALLOW HIS EXISTING AEROBATIC AIRCRAFT TO TURN, LOOP AND MANOEUVRE LIKE NOTHING SEEN BEFORE

Tanner became a flight instructor and earned a degree in aviation management. Currently, he teaches US Air Force pilot candidates to fly through Doss Aviation. He has trained with aerobatic legends Wayne Handley and Sean Tucker, and has been recognised and awarded in airshows across the United States. During the prime North American summer season, Tanner performs at airshows every few weeks.

Throughout aviation history, innovators and adventurers have relied on the patronage of like-minded individuals to help them see their vision through from concept to reality. Tanner is no different. He hopes to raise USD75,000 with the help of sponsors and has a team ready to start building the wings. He adds, though, that the project will still materialise even if he and his team have to finance it themselves. It will take more time, but the show will surely go vertical at some point. 