

FORMULA FORUM



THE IF1 JOURNAL



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IF1 INC.



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**FORUM
CONTRIBUTIONS**

Send contributions to:
Editor, Lista Duren
3233 Via Alicante #48
La Jolla, CA 92037
Phone: 858-452-7112
Cell: 858-442-1811
E-mail: lduren@pacbell.net

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RULES

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rules, check on-line at:

WEBSITE

www.if1airracing.com
Phil Newlon, Webmaster
webmaster@if1airracing.com
614-569-1328

COVER PHOTO:

Rookie Kent Cassels, in #99 Margaret June, battles
with rookie Matt Conklin, in #96 Miss Demeanor,
during Heat 3B at the Reno Championship Air
Races in 2013. Modified Cassutts such as these
dominate the IF1 race field nearly 50 years after the
plans-built Cassutt first raced.

Photo by Jim Peterson

**EXECUTIVE
COMMITTEE**

STEVE SENEGAL
President
130 Lassen Dr.
San Bruno, CA 94066
650-346-6967 (C)
Pilot@SteveSenegal.com

ELLIOT SEGUIN
Vice President
PO Box 131
Mojave, CA 93502
661-754-1555
Elliotseguin@gmail.com

DAN PETERS
Secretary/Treasurer
1438 Morningside Dr.
Longmont, CO 80504
720-308-1596
dan@route66raceteam.org

DIRECTORS

JUSTIN PHILLIPSON
Promotions Committee
Chairperson
8233 Streng Ave.
Citrus Heights, CA 95610
775-750-5867
justinp551@yahoo.com

TOM DEHART
Technical Director
5220 Walton Dr.
Klamath Falls, OR 97603
541-882-1589
flyfastflylow@fireserve.net

BOB BEMENT
Operations Director
7320 Old Stage Trail
Kelsey, CA 95667
530-622-1434
bementr1@hotmail.com

KIRK MURPHY
Pilot Committee Chairperson
6140 Christa Lynn Pl.
Prescott, AZ 86310
928-710-3105
murphyk79@aol.com

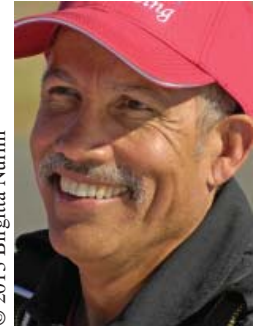
TOM WATKINS
Technical Rules Committee
Chairperson
10120 Brookpark Blvd. #313
Calgary, Alberta T2W1E1
Canada
403-607-8457
ezetom@gmail.com

JEFF GUNN
Procedure Rules Committee
Chairperson
504 Park Lane
Corona, CA 92879
951-310-2265
jeffrey.gunn@sce.com

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Steve Senegal



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I believe in communication.

At a special board meeting held on March 11, 2014, I was elected President, Elliot Seguin was elected Vice President, and Dan Peters was elected Secretary/ Treasurer. I want to thank Elliot for stepping up to serve as Vice President and Dan Peters for agreeing to step into the breach one more time as Secretary / Treasurer until the end of September. We now have a complete board.

Other board members have columns later in this issue. In the Vice President's column, Elliot will tell you what he is involved in and what he is passionate about. You will also get some good information if you want to make your aircraft go faster at Reno. I know you want to turn there now, but stick with me a little longer.

As this issue of the Forum is going to press, Dan Peters, our new Secretary/ Treasurer is getting his feet back on the ground, so I've taken the liberty of writing this issue's Secretary/Treasurer's column. In it I talk about money, as well as tell the exciting story of how I became your president, and how you can replace me. Again stick with me a little longer.

Justin, our newly elected promotions director will talk about the progress on the website front, and some of the great ideas YOU came up with. He is also going to speak to where we are on the race in Spain that is in a plane. I had a long talk with the organizer of the race, and he was very receptive to the conditions necessary for IF1 to sanction it. Got Passport? But for the website to have a deeper meaning, and for the adrenalin to really flow in your veins during a race, you've got to go to school. Kirk, our long time Pilot Committee chairman will answer some important questions about Pylon Racing School: When it is? Where it is? When is the deadline to apply? Who should attend?

As you can see from the abundance of emails I've sent since Brian's resignation,

I believe in communication. We all know that prior to Dan taking office our records, bank accounts and IRS reporting requirements were not handled very well. One of the tasks that Dan Peters handled so well as Secretary/Treasurer, was the Herculean task of getting all that in order and more. When I took over as Secretary/ Treasurer, he was instrumental in helping me obtain the necessary paperwork to continue using our bank accounts. He also provided me with all the records he had. I reviewed the books of the corporation for FY2011, FY2012 and FY2013, and found no material discrepancies or irregularities. I then prepared a balance sheet and income statement for 2013 and requested that the board pass a resolution requiring current and future Secretary/ Treasurers to distribute those statements to all full members of IF1, and a monthly income statement and balance sheet to the board. I've also put other controls in place to assure that our bank accounts remain secure.

We've all heard the Chinese curse "May you live in interesting times." These may not be very interesting but they are truly turbulent times. I'd call it Moderate to Severe Turbulence. The previous administrations tried, if not to hide, then

Continued on p. 4

2014 IF1 Calendar

- | | |
|-------------|--|
| April 19-20 | Mojave Experimental Fly-in (watch http://www.mojaveflyin.com for information) |
| May 3 | Deadline for submitting PRS applications (watch http://www.airrace.org/for_pilots/rookie.php for the 2014 application package) |
| June 1 | Air Race F1 at Lleida-Alguaire Airport, Catalunya, Spain |
| June 11-14 | Pylon Racing School at Reno Stead Field |
| Sept 10-14 | Reno Air Races (watch http://www.airrace.org/for_pilots/racer_application_info.php for the 2014 application) |

I believe this board is worthy of your trust

to at least minimize the difficulties within the organization. I believe this rose-colored projection was a valiant attempt to avoid embarrassment which might hinder teams who were trying to attract or retain sponsors, or even the IF1 class itself, as we try to promote races. Unfortunately, even a casual observer can't help but notice that I am the third president of the organization within a six month period, signaling a real problem. I commit to you that, with your support, I will do my best to pilot the organization in a positive direction toward more racers, more races, and larger purses. I may succeed totally, I may fail slightly, or I may fail spectacularly, but I will give it all I can.

Let me say here that I hate politics. Although I have no proof, except for my observations since being elected at the general membership meeting in September to the position of Secretary/Treasurer, I believe the root cause of our present predicament is that Doug's recall caused a division within the board. That division festered and caused Brian's resignation. I believe every person on the board genuinely has the best interest

of IF1 in their heart, but I also believe that if left unrestrained, politics poisons everyone it touches. Although an oxymoron, honest politics is the art of compromise, of working with everyone regardless of personal feelings or how one voted on the last issue; and once the issue has been brought to the board and settled in a democratic matter, move on. Every person on the board is a volunteer and has stepped forward, answered the call, and is deserving of respect. You, the membership, have placed your faith and trust in your elected board members to do the job you elected them to do by working together to get it done. I believe this board is worthy of your trust; and I commit that, regardless of who is on the board, we will work together in a democratic fashion or I will recommend that the board remove any obstacle to the success of IF1.

Ladies and Gentlemen, thank you again for your trust. Please do not hesitate to contact me if you have any questions.

Fly Fast, Fly Low, Turn Left.

—*Steve Senegal, President*

Resignation Letter from Brian Reberry

The following is the full content of the resignation letter Brian Reberry sent to IF1 membership.

March 6, 2014

To Whom It May Concern:

As your current president, I am informing you that unless some things change on the board and the organization can find a group of people willing to work together for the good of the organization, nothing will change. We do have a great group of guys, yet we continually get disruptive behavior and stresses that should not be there. As the President, I am at my end and unwilling to continue taking on the stress. Due to the lack of respect and continual disruptions nothing will ever get accomplished. I am asking the board members to make a choice about the future of the organization.

Being on the board should be about moving the organization along in a safe manner, keeping our racers safe, supporting each other, and promoting air racing. It should not be about doing everything you can to be disruptive to the point that nothing gets done. Because

of one person's agenda the board is not going to go anywhere or be able to do their job. Its funny that the board member in question has been on the board for the last few years and yet failed to do his obligations and never once questioned the previous president about any of his actions. Yet, nothing will get done because of this personal vendetta. Again, I am unwilling to continue under the current conditions.

I am sorry to be the bearer of bad news, but I am yet one more in a long line of International Formula One board members to resign. For the past 10 years, my team and I have had some amazing experiences and made some life long friends and that is what makes this such a tough decision. At this time, it is even a question whether we will continue racing Formula One or not. Time will tell there, I guess.

Effective immediately, I hereby resign my position as President of International Formula One Pylon Air Racing, Inc.
Brian Reberry

Elliot Seguin



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Major modifications for all! I was excited to hear that Vito Wyprächtiger, James Jordan, Mark ter Keurs, and Creighton King have been making modifications to their airplanes. This investment in the class is the heart of what keeps us a healthy organization. Thank you guys. I look forward to hearing about your test programs and seeing the results on the course.

Is this a Major Mod? As with last year, there are concerns about untested aircraft showing up at Reno and expanding the operational envelope on the course. RARA has asked that any racer who has made major changes to their airplane let them know by the 1st of March. I recommend that, even at this late date, it is still better to acknowledge the changes you have made to RARA. The sticking point with this is the verbiage “Major Modification” which also has meaning to the FAA. Most recently built Experimentals reference 21.93 in paragraph ~17 of their Operating Limitations as the guidance for definition of major vs. minor mod. This wording can be a little gray. I believe the wording is “a minor change is one that has no appreciable effect on the weight, balance, structural strength, reliability, operational characteristic...”

My recommendation is, instead of having a discussion about whether or not your change is a major mod, check to see if it will be hard for you to meet the requirements if it is a major mod. For instance, phase one test typically requires notifying your FSDO, carrying no passengers (not a problem), and flying 5 hours in a designated test area. Depending on a racers situation, these requirements may be easily met which saves you the risk of being challenged on whether the mod is major or not at Reno, and gives you a chance to better know your local FSDO.

Talk to your FSDO. As operators of experimental aircraft, we know that if an airplane has a major mod, it is the responsibility of the owner (depending on your aircraft limitations) to sign the racer back into phase one and notify your FSDO of your intended test area, fly a prescribed amount of time off, and then sign the airplane back into phase two.

It is always a little intimidating at first to deal with the FAA. That being said, my experiences with both the Van Nuys and Reno FSDOs have been fantastic, and I cannot stress enough the importance of having a good relationship with your local FSDO. I would encourage all of us to conservatively read 21.93 and talk to the FAA early and often.

Mojave Experimental Fly In. I want to make sure everyone is aware of the upcoming Mojave Experimental Fly In. The event is focused on the Experimenters in aviation and I think it would be a great chance for the Formula One class to connect directly to potential contributors. The event is April 19th at KMHV, and it involves awards for the best aircraft mods, as well as NAA record setting. For information, go to:

www.Mojaveflyin.com

Please contact me if you think you will attending (or better yet, bring your racer).

C: 661-754-1555

E: Elliotseguin@gmail.com

Lastly, I am excited to now be Vice President of the class. Thank you for this opportunity to serve our class in an official capacity. I am passionate about designing, building, and testing aircraft, and I believe that is the core of this organization. A couple guys in a garage blasting on the coolest thing they can think of, it's a beautiful thing.

What are you working on tonight?

—Elliot Seguin, Vice President

I cannot stress enough the importance of having a good relationship with your local FSDO

Secretary/Treasurer Report

Steve Senegal



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If you think you are a good candidate for the position, don't wait to be nominated by someone else.

As I said in my President's report, Dan Peterson has agreed to hold the Secretary / Treasurer's position until the end of September 2014. Unfortunately he has made other commitments since stepping down, so he will not be able to continue past then. This means that, at the general meeting in September, you must elect a replacement.

Dan will send out nomination forms in due course. If you think you are a good candidate for the position, don't wait to be nominated by someone else. Nominate yourself. Since he was elected to fill the vacancy due to my election to President, the term that you would be filling would only last until November 15, 2015. Dan will be available to help through the transition, as will I.

Since I was elected to fill the vacancy due to Brian's resignation, my term ends on November 15, 2014. Again, Dan will be sending out nomination forms in due course for the office of President, and should you desire, you have the option

to nominate yourself for that position as well. Remember that the organization can survive only if you step up.

The board is contemplating a website redesign. There are also expenses relating to tech inspections at the races, in addition to insurance requirements. Full members should have received the organization's financial statement, and while we are in sound fiscal shape at the moment, website redesign and maintenance, tech inspection expenses and insurance are a drain on our resources.

Dan is putting together a cash flow analysis so we'll know exactly how much money we have to use on an annual basis. But my gut tells me that, at some point, the board may have to consider raising dues and or increasing the holdback from the purse. Rest assured that no action related to holdback or dues increases will be undertaken without member input and due deliberations. Clearly, this is another reason to get involved.

—**Steve Senegal, (former) Sec/Treas**

Promotions Activity

Justin Phillipson



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Well it's been needed for years and we are getting on it. A new website is in the works! We have a rough draft site that is up for review and thanks to all the input from the members it should be up and running in a pretty trim form. We are compiling the ideas and the board still has to make a decision as websites these days are not cheap but hopefully it will be up, interactive and running soon.

We will need media material and bios for the new website. I'd like to see it outline planes and pilot bios and also a sidebar for old race write-ups/articles. Start digging and see what you can come up with. Hopefully we will need it soon!

I'd like to compile a bunch of everyone's race footage and make an IF1 video for

promo and such. I'm thinking 5-7 minutes long and plenty of racing action. Please let me know what you have.

Meanwhile, Jeff Zaltman is organizing the race in Spain in June (more on p. 7) and several IF1 teams are preparing to travel there. So far, Thom Richards, Jay Jones, Steve Temple, and Tom Watkins plan to race. The IF1 board is deciding who will be on the ground in Spain to represent IF1 as the Sanctioning Committee. It's looking like Steve Senegal, Justin Phillipson, Steve Tumlin and possibly Tom Watkins will be the ones to oversee the event.

Stay tuned for the new IF1 look!

—**Justin Phillipson, Promotions**

Kirk Murphy



© 2013 Lista Duren

I can't believe it but we are already half way to the races. PRS is fast approaching and we all need to start getting ready. There is a lot of forward momentum in IF1 and we should be excited about this coming year. I hope for a strong turnout with some new rookies and returning veterans polishing their skills in June.

Who must attend the Pylon Racing Seminar? You must attend PRS if you fall into any one of the following categories:

- Never raced at the Reno National Championship Air Races (NCAR)
- Raced in a different race class at the Reno NCAR
- Not raced in the same race class in Reno within the past three years

PRS is a pilot certification program, not an aircraft qualification period. Although it is recommended, a pilot need not fly the plane he or she will race. However, any aircraft used must be of the same class for which the certification is being sought.

This year the 17th Pylon Racing Seminar (PRS) will be held Wednesday, 11 June through Saturday, 14 June.

The cost this year is \$1,060 for rookies or racers who have fallen out of currency

and \$860 for certified racers. Certified racers needing an IF1 check ride will have the opportunity to complete them in June to save the hassle in September. A list of those who will need a check ride will go out soon. Although costly, PRS is an invaluable tool for rookies and veterans alike, giving you a place to fly safely, legally and in a controlled environment at racing speeds and elevation. The deadline for PRS entry is 9 May, but I encourage everyone who is planning on coming to get those applications in early to better help us forecast staffing needs etc. The application can be found at airrace.org under the tab "For Pilots." Here's the url: http://airrace.org/for_pilots/rookie.php

For the rest of us, let's get out and fly, start getting your airplanes ready, mods finished, testing done and go make friends with your racer again. September is not the time to do it! I look forward to the future of Formula One and I am pleased that Steve Senegal has stepped up to lead the board to success. Feel free to call me any time with questions, or forward my info to anyone new with interest in PRS.

Fly Low, Fly Fast, Fly Safe

—Kirk Murphy, Pilot Committee

...go make friends with your racer again.

Air Race F1, launching in Lleida, Spain on 1st June, has announced that all three major Formula One Air Racing Associations have formally agreed to sanction the event, granting Air Race F1 recognition as an official international competition. The three governing bodies of Formula One Air Racing include: IF1 in the United States, Formula Air Racing Association (FARA) of the Royal Aero Club in the U.K., and Association des Pilotes D'Avions de Formules (APAF) in France.

The Local Organizing Committee is working closely with Air Race F1, the governing associations, national authorities, the Aeroclub Barcelona-

Air Race F1 Sanctioned by IF1

Sabadell and other experts to ensure that safety remains the top priority at all times and that the competition will be fair and authentic. The three associations will jointly run the contest under a common approved set of Formula One rules.



Jeff Zaltman, CEO of Air Race F1, said: "We are grateful to have the approval and confidence of these prestigious organizations that played such an important role in the development of air racing throughout history. ... We are proud to be a part of their Formula One community."

See www.airracef1.com for further information.



[Tom Cassutt] may have been the brainiest person the sport had seen.

The shy little guy stood at the entrance to the race hangar, offering any interested bystander a look at a handful of snapshots of the airplane he was building. Most of those nearby were too busy with their own problems, for this was the 1951 Detroit National Air Races. A few people took a brief, polite look and then moved on to more important matters. The little guy melted into the crowd, probably never to be noticed again.

Though known to only a few, his serious interest in aviation had long been apparent. As Tom Cassutt once told the author, "While my (fellow high school students) were hanging out at the soda shop, I was at home memorizing M.I.T. graduate-level aeronautical engineering text books." After high school he joined the U.S. Army Air Corps, serving as an enlisted man at a base where some of the pilots were still flying Boeing P-26 Peashooters. From there he went to the airlines, and when the war started, began flying civil airliners for the military.

Jump forward three years from the Detroit Races, when the dedicated remainder of a once-dynamic Professional Race Pilots Association had managed to pull off the first race in two years, at little Dansville, New York. By now, the pieces of airplane in the snapshots had become the bright yellow #111, called simply a Special by its designer, builder, test pilot and now race

pilot, Tom Cassutt.

It looked a lot like Steve Wittman's #1 Bonzo, except for its thick, internally-braced cantilever wing. What wasn't so evident was that the man behind the airplane may have been the brainiest person the sport had seen. A self-taught aeronautical engineer, he was a specialist on internal aerodynamics (air flow inside the cowl) and on weight reduction. Tom's knowledge of aeronautical engineering was sufficient to earn this senior captain a spot as a Technical Advisor to TWA, even though his formal education had ended with high school.

His efforts at increasing his racer's speed paid off by 1958 with a National Championship victory at Ft. Wayne, Indiana, outrunning such racing greats as Wittman and Bill Falck. The next year, convinced he had gotten all the speed possible out of his first racer, he had a new airplane. The silver #11 was a revelation, with an empty weight of a mere 435 lbs. (there was no minimum in those days). Tom insists it was the first prototype in aviation history to weigh 10% less than its design weight. It had a much thinner wing than his first, though not a long wing, as all the pylon racing in the late 1950's was at low elevations.

Soon, he was developing yet a third racer, intended to have an empty weight of (no



◀ Tom Cassutt poses in his partially completed aircraft.



▶ Tom Cassutt with his first race plane, #111 in 1954.

Photo from the author's collection

Photo from the author's collection



The long-retired second Cassutt Special as it looked when retired SAS Capt. Jan Christie brought it with him to Wisconsin to live permanently. #11 had an empty weight of 435 pounds.

kidding!) 390 lbs. When it was half built, PRPA brought back the traditional 500-lb. empty weight rule, out of concern that others trying to match Cassutt's ability to cut weight might result in dangerous structures. All work on the #211 airplane was stopped. Tom, a genius at weight reduction, could not understand what he considered a restriction on creativity. He told the author, "Would adding 110 lbs. of ballast make my airplane any safer?" Obviously not, but who else could build a racer that light without cutting a few corners?

His attitude toward safety was illustrated during an Oshkosh fly-in forum (an element of the fly-in program he first suggested). In answer to a question about the need for the rear-spar carry-through, he said he had removed the one in his #11 and gone up and flown snap-rolls at 200 mph without any problems. After landing, he replaced the carry-through for additional safety.

The ruggedness of his designs was demonstrated before a large crowd at the 1966 Frederick, Maryland races. A spectacular mid-air collision directly in front of the grandstands resulted in only minor injuries to pilots Jerry Quarton and Nick Jones, even though the former had his airplane shattered into small pieces, and the latter lost the leading edge of almost his entire left wing.

With no interest in building a "heavy" midget racer, he then turned his attention to racing's long-term outlook, which was not good. The supply of race-ready airplanes was gradually shrinking and might soon drop below the minimum needed for a race.

The challenge was to add airplanes quickly enough to save the sport. Tom saw through the fog of negativity and produced a set of drawings for a modified version of his first airplane, which he called the Cassutt 111m, for #111 modified. For just \$20, a prospective builder got 1/10th-scale drawings of the basic structure, a large drawing of the wing rib, and a stress diagram. He intentionally omitted drawings of the cowl, canopy, wingtips and other parts in hopes that people would not turn out identical airplanes. Most importantly, he eliminated the time-consuming need to design and prove a new airplane.

A full two-page article in the EAA magazine produced an immediate stream of sales to enthusiasts around the world and a lot of late-night phone calls to Tom from builders. It also produced the first plans-built racer—Jerry Quarton's orange

Most importantly, he eliminated the time-consuming need to design and prove a new airplane.

Jerry Quarton's #19 L'il Rascal, before Heat 1A at Reno, 1964. #19 was the first plans-built Formula One racer.



© 1964 Robert Pauley

Two of the three
Cassutts that raced at
the Isle of Man in 1970.

*...this one
man gets the
lion's share
of the credit
for saving
the world's
only class of
true racing
airplanes*

*Jim Miller (standing)
consults with Tom
Cassutt in the cockpit
of Miller's #14 Texas
Gem. Cassutt's sug-
gestions for modifica-
tions helped Texas
Gem exceed 200 mph.*



© 1970 Don Berliner

#19—in the first Reno Air Races, just two years later.

When Formula One racing crossed the Atlantic Ocean to an old RAF base on the Isle of Man in 1970, the starting line-up included three Cassutts. At the first truly international F.1 race—at le Castellet, France, in 1976—there were several Cassutt Racers, one of which was flown to victory by American Bill Sullivan.

Jump forward to 1973. The author was at Jimmy Miller's operation in San Antonio, Texas, to do the first magazine article on his prototype pusher. While admiring the fascinating new shape of this golden spaceship, gleaming in the brilliant sun,

we were joined by a neighbor, named Cassutt, who began pointing out things that would have to be changed before it could be truly competitive. The canard surface would have to be re-located toward the rear, and the shroud around the rear-mounted propeller would have to come off if the airplane was to top 200 mph. Cassutt knew what he was talking about; Miller soon made the suggested changes and began winning.

In the 60 years since the first Cassutt Special appeared, some 250 airplanes have raced in the 190 Cu. In. Class and Formula One. Of those, almost half of them started out as Cassutts, both in the USA, and in England and France, where major Formula One programs have existed.

With the re-imposition of the minimum-weight rule, Tom lost all interest in competing. He sold plans to his two designs for a while, then found someone to take that off his hands. Since then he has rarely been seen at a race. The first Cassutt Special—#111, N20N—was raced for a season or two by John Thomson, then retired to his Florida hangar and destroyed when the hangar burned. The second Cassutt Special was sold to SAS Capt. Jan Christie, who retired in



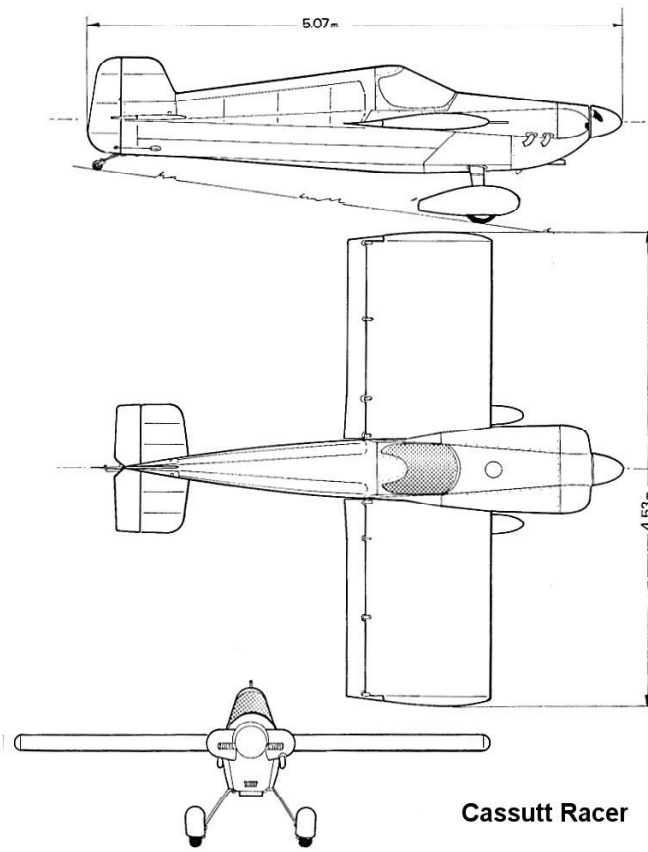
© 1973 Don Berliner

Wisconsin, then recently donated it to the Warbirds of Norway, where it has been re-painted and displayed in Norwegian national colors: white with red and blue trim.

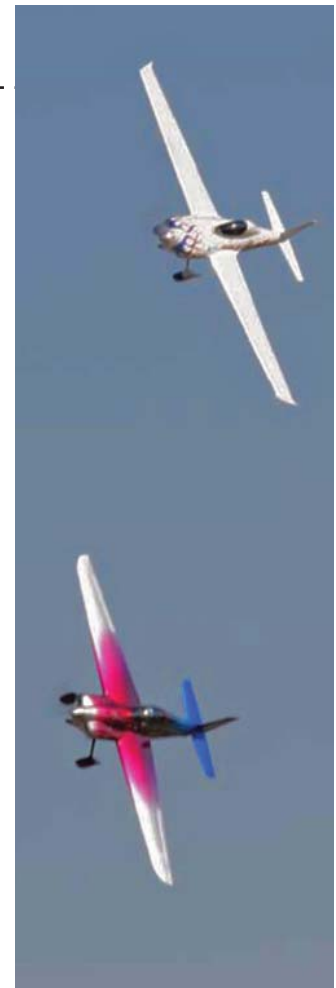
Is it any wonder this one man gets the lion's share of the credit for saving the world's only class of true racing airplanes?

► *By publishing plans for a modified version of race #111, Tom Cassutt eliminated the need to design and prove a new airplane in order to participate in Formula One.*

►► *Modified Cassutts continue to win the Gold. Race #12 and #95, shown here in 2005, illustrate some of the successful modifications.*



Cassutt Racer



© 2005 Jim Peterson

It seems as if only yesterday I was writing about the time frame until Reno and here we are again. There has been so much that has happened since the last Formula Forum—it's almost hard to write. But, here we are at a crossroads—this crossroads means something different to each person, and we can only hope that each and every one of you reading this chooses the road that is right for you. Along the journey to Reno there are many different roads, but each ultimately leading to the same location: Reno Air Races!

It is with many different emotions that I continue to ask each of you to support the person next to you on this journey. As I stated in a Forum earlier these next few months are going to require a lot of flexibility -- but also they are going to require change. We now know that the 51st Annual Air Race Championship will

be taking place, we now know that there will be a race in Spain. There is a future of Air Racing!

In the last Forum I talked about reflection. Reflection is a moment for each one of us to give thanks for what IF1 has brought to us, ingrained in us, and more importantly how it molded us. It's time to reiterate, this year it is more important to come together as a family—not for just you—but for International Formula One altogether. As there have been many hard decisions made in the past weeks it is my assumption that there will continue to be difficult decisions. It's important that people choose to continue working together for the betterment of the organization and for racing as a whole. Take time to reflect on why you are involved in IF1 and then give it your best and make sure that you choose the crossroad right for you!

Family Supporters

Sherawn Reberry



© 2013 Brian Reberry

I continue to ask each of you to support the person next to you on this journey.



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Brian Reberry, Bob Bement and Steve Senegal attended the RARA Class Presidents meeting held on Feb 27 and 28 in Reno, NV.

The Presidents meeting is an opportunity for frank and open discussion between the classes and RARA, away from the organized chaos of the Reno air races. During the meeting, RARA presented their 2013 results which were not as robust as they had hoped. They discussed the reorganization and shrinkage of the RARA board, and the distribution of duties of board and committee members. One item of note is that Dana Searcy will be taking on more responsibilities. So expect her to be busier than ever this year.

Of course no frank, open and honest discussion would be complete without a conversation about the level of our purse and the size of our field. Although we received assurances that the Formula One portion of the overall 2014 purse for a full field would not be reduced from last year, RARA was concerned about the number of aircraft we provided for the show.

RARA had some ideas as to what IF1 could do to increase its chances of them increasing our purse, but it has to do with you, the members who race, and those of you contemplating bringing an aircraft to race.

RARA would like us to increase the size of our field, but we can only do that if

we can get more racers. So if you're contemplating bringing a race airplane, do it! If you know of anyone contemplating getting into this sport, encourage them and have them contact any board member. We'll certainly do what we can to help.

The other item they suggested was a marketing partnership with RARA. They would like race teams to post to their website and help promote the September races.

They also emphasized the necessity of racers who are bringing a new design aircraft, or an aircraft that has had a major modification since its last appearance at Reno, to notify them as soon as possible before showing up at Reno in September. This requirement is in the rules of competition and it is not new.

From an operations point of view, there were no major changes. Race number size requirements are unchanged from last year, but the Chief Timer has asked for an IF1 representative to be in the timer's booth during our races for better identification of our race aircraft. Unfortunately, in spite of our insistence that flying our aircraft at Stead immediately prior to race week was allowed by regulations and was indeed safer, an aircraft that is assembled at Stead will not be allowed to fly until it is inspected and OK'd by Tech.

All in all, it was a packed day and a half of meetings.

...if you're contemplating bringing a race airplane, do it!

Erratum

Second Wind
~~#33 Slingshot~~
Cassutt

Orange with white wings and blue numbers

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In the printed version of the Jan/Feb 2014 *Formula Forum*, Mike Mundell's race plane was mis-named. Race #33 was called *Slingshot* when Ed Dutreaux raced it. Mike kept the race number and the Section 3 association, but he renamed the plane *Second Wind*. The name recognizes the second chance this plane provided after Mike's newly purchased race #15 was crushed in a hangar collapse in May 2013.

IF1 Board Meeting Minutes

Submitted by Steve Senegal

13 February 2014 (Via Teleconference)

Call to Order: At 6:22pm PST (Reberry/Gunn)

Roll Call: Bob Bement, Tom Dehart, Jeff Gunn, Kirk Murphy, Justin Phillipson, Brian Reberry, Steve Senegal, and Tom Watkins

Absent: N/A

Motion to accept the minutes of the 7 January 2014 board meeting. Reberry/Bement. **Motion passes.**

Agenda Items:

1. VP Nomination
2. President's Meeting and expenses
3. Zaltman / Spain Race
4. Roelofs and Reberry on Committees

Motion to amend the agenda to add:

5. Financial Reporting protocol
6. Complementary Formula Forum distribution

Reberry/Senegal. **Motion passes.**

Motion to approve the agenda as amended. Reberry/Senegal. **Motion passes.**

PRESIDENT'S REPORT: Reberry

1. Vice President candidates suggested by the board in previous discussions:

- | | |
|-------------------|----------------------|
| a. Bob Bement | d. Justin Phillipson |
| b. Philip Goforth | e. Elliot Seguin |
| c. Bill Parodi | |

2. Responses of Vice President candidates: All stated their willingness to serve.

3. Election of Vice President

- a. **Motion** to table until the next meeting due to time constraints. Reberry/Murphy. **Motion Passes.**

4. Travel expenses for the upcoming Presidents Meeting.

- a. **Discussion** regarding increasing the delegation to the Presidents meeting:
 - i. More people attending would be counter-productive
 - ii. Meeting is anticipated to be mostly informational
 - iii. Race classes need to be cautious in interactions with RARA at this time

b. **Motion** to reaffirm the consensus of the last board meeting that only Bement and Senegal would accompany Reberry to the Presidents meeting and that IF1 will reimburse them for fuel and hotel cost. Murphy/DeHart. **Motion passes.**

5. Potential Spain race

- a. **Discussion** regarding sanctioning the race
 - i. Risk to pilots who base their participation on IF1 sanctioning the race
 - ii. Risk to IF1 in connection with sanctioning race
 - (1) Financial, (2) Reputation

b. **Direction** given to Senegal to research IF1's current insurance for liability coverage in Europe

c. **Motion** to submit a proposal to Jeff Zaltman that he cover expenses plus a payment amount of \$10,000 to \$35,000 in order for IF1 to sanction the event. Watkins. **Motion died** for lack of a second.

6. Technicality of having Roelofs on one committee twice and Reberry on a committee.

a. **Motion** to table until next meeting due to time constraints. Murphy/Watkins. **Motion passes.**

VICE PRESIDENT'S REPORT: Position unfilled

SECRETARY / TREASURER'S REPORT: Senegal

1. Financial Reporting Protocol

a. **Discussion** regarding who are entitled to receive our financial statements

b. **Motion:**

- i. **Be it resolved** that the Secretary/Treasurer shall provide monthly Balance Sheets and Income Statements to the Board for review and approval and such review and approval shall be reflected in the minutes of the board meeting. Actual financial statements shall not be part of meeting minutes.
- ii. **and further be it resolved** that the Secretary/Treasurer shall provide the current full members the previous year's Balance Sheet and Income Statement in March; and shall provide the current full members the current year's June Balance Sheet and related six month Income Statement in August.

c. Reberry/Bement. **Motion passes.**

2. Bank accounts

a. December 31, 2013 Balance Sheet and Income Statement discussed

b. January 31, 2014 Balance Sheet and Income Statement discussed

c. Since the last board meeting IF1 paid Elliot Seguin \$1912.77 for his portion of the 2013 purse, and Ladd Gardner \$1,126.35 for Directors and Officers insurance. Brian concurred with both checks.

3. Outstanding liabilities

a. IF1 still owes Phillip Goforth \$1,288.97

4. Dues

a. Fifty-five 2014 dues paying members and eighteen race numbers registered for 2014. Twenty-six members who paid dues in 2013 have not renewed and eight 2013 race numbers have not renewed. I plan on sending a reminder notice to those who are not current.

5. Formula Forum

a. Do not plan on sending the Forum to those who are not current unless the Board directs otherwise.

IF1 Board Meeting Minutes (continued)

b. Does posting to website detract from value of membership?

c. Complementary copies

i. Portfolio copies to photographic and writing contributors:

- | | |
|-------------------|------------------|
| (1) Tim Adams | (6) Ken Linde |
| (2) Randolph Bean | (7) Ana Orjuela |
| (3) Charlene Aro | (8) Bill Rogers |
| (4) Shawn Aro | (9) Jack Tyson |
| (5) Gerald Liang | (10) Zach Whalen |

ii. Portfolio copies to photographic and writing contributors who pay for membership anyway

- (1) Neal and Birgitta Nurmi
- (2) Naomi Dschaak

iii. Other complementary copies:

- (1) Betty Sherman: volunteer and IF1 proponent at NAG and RARA
- (2) Steve Hill, Twisted Composites: has done far more than he's paid to do for IF1. Actually paid for membership in 2013 and 2014
- (3) Tom Cassutt
- (4) John Garrett: photographer/historian who is working with us to get access to the late Al Wimer's historical photo collection
- (5) Tom Kraft: media volunteer, IF1 proponent
- (6) Maria Hirsch: still posts an ad for her late husband's books

iv. People removed from the complimentary list:

- (1) Anita Infante: Aeroshell no longer sponsors our class
- (2) Richard vander Meulen: photographer who no longer contributes to the Formula Forum
- (3) Golda Cox
- (4) Jeff Landers
- (5) Michael Luvara
- (6) Ron McConnell
- (7) John Tegler

d. *Motion* to proceed as described regarding

distribution of the Formula Forum with the exception of moving Ron McConnell to the Complementary list. Senegal/Gunn. *Motion passes.*

6. Taxes

a. We are on a calendar year for tax purposes and we are now current on the filing of our taxes. We will need to file a Form 990-EZ by May 15, 2014.

b. We've received a bill from the previous accountant totaling \$650.00:

i. \$350 for filing the 2010 return

ii. \$300 for filing the 2011 return

c. Reberry concurred with paying both bills

d. Fees of \$225.00 for preparing the 2012 taxes have already been paid.

OPERATIONS DIRECTOR: Bement

Nothing new to report. Working on identifying potential new pilots and aircraft.

TECHNICAL DIRECTOR: DeHart

Nothing new to report.

PROCEDURE RULES COMMITTEE: Gunn

Nothing new to report.

PILOT COMMITTEE: Murphy

Nothing new to report.

PROMOTIONS COMMITTEE: Phillipson

1. Had prototype website developed

a. Very robust and professional

b. Link sent to Board Members

c. Estimated cost of \$3,000 to develop and some monthly service fees

TECHNICAL RULES COMMITTEE: Watkins

Nothing new to report.

NEW BUSINESS

OLD BUSINESS

Action on VP position already re-deferred to next meeting.

8:20 pm *Motion to adjourn* Reberry/Bement. Passes.

IF1 Marketplace

Stock Cassutt IIM for Sale. Raced the past 3 years at Reno by Brian Reberry. Named "Little Tony the Tiger." Sound used for the Disney movie "Planes" for Ned and Zed. Asking \$ 22,500.00

Aircraft Serial number 121 with 209.9 TT. O-200 with 84.9 SMOH. 13 gal. tank. Flown with new Serba wooden prop. Max RPM 3,000.

Contact **Jim Whiteley** 775-825-357 or SandorJim@aol.com. To find out how it flies contact Brian@reberryairracing.com



© 2013 Ken Linde

WANTED, Stock Cassutt IIIM Wing, 15' or 17' span, thick airfoil - prefer SoCal area (SAN) for personal inspection and transport, within 2-300 miles is easy, open to farther for right wing.

John Knolla

505-270-4078, jlknolla@aol.com



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FORMULA ONE GOLD RACER •

\$45,000 • GREAT OPPORTUNITY Cassutt race #12 Outrageous is for sale! Placed 2nd in 2012 and 3rd on 2013 in the Gold class. Turnkey racer that is ready to fly for 2014. Recently overhauled mags and less than 5 hrs since Lycon IRAN. Full Lycon race build complete with modified carb and tuned race exhaust. Includes a clean newer race trailer, spares and brand new race prepped Twisted Composites prop. Plane located in Chico, CA.

Contact **Justin Phillipson** (friend of Owner) for full specs and more details: justinp551@yahoo.com



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Contact: **Steve Hill**

(505) 832-1148 or (505)321-6467

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\$15,000....Please note: If you could get Robbie Grove to build you a like wing it would cost at least \$30,000. Entire completed project forecast to weigh less than 500 lbs.

Contact: **Ray Sherwood**
1821 Cold Springs Road,
Placerville, CA 95667

(530) 626-6106

e-mail: rayjyay@aol.com



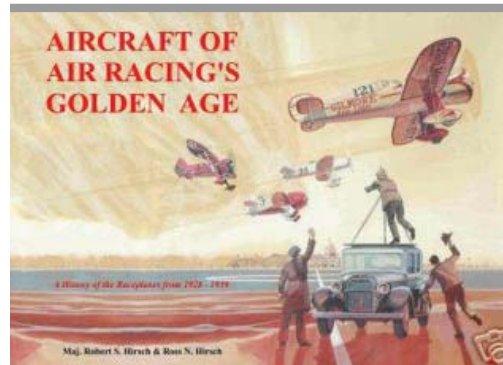
NEW COMPOSITE PARTS

Light Weight 9" Spinners, \$90
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Contact: **Ray Sherwood**

(530) 626-6106 rayjyay@aol.com



AIR RACING BOOKS

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Aircraft of Air Racing's Golden Age 1928-1939,

2 Volumes, 1071 pages, 158 scale drawings: \$75 + \$10 S&H

Schneider Trophy Racers

Goodyear and Formula One Racing (thru 1995):

\$45 + \$5 S&H for both, or \$25 + \$3 S&H for one

Free S&H to IF1 Members

Make Checks to Maria Hirsch

8439 Dale St., Buena Park, CA 90620

Contact: Maria Hirsch (714) 828-7369

If you have aircraft or other items for sale, or updates to your listing, please email Elliot Seguin: elliotseguin@gmail.com



IF1 Gold racers during the final minute before take-off at Stead Field for Heat 3A, 2103. Two modified Cassutts share the front row with reigning champion AR-6 #11 Endeavor. Vito Wypraechtger in #50 Scarlet Screamer won the Gold proving that a modified Cassutt can still beat a newer design. *Photo © 2013 Birgitta Nurmi.*



FORMULA FORUM
3233 Via Alicante #48
La Jolla, CA 92037

