

Formula Forum


FORMULA
Pylon Air Racing
THE IF 1 JOURNAL



Jim Peterson 2015

January – June 2016

IF1 INC.



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Membership in IF 1 is open to pilots, crews and technical people active in Formula One Air Racing for \$60/yr. Anyone may join as a non-voting Associate Member, \$35/ yr. Application available from the secretary or on-line.

For IF 1 Technical and Procedure rules, check on-line at: www.if1airracing.com

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Jim Peterson 2015

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As I am sure you know by now, we lost 3 members of the IF1 family this year, Jay Jones, Hep Porter and David Craig. They were active members who volunteered their time to help Formula One Pylon Air Racing survive and grow. Originally, like most of us, they joined IF1 to participate in the sport, either as a pilot or as a team member. Then, as time went on, they volunteered to give back to IF1. They worked hard in an elected or appointed position within the organization to ensure a vibrant and ongoing class of Air Racing. Their legacy should be an example to each of us. Get involved, volunteer and contribute to the success of Formula One Air Racing.

This year's PRS exemplifies this notion. Thru the efforts of one volunteer in particular, Phillip Goforth, your Pilot Committee Chair, this PRS was the biggest and best I've ever seen. Through his efforts, the Formula One class is poised to have a full field in September. That is to say, 24 aircraft are entered in IF1 for the first time since 2004. Put another way, 2016 will be the first time in over a decade that IF1 will have a full field. About half are returning racers, but the remaining are new to the sport. This explosion of new teams is directly the result of the efforts of Phil who literally beat the bushes and went to extraordinary lengths to get pilots and panes to PRS and registered for the NCAR in September. Of Course the work didn't stop once at PRS. Phil and his team of instructors: Justin Philipson and Tom Watkins worked in close harmony with our operations director Bob Bement to ensure a safe, successful and enjoyable PRS. The students came away with an appreciation of the safety and operational aspects of Pylon Air Racing as delivered by Bob; and the

skill and Knowledge to safely fly the course as delivered by Phil, Justin and Tom. The fun factor priming them for the September races.

As in most organizations, more is accomplished thru synergy and cooperation than thru confrontation and conflict. I can confidently state that the composition of our board fosters the synergy and cooperation needed for success. That is not to say that we always agree. We do however, have respect for each other and understand that every action or statement is made with the best interest of IF1 in mind. This synergy and cooperation has to extend to the teams in their relationship to the appointed and elected members of the organization as well, and vice versa. We all have to keep the best interest of IF1 in mind. It goes without saying, that without the race teams there would be no air racing. It is equally true however, that without the volunteers there would also be no racing. Just as it takes a tremendous amount of work for a team to field a racer, it takes a tremendous amount of work for the organization to sanction a race. Volunteers plan, organize and safely put on the race; starting with planning sessions, continuing thru board meetings, more planning sessions, and finally daily implementation of the plan at the race. Every member of the board, Elliot, Tammy, Bob, Tom, Jeff Gunn, Steve Tumlin, Phil and Jeff Zaltman put in long hours, and this hard work has paid off. We now have more venues, more heat races, and more races later in the day; and we now have a more reasonable sharing of sponsorship monies with RARA and an increased purse in 2016. Indeed every member of the board deserves our thanks.



This is going to be an exciting year, and next year promises to be even bigger and better. All we have to do is keep it safe and keep it growing.

Fly Low, Fly fast, Turn Left.



Great to be headed to Reno for another great week of racing. I am so excited to see all of our new racers on the course, and even better all the new airplanes.

It has been so exciting over the last year to watch our new Pilot Committee Chair, Phillip Goforth, get his footing. Seeing so many new racers at Rookie school back in June was inspiring and felt like the beginning of a new chapter in the history of the oldest racing class at Reno.

Mostly though I think it was directly a result of the enthusiasm and follow through that Phillip has brought to the group. It was great to see Phillip applying new methods of training on the ground, in the air, and even better on the course. We are fortunate to have him, thank you Phillip.

This excitement was unfortunately tempered by the terrible news of the passing of Jay Jones. There aren't words for the gaping hole that Jay leaves behind. The sheer effort that he has poured into the formula class since long before I arrived is hard to put in perspective. He will be missed.

It seems such a fitting memorial to Jay that his airplane, now modified to make history with Justin Meaders at the controls, is set to fly at Reno in Jay's absence. A tribute to the forward thinking, ingenuity, but most importantly generosity of Jay. We all look forward to seeing Justin tear up the pylons in September.

Airplanes are cool!



Phillip Goforth 2016



Time to Get to Reno!

All you racers have been working hard on your planes in preparation of the 2016 National Championship Air Races. Now lets get to Reno safely and in one piece. Just a few safety tips on things to check before hitting the road with your plane. Starting with your trailer, make sure the bearings are in good order and packed. Don't forget to check the brake linings while checking the bearings. Ensure that even if your trailer tires look good, without any cracking that they are less than 7 years old. Old tires can fail even if they look good. Make sure your tow vehicle is in good running order and that you have the appropriately rated hitch for your trailer. When packing for the trip, a few other things to remember such as any tools you might need while working on your plane.

Racers and their planes need to be at Stead no later than noon on Saturday. If you have a break down on the road that prevents arrival by noon on Saturday, please call me and I will inform RARA staff. Once at Stead, you will need to get your initial Check In from me, this includes both the pilot and racing plane. The Check-In needs to be done before 12pm on Saturday. Once that is completed with me then you will then be able to get the Pilot Package from RARA. No Check in, no Pilot Package.

Have a safe trip!

I don't know if anyone can top the racing we saw last year in our three IF1 events in Reno, Tunisia and Spain, but we are sure as heck gonna try in September! We expect to have the biggest field of Formula One airplanes in many years so there will be no shortage of action and stories to tell. More importantly, it is a sign of the growth of our race class.

The Formula One Class is one of the oldest classes of air racing and we aim to stick around for a long time to come. That requires new members, new pilots, new aircraft and a lot of momentum to keep the energy high and grow our sport. We're proud of the success the IF1 community has had recently, as demonstrated by the new recruits this year, and we look forward to all our members and fans helping us to feed that energy.

Each race becomes a piece of history and you can be a part of that. Remember, you don't need a race plane to be an IF1 member – so please join IF1 to support the men and women that work hard all year in preparations to entertain us at Reno!

We will hold our annual IF1 Banquet at the same place and the same time on Saturday 17th September so plan that into your schedule. Everyone is invited so bring your friends and family! Tickets will be available in the IF1 hangar every day of the race week until we sell out, so don't hesitate.

We are currently determining our requirements for new merchandise to sell in September so if anyone has any suggestions or preferences or early orders, let us know now. IF1 fans come in all shapes and sizes and fashions so we want to accommodate all!

The Air Race 1 World Cup information for 2017 will be announced around the time of the races in Reno, so keep an eye out on our webpages and social media pages for news.

Keep in touch with IF1 on our Facebook page (go to Facebook and search for "IF1airracing"). And do refresh your memory of all the Formula One action from last year by going to YouTube.com and looking for the "Air Race 1" channel.

Thank you to everyone for all your efforts to promote our sport – and see you all in Reno!



GOT MAGS ? GOT SPARES ? DON'T WAIT UNTIL THE LAST MINUTE....

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Well we made it..... 2016 PRS is in the bag and it was nothing shy of awesome, 15 rookies 3 certified racers with a total of 10 airplanes. Myself, Justin Phillipson, Tom Watkins and Bob Bemment taught the class this year with the help of Jay Jones ,Steve Temple and Steve Senegal .We ran it a little different this year and I think it worked really well , the first day I led a flight of five rookies around the track with my falco, they had all been flying there airplanes a lot prior to PRS and it showed.

The next flight was led out by Temple in the Madness...boooooom.....the second group did just as well as the first. Did I mention we did all this off of runway 32? The second day we did a full race start off of runway 8 with 8 airplanes. Again.....boooooom....everyone watching said they got goosebumps cause it looked like a real race. All and all I'm very happy with this years crop of newbies.

So now to the awesome news (not that the above isn't just as cool), we have a full field of 24 airplanes and pilots.....boooooom, this was Jays favorite saying talking about how Temple passes, so rookies be ready hahaha! No really be ready... So now with all this we only got a little over half the new racers fully certified. The good news was all that brought planes and one other became fully certified Reno IF1 racersbig congrats to all. All of you guys that didn't get finished take this advice: "The best speed mod you can do to your plane is fly it a lot." Be ready to do your check rides cause we will be very busy prior to race week. Also, everyone needs to get with Bob for your parking spots, with 24 planes it's going to be crazy but fun. Don't stress if you don't get the spot you want, we tend to work out any problems on the fly. Great job this year everyone, let keep this momentum going and make Reno great again!!!!



Technical Rules- Steve Tumlin



Once again another year has passed us by, but with a great cost; the loss of longtime integral IF1 members and close friends **Hep Porter, David Craig and Jay Jones**. They leave behind some big shoes to fill. But I know they would have faith in us to continue on and strive to be better at what we do....and do what we've always done: GO AIRRACING!!!!!!!

If any members have new Technical Rule Proposals, or if you have questions requiring clarification about our technical rules, please don't hesitate to contact me @ SDGRIFFEN@AOL.COM. If I can't give you the answer at that moment, we have about 200 years of expertise that we can consult with to arrive at the answer! IF ANY RULE CHANGES ARE TO BE MADE, THEY MUST BE SUBMITTED AND RATTIFIED BY DECEMBER 31, 2016 in order for them to take effect in the 2017 race season. If the Executive Board declines the new proposals, then a petition may be filed and then submitted to the general voting public as per:

(IF1 Bylaws, Section 19.2, by petition)- "Rule changes may be initiated by a petition signed by thirty percent (30%) of the members. If a change is approved by two-thirds (2/3rds) of the members, the revised rule will take effect on January 1 of the following year."

(IF1 Bylaws, Section 19.3- Executive Veto)- "A veto by the Executive Committee of a proposed rule change may be over-ridden by members using the procedure in 19.2 of these bylaws".

Read the Bylaws, Read the Technical Rules, stay informed...Participate!

Now is the time to get ready for the 2016 Air Races,

Procedural Rules- Jeffery Gunn

Reno 2016 is fast approaching and this has been a year of many changes. New leadership at RARA, many new airplanes and pilots participating at PRS and planning their arrivals at Reno in September. This should be an exciting year for Formula One Air Racing with the possibility of a full race field, that which we haven't seen for many years. As far as the Procedural Rules Committee goes it has been relatively calm with no new activity to speak of.

Remember, if any member has a suggestion for a new rule or existing rule change, please send an email with your request to myself, Jeffrey.Gunn@sce.com or any member of the IF1 Board. We look forward to working for our membership.

Fly fast and fly safe!





2016 Reno is upon us. It's been a rough year since Reno 2015 with the loss David Craig, Hep Porter, and Jay Jones. I could fill volumes of pages with comments on each one of these great individuals but I must reserve my space to the upcoming event. May God bless them all and please keep their friends and family in your prayers.

Back to the matter at hand; after all your hard work in preparing your aircraft and crew to get to Reno on time it would be a tragedy if you didn't make it there.

Make sure your trailer is road worthy; tire condition, packed wheel bearings, lights and wiring, and spare tire. Make sure the hitch is actually working; do you have the correct size ball? Most likely it will be a 2 5/16, don't guess make sure. I know this sounds redundant, but as you can guess the stories are abundant. Be sure the driver has plenty of sleep before your long journey. Falling asleep and crashing your trailer is no fun (just ask Ray Cote.) Deadline arrival time is Sat. 12 noon.

Now lets turn our attention to the race plane.

For those of you that have not experienced an official tech inspection here is a brief run down. Tech breaks down into 4 separate categories:

1. Airframe
2. Cam and engine
3. Weight and balance
4. 4. CC and fuel

Airframe

Make sure all paperwork documentation is ready: airworthy certificate, logbook, insurance etc.

Understandably, your aircraft is being assembled during inspections, and the tech crews will work with and around the pit crews assembling the aircraft. This may require multiple visits from a particular crew. If there are any discrepancies the crew chief will be immediately notified and sign off will be withheld until resolved and inspector approves.

Cam and Engine

This inspection is to determine the cam shaft profile. Your crew chief will be notified in advance as to which cylinder is to be inspected.

In preparation for this inspection:

One spark plug must be removed from each cylinder.

There must be a spinner mounted to the prop. This spinner mounted to the prop does not have to be permanent, but must be steady enough to hold timing degree wheel.

Make sure the valve cover gasket is also removed from the cylinder. All baffle work must be loose and out of the way in order to mount the dial indicator to the cylinder being inspected.

This process can take as little as 15 mins but can take longer so patience is the order of the day. **It's no big deal.**

Weight and balance

Weight and balance crew requires a little more space than the other crews so please bear with them and help them out as much as you can.

CC and Fuel

This requires that both upper and lower spark plugs be removed from the cylinder that is being inspected. The crew will then insert a dummy plug into the lower spark plug hole. The piston is then brought to TDC.

The 250 cc burette will then be filled with Marvel Mystery Oil. Once the crew chief is satisfied as to the amount of oil in the burette, the inspector will begin the filling process. Every effort is given in filling the cylinder with as much oil as possible. Once this is done the inspector will show the crew chief the final result. This number is then recorded on the inspection sheet. Once the inspection is done, the cc crew will draw out as much oil as possible, remove the dummy plug and allow excess (which is minimal) to drain onto shop rag or valve cover.

Fuel tanks will be visually inspected to make sure no excess fuel will be left from previous flight. All fueling and refueling **MUST BE DONE** past the no prop line. In other words, make sure you're on the ramp by the fuel trucks. A tech representative will witness a minimum 5 gallon fuel up. This satisfied the 5 gal requirement.

Remember we are here to have fun. Once things get rolling you will find it's not a chaotic as it sounds.

CREW CHIEFS: You are responsible for your airplane getting through tech. All 4 areas of inspection must be signed off and turned into the FAA **BEFORE** 4 pm the night before you fly. This includes the fuel requirement! Coordinate with tech on rolling your plane on the ramp to fuel up.

REMEMBER- this must be done the night before you fly.

Let's be careful getting in Reno. I can't wait to see all my old friends and new friends in September. If you have any questions do not hesitate to call or email!



What a year it has been. Right after Reno 2015 we lost Tech/Operations worker Hep Porter. Then came the news of the loss of Tech inspector David Craig and most recently the shock of the loss of Jay Jones. Our thoughts and prayers are with their families.

It is an exciting time right now in Formula One. We have 24 planes registered to race in Reno. We have 50 full members and 11 associates members. We have \$22,574.81 in the bank account. The rise in recent years is great, but will make for a busy week.

Grace and I will be in the office again this year, but with Tom now being short one inspector I will be helping him more this year. I cannot say how much I appreciate having Grace in the office; she makes the coffee, gets the donuts each morning and answers tons of questions all day. Make sure to stop by the office and just let her know how much you appreciate all the hard work that she does!

The high enrollment of aircraft this year means the office will be extremely busy, so Grace and I ask that everyone understand that there will not be room to store any extra items in the office this year.

Important days to remember:

Saturday noon is deadline for plane arrival

Tuesday is the mixer- potluck 5 pm

Saturday is the banquet- more info to come

Hope to meet all the rookies this year and see all my old friends. **Drive safely!**

This issue has proven to be a task...! Thanks to Naomi Dschaak for all her help and co-ordination on it. Early in the year my call for submissions went un-noticed, and by the time I began to get submissions so very much had happened. Even as I worked to put the issue together, it seemed things changed every day. Just when I thought I'd nailed things down, another submission that HAD to be included was submitted. For those who don't know, we've lost far too many good friends in far too short of a time. The shock of loss almost over-shadowed the good things going on. I think we can all agree that those we lost would want us to keep working and racing instead of letting their passing detract from enjoyment of this class. This year will still see their contributions in the day to day landscape of the races themselves.

On the positive side of things, many teams have reached out to the world through their Facebook pages. I look forward to every new post from all of them. It's so great to see the innovation, the experimenting and the effort it takes to prepare for Air Racing. I expose my friends to it all by sharing posts to my own page. I was happily surprised to see a number of my Reno friends and even some folks I'd never met in person at Oshkosh last week. At the World's Greatest Air Show small signs of being part of the Air Race Family stood out. I am certain that my co-workers at my company's booth were increasingly surprised when I'd see somebody else and go "Hey! How's it going?!?!?". Got me to thinking it would be so cool to see a dozen or so IF 1 racers parked together and spreading the word there....

I look forward to meeting everybody this year (Yes, it's me. Yes, I got a haircut.)

(OPPS! Last issue I credited Tom Dehart's column to Steve Tumlin. Seems I confused the Technical Director with the Technical Rules Committee...Sorry about that!)

Memorials



Harold "Hep" Porter
1-19-60/11-13-15

Hep had a life long passion for airplanes, and got his pilot's license at 17. Soon after receiving his license, Hep took Aerobatic lessons and loved to perform rolls and tricks over the Santa Cruz beaches. He became interested in Formula One Pylon Air Racing and spent over 30 years involved in the sport. He successfully raced AeroMagic, Alley Cat, Sitting Duck and lastly Carbon Slipper. Hep did some of the initial test flights on the snowshoo sr-1, He also raced several different aircraft in Formula V air racing. Through his love of the sport, Hep became one of the leading experts on Experimental Aircraft. He was a huge influence on me and was always helpful throughout the IF1 family. Hep served as one of our tech and always helped with the post race pilot debrief, he will be deeply missed. Love you buddy blue sky's - Phillip Goforth



Jay "jay bird" Jones
10-30-52/7-4-16

Jay was incredibly passionate about airplanes, bragging about his daughters, helping his friends and living life to the fullest. Often nicknamed the Energizer Bunny, Sparky, Betty White or the like, Jay was full of life with whatever he set out to accomplish. There isn't an airplane in the IF1 hanger that doesn't have a part or has had a part made for it by Jay. Those of us who were involved in the Airrace 1 series know that there is no way it could have happened without Jay's hard work. He loaded and unloaded almost all of the planes with little help. Jay has built the body on my Knottygirl multiple times and never asked for anything ! Jay raced a handful of planes just like Hep but his passion was his Quadnickle #45. When he started, the plane did 180 mph and over the years got her all the way to the

gold race at speeds approaching 240 mph, we all could learn from this. I don't know if anyone can fill Jay's shoes he will be greatly missed, Quadnickle will be raced this year by Justin Meaders. Jay and Justin came up with the plan to put hand controls in the plane and let Justin run her this year, since Jay was going to be in Rio watching his daughter in the Olympics in September. RIP my brother.— Phillip Goforth



David Craig

David Craig sadly passed away in 2016. He was one of our Formula One tech inspectors. David was from Midville, Idaho and had a wonderfully long history in his community.

He joined the navy and served on a sub tender stationed in San Diego. After the military he started a construction company that specialized in heavy equipment. He was a corporate pilot and a certified flight instructor. He eventually retired and sold his construction company to his son and son-in-law. David was very instrumental in starting the volunteer fire department in Midville. He helped for many years and when he was older he would use his heavy equipment to help with forest fires in the area.

David started with the tech team for Formula One in 2001. He worked on the cam inspection crew. David lived very structured in his life. He would pull up in his motor home on Wednesday to be ready for Friday to set up the office. We would start on Sat with our inspections. You could set your clocks by David. He would be in the office at 7:45 am to start at 8 am. At 12:00 it was lunch time and 6 pm was dinner. His favorite place to go in Reno was the Bonanza Casino for the buffet.

David was preceded in death by his wife and he leaves behind two children and numerous grand children. He will be greatly missed by all.— TomDehart

PRS Report

By Naomi Dschaak



Name	PRS Flight Training Complete	PRS Check Ride Complete	Aircraft Make/ Model	Aircraft Name	Crew Chief
Joseph Clark	Yes	Yes			
Des Hart	Yes		Cassutt Racer	Stronger Beer	Bob Holmes
Scott Holmes	Yes				
Kent Jackson	Yes	Yes			
Jordan James	Yes				
Mike Kennedy	Yes				
Chip Mapoles	Yes	Yes			
Tim McNamara MD	Yes	Yes	Taperwing Cassutt	Slingshot	
Justin Meaders	Yes	Yes	Cassutt IIM	Quadnickel	
Paul Newman	Yes	Yes			
Swaid Rahn	Yes		Cassutt III Sport	Heat Stroke	
Duane "Tiger" Tollday	Yes		Cassutt IIIM	Golddigger	
Steve Tumlin	Yes				
Ryszard Zatow	Yes				



**Left to right:
Justin Meaders**

James Jordan

Scott Holmes



Chip Mapoles

Joseph Clark

Steve Tumlin



Des Hart

Ken Jackson

Swaid Rahn



Dave Robinson

Mike Kennedy

Tim McNamara



Duane Tolladay

Paul Newman

All photos Naomi Dschaak 2016



Stock Cassutt Race 17 Annie

Includes all supporting parts (trailer, extra cylinders, pistons, and much more). Ready to race. I raced in all but about two races in Reno from 1980 to 2008. Best lap speed of about 225 mph. Won Silver in 2008. \$20,000.00 negotiable.

Contact: Carl Swenson

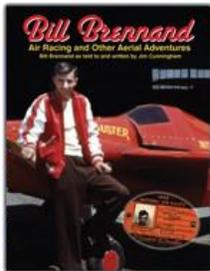
PO Box 2276

Conroe, TX 77395

281-684-0204 (cell)

936-756-2692

carljohnswenson@gamial.com



AIR RACING BIOGRAPHY

Bill Brennan, Air Racing and Other Aerial Adventures

By Bill Brennan and Jim Cunningham

While working for air racing legend Steve Whittman in 1947, Bill Brennan won the Goodyear Trophy at the National Air Races without having ever flying a practice course and outflew veteran air race pilots. In the years

that followed, he flew many more races and was in the winner's circle over half the time. This is the fascinating story of an Air Racing Legend and EAA Pioneer!

148 pages, 210 photos, many in color, with forward by Allen King

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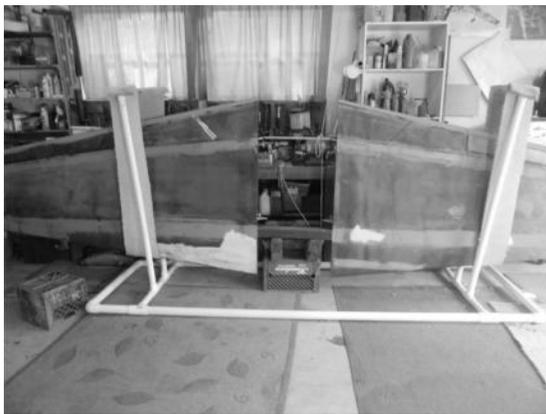
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- All Carbon Fuselage
- On the Gear

\$15,000...Please note: If you could get Robbie Grove to build you a like wing, it would cost at least \$30,000.00. Entire completed project forecast to weigh less than 500 lbs.

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530-626-6106

rayyjay@aol.com



Stock Cassutt IIM FOR SALE

Little Tony the Tiger, raced 2011-2013 at Reno by Brian Reberry. Sound used for the Disney movie Planes for Ned and Zed. Price lowered to \$17,500 or best offer.



Miss Min Wing FOR SALE

Upgrade your stock Cassutt wing to a high performance wing. Easiest way to boost your top speed by as much as 15 mph. My team at Massey Aircraft is willing to assist in the necessary installation modifications. \$15,000.00

702-456-9319 **Jim Jordan**



For Sale

Cassutt III M, Sassy Sangoma

Race ready Cassutt, raced in Reno at the National Championship Air races in 2015. Winner of rookie of the year. Would make a perfect starter Racer with good potential for racing development. The aircraft flies great and is stable and predictable during all phases of flight including race speed.

Based in the UK, Presently aircraft is in storage with wing removed and engine on stand. Inspection is welcome by prior arrangement.

Airframe TT:

- 71hrs

Engine TT:

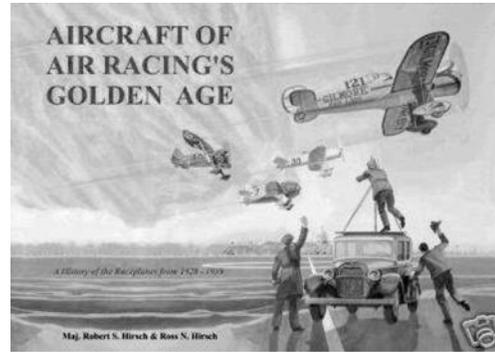
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Please contact directly for complete details.

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Schneider Trophy Racers Goodyear and Formula One Racing

(through 1995)

\$45 + \$5 S & H for both or

\$25 + \$3 S & H for one



Naomi Dschcaak 2016



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