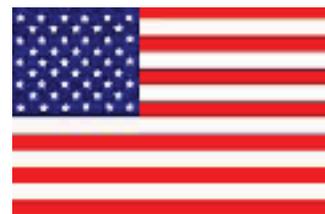


# ***FORMULA FORUM***



THE IF1 JOURNAL



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**COVER PHOTO**

Dan Peters rounds a pylon during the Bronze  
Final at Reno in September 2008. He placed  
second and his crew won the “Crew of the  
Year” award.

Photo by Neal Nurmi.

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Welcome to the “Reno Air Race” edition of the International Formula One Pylon Air Racing, Inc. (IF1) newsletter “Formula Forum”. This issue will be available to IF1 Members just before the 2009 Reno National Championship Air Races and to non-members during the event. This column will hopefully inform and be of use to both IF1 members and fans.

Formula One Pylon Air Racing offers something for almost everyone. Race fans are in for a full week of exciting and competitive racing and will witness some of the best races of the event. For pilots IF1 provides a relatively economical means to participate in some of the most demanding and satisfying flying that can be found. For designers, builders, and mechanics it is a golden opportunity to be creative and “show their stuff” in their equally demanding side of pylon air racing. And for owners and sponsors, Formula One Pylon Air Racing provides a unique and exciting medium with untapped potential for advertising and branding in the world of aviation. So come and join us. Whether as a participant, a spectator, or a sponsor, I think you will find Formula One Pylon Air Racing a fascinating and exciting sport.

Air race competitors will be preparing their aircraft for technical inspection in the IF1 pits located in the Reno Air Race Association hanger on the West end of the pit area beginning early Saturday, September the 11th. We begin flying on the race course to practice and qualify pilots first thing Sunday morning. Aircraft qualifications begin Monday. Racing starts Wednesday afternoon.

Race fans are welcome in the IF1 pits. We encourage you to come by and see the Formula One racers and activities up close as well as visit with the owners, crews and race pilots. We fly early—the green flag often drops promptly at 8AM—and we invite all to come see our “race horse” starts and some of the best pylon air racing available today.

We also invite everyone to visit and enjoy IF1’s web site located at [www.if1airracing.com](http://www.if1airracing.com). Be sure to visit the “Plane Page” for a listing and brief history of this year’s Formula One Race Planes and the “Pilot Page” for a listing of this year’s Formula One Race Pilots. The web site contains IF1 history, bylaws, operating rules including race pilot requirements, technical rules including race plane requirements, electronic issues of this newsletter, various articles and pictures of interest, a Community Forum, and a “For Sale Page”

International Formula One Pylon Air Racing (IF1) is an all volunteer, Texas non-profit corporation formed to promote the science and sport of Formula One Pylon Air Racing. IF1 is the official sanctioning body for all Formula One Pylon Air Races in the United States. If you are interested in becoming involved in Formula One Pylon Air Racing as an owner, pilot, or volunteer active in the organization itself, then membership is a must. Crew members, technical and operations volunteers, and those actively involved in Formula One Pylon Air Racing are encouraged to join and enjoy the many benefits of full IF1 membership. Associate

Gary Davis  
Vice President



Photo by Bill Rogers

*... we invite  
all to come  
see our “race  
horse” starts  
and some of  
the best pylon  
air racing  
available today.*

*Continued on page 12*

## President's Page

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Smokey  
Young



Photo by Bill Rogers

*The hangers  
this year will  
be available  
for our aircraft  
at 0800 on  
Wednesday,  
Sept 9, 2009.*

As you receive this issue of the Forum, trailers are being loaded, tools inventoried and all those last minute preparations for the road to Reno are being made. It's an exciting time of year for race pilots. It's also a busy time of year. I don't have to tell the returning racers what a hectic environment Reno can be. Being prepared mentally and arriving with a "race ready" airplane is the key to an enjoyable racing experience.

The IF1 board has also been preparing for Reno. Over the course of the past 12 months we have worked together with the RARA Board of Directors to solve various logistical and technical issues. We continually try to improve the races while at the same time adapting to an evolving regulatory and economic environment. While the issues I am going to discuss are not new to any of you, I do want to use this venue to recap some changes you will see this year.

The first item I will address is the parking plan. RARA has had a policy that racers were not allowed into the hangers until 1200 on the Friday prior to the races. This year that would be Sept 11. Over the years individuals have worked with RARA to gain access to the hanger at an earlier date. These arrivals have been approved on a case by case basis. In addition, in the past Formula One pits have been available on a "first come, first served basis." It is difficult to have a "first come, first served policy" when individuals are making deals to have early access to the hangers. Last year the inevitable happened and conflicts developed between racers (two of whom were Formula One

pilots) which RARA was forced to mediate. The other race classes had similar problems. The end result is that all racing classes are now required to submit assigned parking plans to RARA prior to the event.

The hangers this year will be available for our aircraft at 0800 on Wednesday, Sept 9, 2009. Parking spots will be assigned by a bid process based on criteria developed by the International Formula One Board of Directors. When you arrive at Reno, a copy of the parking plan will be posted. Please establish a pit in your assigned spot.

Parking priority is based on the following criteria:

- 1) Finishing position (aircraft and pilot) in the 2008 Reno Air Races
- 2) If an aircraft/pilot combination did not race last year the following priority will be used:
  - a) Returning racers based on last relative position of the raced airplane
  - b) First year racers based on last relative position of the raced airplane

Based on the RARA data base we have established the following priority list for choosing pit areas.

- 1) Senegal, Steve: *Endeavor*
- 2) Davis, Gary: *Scarlet Screamer*
- 3) Bodine, Doug: *Yellow Peril*
- 4) Young, Smokey: *Sly Dog*
- 5) Temple, Steve: *Madness*
- 6) Jones, Jay: *Quadnickel*
- 7) Richard, Thom: *Miss USA*
- 8) Swenson, Carl: *Annie*
- 9) Garrison, Bill: *Dancing Queen*
- 10) Hall, John: *What's Up Doc*

- 11) Reberry, Brian: *N-A-Rush*
- 12) Kenner, Michael: *Blackjack*
- 13) Seguin, Elliot: *Wasabi*
- 14) Cooper, Adrian: *miss t'witchie*
- 15) Peters, Dan: *Route 66*
- 16) Richard, Thom: *Invictus*
- 17) Senegal, Steve: *Miss Demeanor*
- 18) Mashowski, Larry: *Lime Lite*
- 19) Dutreaux, Ed: *Slingshot*
- 20) Onslow, Lachlan: *Outrageous*
- 21) Jordan, James: *Miss Min*
- 22) Johnson, Mark: *Tree Top Flyer*
- 23) Goforth, Philip: *Knotty Girl*

For example, Steve Senegal gets 1st choice of a parking spot in the hanger for Endeavor and 17th for Miss Demeanor. I know right away that this is a pain for those of you with two aircraft. All I can say is that I wish the parking situation had never come to this. The board put together the simplest and most workable solution. If you can work out switching spots with a neighbor once you arrive, that is fine. Bottom line is that RARA is out of the parking business and once we arrive at Reno, so am I.

Everyone needs to send me a list of their parking preferences in numerical order. If you are 23 on the list you need to send 23 preferences. If you don't care, tell me you don't care. Parking spots should be defined by the floor plan (right.) Spots available to IF1 are 4F-G, 5A-G, 5I-K and 6 A-K.

The next item I will discuss involves technical inspection and pre-event flying. It is RARA's policy that no aircraft will fly prior to being subject to tech inspection. This is fallout from

the accident last year. We know that prior to the waiver going into effect, Reno-Stead is a public airport. If your airplane has a valid Airworthiness Certificate and valid registration you are legally entitled to fly there without being subject to tech inspection. It is RARA's desire and the desire of the IF1 board of directors that once you arrive at Reno you do not fly your airplane until it has been tech inspected.

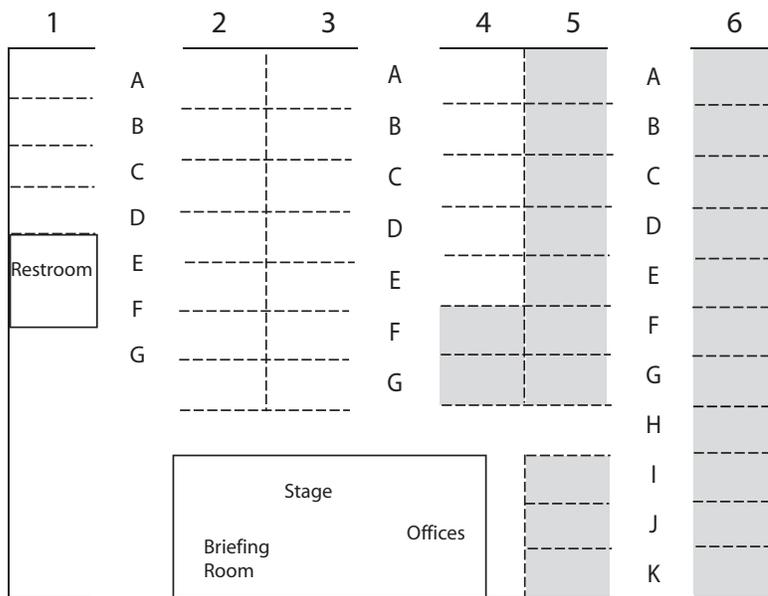
All racers and owners, please make sure your IF1 membership is current. Non members will not receive technical inspection. They will also not be given IF1 pilot qualification checkrides. Memberships will not be processed at the races! We are all there to race, including the board of directors. The first step in arriving ready to race is arriving with a current membership

If you have any questions or concerns please email or call. I look forward to seeing all of you in September.

— Smokey Young

*It is RARA's policy that no aircraft will fly prior to being subject to tech inspection.*

*IF1 is assigned the shaded pit areas 4F-G, 5A-G, 5I-K, and 6A-K. Send your preferences to Smokey.*



# Operations Brief

**Bob Bement**



Photo by Bill Rogers

Race week is fast approaching and I can't wait to see everyone! We need to review some key points on Safety and Procedures prior to arrival at Stead. Every team needs to be clear on the Race Procedures described in the sidebar on the following page. Please pay particular attention to the bolded sections on Start Flags and No Start.

This year's Operations Crew will include myself, Jeff Gunn, and Scott Garland, with Tom, Bob, Dave, Rick, Frank, and Ron of the Tech Team always willing to lend a hand. Thank you in advance for all you guys do!

Remember to safety check your trailers prior to leaving home: bearings, tires, brakes, appropriate sized tow vehicle, etc. There are many stories of Racers NOT making it to Reno because of trailer issues.

There will be two **Mandatory Meetings** on Saturday September 12:

- 1) All NEW Race Pilots and all Race Pilots who did not race last year
  - During Tech Crew Lunch Break.
  - Meeting place TBA, look to the office wall for a posted location.
- 2) Hand Propping Safety Briefing
  - Required for all personnel that will be hand propping.
  - Time & Place TBA, look to the office wall for a posted location.

Let's show everyone how proud we are to represent International Formula One with good teamwork and communication.

Fly Safe,  
**Bob Bement**, Operations Director



◁◁ Far Left: A young fan checks out the view from the cockpit of #87 Madness



◁ Left: Crew chief, Jack Suierveld signs Outrageous posters for fans.



▷ Right: A fan in Section 3



◁ Left: Jay Jones seats a young fan in QuadNickel.

▷ Right: Robert (Hoot) Gibson, astronaut and pilot of IF1 #92 Poly Dynamite (1989), Unlimited #99 Riff Raff (1998-2007), Jet #15 Czech Mate (2002-2004) and Jet #54 Robin 1 (2008) autographs a race book.



Photos by Lista Duren

Photo by Bill Rogers

# Operations: Review/Refresh Race Procedures

by Bob Bement

## Spotting Aircraft

Position aircraft on runway so you have room to go between the aircraft in front of you (aborted takeoff)

## Flags During Race

Yellow: Caution, continue racing

Red: Vacate course, race canceled

Black: Individual aircraft is disqualified

White: Last lap

Checkered: Race finished

## Flagging Procedures For Start

**10 minutes: Once aircraft all in position**

**5 minutes: Red flag is up**

**2 minutes: Crews leave aircraft**

**1 minute: Red flag down, Green flag is up**  
*Starter's discretion in that 1 minute to drop Green Flag and start race.*

## No Start (Engine)

**At 1 minute pull aircraft off the side of runway, possibly into the dirt. You can continue propping. If started and is SAFE to get your airplane in position, you can start the race. REMINDER: engine and oil will be cold, and consider reason for not starting in the first place, (remember you can always race tomorrow).**

## Aborted Takeoff

Roll out straight ahead, as far as possible. Wait for all aircraft to pass by before exiting with your aircraft. Pull aircraft to COLD SIDE of runway, if possible. Wait for crew to pick you up.

## Hot Side/ Cold Side

Hot Side is always farthest from crowd line no matter which runway that is used. Always land Hot Side, get aircraft under control and transition to Cold Side. Don't get slow on Hot Side. Clear taxiway up onto ramp and spread out. Crew will pick up and take you back. Taxi back is okay, be careful of people and airplanes.

## Take Off

Front row must hold line until past Home Pylon. First lap starts when 1st aircraft crosses Home Pylon, the 2nd time by.

## May Day

Pull up inside race course and get altitude. Be alert to other aircraft you are flying with. Fly airplane first, get yourself under control, and then deal with the problem. Never turn toward the crowd line, EVER. Use any runway. Use radio if needed; Emergency Crews will respond.

## Race Over

Cross Home Pylon, clear yourself and pull up inside race course to gain altitude. Follow in trail in the cool down, be predictable. Wing wag downwind and base legs.

## Landing

Usually land on same runway as takeoff, pilot's discretion however. Keep pattern close to airport. If you choose a different runway, announce intentions, if possible, and make sure runway is clear. Be aware a mayday aircraft may have chosen same runway.

# News From the Teams

Photos by Neal Nurmi (NN) and Mark Johnson (MJ)

**#17 Annie** ... I've been out flying, doing the annual, fixing the squawks. We've balanced the prop that was fluttering at high rpm last year. Crew Jeff Gardner, Leonard Hasnesh, and Jim Smith are excited, but the road trip is a long haul and something always breaks.. Goal: have a good time and move up a place. — **Carl Swenson**



**#26 Tree Top Flyer** ... Last raced in 2002 as Midnight Oil, #26 is returning as *Treetop Flyer* now owned by Mark Johnson. Sporting a new paint job and a few other minor changes, this Cassutt, last rebuilt by Tony Wright Sr. & Jr., is ready to terrorize the course once again. — **Mark Johnson**

**#21 Black Jack** ... Mods this year for the induction and ignition systems and lots of testing and “back to the drawing boards”...each week brings new challenges and solutions and without the tireless devotion of our 90+ year old crew chief, Bret Hart, we'd still be back in the pits. Put in a “real” radio this year and tweaked the fuel lines and hoses—it's a never-ending devotion. Happy and grateful to be at Reno again this year. Beat Smokey! — **Michael Kenner**



**#3 Sly Dog.** The major news this year is that we have added *Since 1853 Ltd.*, exclusive online distributor of *REVUE THOMMEN* watches to our list of sponsors. Additions to the team include Nick Carey who will be working as Assistant Crew Chief along with Jennifer Adams. No major modifications have been made to the airframe in the past 12 months. — **Smokey Young**

**#12 Outrageous** ... Only a few things have changed this year, one being the pilot and the other being a newly overhauled engine. The aircraft is running well and we are hoping for some fast times. Adam Hutchins will be keeping her flying this year as our Crew Chief. Have fun. — **Lachie Onslow**



**#13 N-A-Rush** ... Not too much new here, The family is great and the new little one is growing like a weed. We are all looking forward to seeing everyone soon. Yes the formula racer is for sale in hopes to race in a different class next year....hint.... makes lots of noise.....burns lots of gas..... built by North American! — **Brian Reberry**

**#66 Route 66** ... We were on track to accomplish our goal of breaking 200 mph lap speeds, but our newly overhauled engine must have spun the glue right out of the race prop! Our race prop is toast, so we'll have to throttle back for our sport flying prop. The new wheels and pants don't fit, the new canopy doesn't fit, but the pilot fits a little easier in the cramped Cassutt after a 20 lbs weight reduction program. — **Dan Peters**



**#87 Madness** ... Goals for '09: have a more organized team and race on Sunday. Hope this allows for the team to enjoy the show and the events of the week instead of being in the pits the entire time. Should be a great year with over 20 friends and family attending. Cowling mod should help the performance of the Madness. Can't wait!! — **Steve Temple**

**#69 Knotty Girl** ... This new *Stratocaster* combines a Cassutt II fuselage with *Alley Cat's* original wing, a new turtle deck and specially-made Jay Jones wheelpants. I've been flying it and it's great. All family members have crew jobs including my wife Kelly and my kids: Mason (15), Noah (11) and Izzie (8). Goal: qualify, race, and live to race again! — **Philip Goforth**



**#9 miss t'witchie** ... As a typical Welsh Witch, *miss t'witchie* prefers to call the shots. Thus we made the mild changes she requested. Welsh Witches are of a gentle kind and prefer not to hurt folk, so we added a lightweight starter with a remote power source so my crew will be spared the potential danger of hand cranking. Of course, this added a minor weight penalty and the Witch put me on a weight loss program to compensate. So far, so good. For 2009, we will return in last year's purple and green livery, but likely for the last time. *miss t'witchie* has lots and lots of potential to be unleashed by other “unleashers.” However, this “Old Fart” is feeling the squeeze of retirement and...well you know... We have a great entry level racer and a great enclosed trailer, so I am hopeful of passing the torch to other talent. — **Adrian Cooper**

**#40 Miss USA** ...remains basically unchanged from last year. She's running so nicely we didn't want to change anything. (Miss USA did mention a 50 lb. bag of concrete to be installed in Quadnickel before the first heat...) She's been flying frequently over the winter, and has been representing IF1 on public display at the Kissimmee Air Museum. We even took her to a Giant Scale RC fly-in and put her on the line with the RC planes one day. — **Thom Richard**



NN



NN

**#68 Wasabi** ... Team Wasabi is excited for our sophomore year on the course. We have done some work on the airplane, but in general our goal is to refine our skills as a race team and learn all we can about this amazing sport. — **Elliot Seguin**

**#11 Endeavor** ... After winning the Gold last year at Reno, we're not making any changes to Endeavor or to the crew. Cash Copeland will serve as Crew Chief and make sure the aircraft is safe and ready to win again. Rita, my wife, will assist Cash, photograph the action and make sure I'm ready to race. My job is to fly the fastest race possible. — **Steve Senegal**



NW



NN

**#96 Miss Demeanor** didn't race last year, but we're bringing her back. The Endeavor crew will take care of her as well. Racing two planes will be a logistical nightmare, so we'll leave the battery and starter on for the races. I'm currently looking for a good home for her and hope she will be sold before the next race season. — **Steve Senegal**

**#1 Invictus** ... It took several months to go through *Invictus* to make it fit for flight. No major mods, but many little alterations and repairs. Concerns about the wrap were fortunately unfounded—it stays on just fine at Vne. She'll sport a new set of 'Dave Roelof special' wheel pants and some new fairings, but otherwise the same. We're experimenting with some HD camera mounts to catch this year's action. Minor mods of the seat position help the new pilot fit. The only other option was amputation at the neck, which according to some, may have been a better idea — **Thom Richard**



DH



DH

**#54 Miss Min** has gone through a total transformation over the last 12 months. Everything from the airflow around the spinner to the tail wheel was evaluated for safety and efficiency, all under the watchful eyes of Dave Massey and David Hallmark (owner) of Massey Aircraft Services in Bakersfield, CA. Dave and David, with Ron Izatt and Reed Abraham, will be our team members this year at Reno — **Jim Jordan**

**#22 Dancing Queen** ... is undergoing some cosmetic surgery: a nose job and cheek tightening to enhance her beauty. Also a heart transplant and breathing therapy to make her more lively. Same 'ol crew, and we are hoping to do better than in '08. Second in Silver is not good enough for the Queen. — **Bill Garrison**



NN



BN

**#50 Scarlet Screamer** is owned by Blue Skies Racing, LLC. Sponsor: Ads on Wings, LLC. Pilot: Gary Davis. Crew Chief: Classified. Crew: Gene Hubbard. Go Fast, Turn Left. What else is there? Our main goal is to finish the week safely and go as fast as we can in the process. — **Gary Davis**

**#78 Lime Lite** ... I'll be flying this year with a new Catto propeller which I will receive and test before leaving home. Tom will be crew and alternate pilot. I've done a bit of rigging and trimming so the plane is flying hands off, kind of. Last year I had the aerobatic restriction removed from the airworthiness certificate. I bought a Cassutt from Charles Lemmond and I plan to use that as my future aerobatic mount. — **Larry Mashowski**



NN



NN

**#98 What's Up Doc** ... Team Premier Jet will be back in 2009 with Race 98. Aircraft is currently at Stead and was running great during PRS. No major improvements or modifications since 2008, hoping for a reliable and uneventful race week! — **John Hall**

Continued on page 10

## Reno 2009 Entries

Race #	Pilot	Hometown	Aircraft	Name	Reg #
1	Richard, Thom	Kissimee, FL	Cassutt	Invictus	NX603R
3	Young, Smokey	Chino Hills, CA	Wagner	Sly Dog	N8EW
9	Cooper, Adrian	Vancouver, Canada	Cassutt	miss t' witchie	C-FDXO
11	Senegal, Steve	San Bruno, CA	Arnold AR6	Endeavor	N616DH
12	Onslow, Lachlan	Armidale, Australia	Cassutt IIIM	Outrageous	N25VS
13	Reberry, Brian	Boise, ID	Cassutt IIIM	N-A-Rush	N6807C
17	Swenson, Carl	Montgomery, TX	Cassutt IIIM	Annie	N45689
21	Kenner, Michael	Oceanside, CA	Cassutt IIIM	Blackjack	N85GN
22	Garrison, Bill	Haven, KS	Cassutt	Dancing Queen	N122DQ
26	Johnson, Mark	Simi Valley, CA	Cassutt	Tree Top Flyer	N6439T
33	Dutreaux, Ed	San Mateo, CA	Cassutt IIIM	Slingshot	N8ED
40	Richard, Thom	Kissimee, FL	Jensen Cassutt	Miss USA	N5381
45	Jones, Jay	Buena Vista, CO	Cassutt IIIM	Quadnickel	N53014
50	Davis, Gary	Sanger, TX	Cassutt	Scarlet Screamer	N135R
54	Jordan, James	Las Vegas, NV	Cassutt	Miss Min	N54ML
66	Peters, Dan	Longwood, CO	Cassutt IIIM	Route 66	N99UX
68	Seguin, Elliot	Mojave, CA	Cassutt	Wasabi	N26ES
69	Goforth, Philip	Midland, TX	Stratocaster	Knotty Girl	N591A
78	Mashowski, Larry	Okotoks, AB, Canada	Cassutt IIIM	Lime Lite	C-FNZP
87	Temple, Steve	Incline Village, NV	GR-7 Panther	Madness	N687RB
92	Bodine, Doug	Rapid City, SD	Cassutt Mod	Yellow Peril	N17517
96	Senegal, Steve	San Bruno, CA	Cassutt IIIM	Miss Demeanor	N96SR
98	Hall, John	Spring Branch, TX	Cassutt	What's Up Doc	N4377D

### News from the Teams (cont.)

Photos by Neal Nurmi



**#45 QuadNickel** ... I just flew QuadNickel all the way to Oshkosh and back. She's loose and limber and ready for racing!. My pit will be prettier this year ... daughters Allison and Haley will be my crew instead of my brothers. — *Jay Jones*

**#92 Yellow Peril** ... Brad Docken and I have been busy doing little bits here and there to enhance aircraft safety and reliability (re-doing wiring, replacing switches, checking welds, etc.) Just completed a thorough inspection. Overhauled or replaced things with a few season's wear. Looking forward to practice flying, racing, seeing you all again. — *Doug Bodine*



**#33 Slingshot** ... I've been super-busy rebuilding the engine and readying the plane after two years away from the race action. Looking forward to getting our "Section 3" plane back in the race. — *Ed Dutreaux*

## Odds

### IF1 Alumni at Large

IF1 alumni are participating in all Reno races classes this year. **Ray Debs** is crewing for **Birch Entriken** on *Joey*, the biplane. The sleek *Carbon Slipper* and the *Cassutt Plane Mantis* are for sale (both last raced in 2007). Go find Ray to learn more about these fine IF1 racers.

Also in the biplane class, **George Andre** is racing his Pitts named *Zipper*, **Kirk Murphy** is racing *Lady Luck*, and **Dave Roelofs** is flying *Purse Snatcher* with **Charlie Greer** as alternate pilot and crew member.

In the Sport Class, **Philip (Earl) Hibler** who raced IF1 in the '80s, is racing the Glasair called *Baby Doll*. **Jon Sharp** is racing one of only two Nemesis NXTs entered this year, and **John Parker** is flying his Thunder Mustang. **Dave Morss**, who raced in IF1 every year from 1984 through 1999, is the busiest of all our alums with two Lancairs in the Sport Class and the Unlimited called *Polar Bear*.

Our guy in the T-6 Class is **Ken Gottschall** in *Grace 8*. The IF1 he raced as #66 *Pooder* in 2006 is now racing as *Route 66*.

**Phil Fogg** raced #14 *Ole Tiger* in 1980 and then the Owl Racer *Aloha* before it became *Alley Cat*. This year he is flying the L-39 called *Race 8* in the Jet Class.

### Wedding Bells at Reno

After 8 years of being together Tammy and Tom DeHart are finally getting married. We invite everyone who would like to attend. It will be at 6 pm on Wednesday, September 16th, at the riverwalk by the Truckee River.

## Reno Countdown

Wed	9th	0800	IF1 pit area available for setup
Fri	11th		Tech Inspection Signup Starts
Sat	12th	0800	Tech Inspectors Meet
		0900	Tech Inspection Starts. Certified racers requiring checkrides and rookies have priority
		1200	<b>Mandatory</b> meeting for all race pilots who did not race last year, including new pilots
		TBA	<b>Mandatory</b> hand-propping safety briefing
Sun	13th	0645	Special Brief: Pilots with Cert. Flights
		0730	<b>Mandatory</b> Pilot In-Brief (no brief, no fly)
		0800	Pilot qualification flights (until 1000)
		1200	Latest new plane arrival
		1500	Crew Chief Briefing
		1800	Make-up Pilot Briefing
Mon	14th	0700	Daily Pilot Meeting
		0800	Aircraft Qualifications start
		1800	Make-up Pilot Briefing
Tues	15th	0800	Aircraft Qualifications continue
		1200	Latest arrival time
		1700	BYOB IF1 Mixer      Get BBQ Tickets!
Wed	16th	1200	Racing starts: IF1 Heat 1C and 1B
		1500	IF1 Annual Meeting and Election
Thu	17th	0800	Racing: IF1 Heat 1A and 2C
Fri	18th	0800	Racing: IF1 Heat 2B and 2A
Sat	19th	0800	Racing: IF1 Bronze and Silver
		1700	IF1 Directors' Meeting
		1800	IF1 BBQ
Sun	20th	0800	Final Race: IF1 Gold
		1700	RARA Awards

*Times are approximate. Check at the IF1 office at Reno for updates.*

### Reno Ramblings

If you have spare tickets for the **Awards Banquet**, please give them to Bob or Tom so their crews can attend.

**Motor Home/Camper Spaces** have been assigned to teams and officials. If you still need space, contact RARA.

**Pets** are allowed in the camping area, but not in the hangar or on the ramp.

The **IF1 Merchandise Trailer** will have team merchandise, copies of recent Formula Forums, and a special IF1 poster designed by John Hall (buy several — all proceeds go to IF1)

## Tech Tips

Tom DeHart



Photo by Lista Duren

*... prepare to see old friends and make new ones.*

Hope all are doing well. Here's a summary of what you need to do to prepare your aircraft for inspection after you get to Reno. We will start teching planes at 0900 Saturday.

1. Make sure your aircraft are empty of all fuel. Fueling and defueling are only allowed past the deadline where the IF1 fuel truck will be staged. Do not -- REPEAT DO NOT -- defuel your plane in the hanger.
2. Make sure all your paperwork is in order, including log books. IF1 tech airframe inspectors will see to your paperwork.
3. Engine crews will check cc and cam profile. Have prop and spinner mounted, engine decowled, and one spark plug out of each cylinder.
4. New and/or modified aircraft require weigh and balance. We will check other aircraft as time permits.
5. Tech sign-up will be posted on the IF1 office wall. Please do not put your name on the sign up list until you're completely ready to go. We

will tech planes in order of sign-up, but we'll give priority to certified racers requiring checkrides and rookie race pilots.

This year we will have some changes to our tech and ops crew. It looks as if Buck Lambert and Frank Benko may not be able to make it. We do hope that they can change their plans but if not they will be surely missed.

We've also lost Mark Johnson because this year he is participating as an owner and pilot. We wish him the best in this new endeavor.

Several of our regulars will be back: Bob Griffiths, Will Newman, Rick Turnbull, David Craig, Ron Hawes, Roger Sturgess, Bill Rogers, Jim Debus, and Steve Mountain.

As always, come prepare to see old friends and make new ones. Can't wait to see everyone.

Fly fast, fly low, —Tom

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## Reno Welcome (cont.)

*... enjoy the air races this year and encourage all to spread the word about Pylon Air Racing and IF1.*

membership is available to those interested in Formula One Pylon Air Racing but not yet actively involved. A membership application is available on the IF1 web site "Home Page". Simply click on "Join IF1", print a copy and mail the application along with the appropriate dues to the noted address. At \$60 for Full membership and \$35 for an Associate membership I think you will find IF1 membership a bargain.

And finally, a special "Thank You" to the race fans, the sponsors, and the competitors for attending and supporting IF1 and the 2009 Reno National Championship Air Races. I certainly hope you enjoy the air races this year and encourage all to spread the word about Pylon Air Racing and IF1.

Fly fast,  
— Gary Davis

## Secretary/Treasurer Input

Hi everyone. Reno is less than a month away. We'll be having our Annual General Membership meeting at Reno on Wednesday September 16th at 3:00. This meeting is usually held in the pilot briefing room, check in with the IF1 office to verify. We'll hear the officer and committee reports, status of the organization and financial report. We'll have our annual election during this meeting as well. Nomination forms are being tallied at the time of this writing. Questions, ideas & suggestions are always welcome. Everyone is encouraged to attend, make your voice heard.

Currently, the membership numbers as

of August 2009 are: 58 full members, 23 Associate members and 34 race planes registered. I'll have a full report at the General Membership meeting.

Our purse for Reno this year is \$50,000. IF1 will withhold \$5,000 for Tech and Operations support, with the remaining \$45,000 to be distributed among the competitors. The distribution details will be provided to all racers.

Please contact any member of the board if you have any questions or suggestions. See you at Reno!

— Mark Johnson

Mark Johnson



Photo by Lista Duren

## Election Sidebar: Voting Procedures

### ATTENTION IF1 MEMBERS:

The tongue in cheek saying in Texas back in the LBJ days was to vote early and vote often. There were even rumors of people that voted from the grave. Now we certainly don't want any of that in IF1, but it is important that as many members as possible participate in the governance of the corporation by voting in the upcoming election of directors and elected committee members.

There are however a few caveats before you vote:

- 1. You must be a current IF1 member and be shown as such on the official IF1 member list.**

*Note: Associate and Complimentary members do not vote.*

- 2. You must be "present" at the annual meeting "in person or by proxy".**

*Note: Mail ballots will not be used due to the requirement referenced in #2 above. This is clearly spelled out in IF1 Bylaw 5.2 and proxies were mailed to all MEMBERS of record along with the nomination forms for the use of those members that cannot attend in person.*

The take away is IF1 MEMBERS can vote, but you have to be a current "full" IF1 member to do so and if you cannot attend the annual meeting in person you have to be there via proxy to vote. So if you are not going to attend the annual meeting give a signed proxy to someone that is going to attend so they can vote for you.

- 3. All signed proxies must be turned into the Secretary/Treasurer prior to any voting.**

*Note: If you hold a signed proxy please turn it in before the annual meeting begins.*

by Gary Davis

## AIRCRAFT FOR SALE



**Miss Demeanor, N96SR, Race 96**  
 Race ready FLYING Formula one:  
 Battery, Alternator, Starter, GPS, GRT  
 EIS, MicroAir Radio and encoding  
 transponder, NEW CYLINDERS AND  
 PISTONS IN 2005, ENGINE OVERHAUL  
 by LyCon in 2006 W/ NEW CASE,  
 CRANKSHAFT, VALVES, ETC. Twisted  
 Composites race prop. Sturba cruise prop.  
 Uninstalled tapered horizontal stabilizer  
 and elevators, produced by Craig Catto,  
 designed to fly with Miss Demeanor's  
 tapered wing. Sport fly during the year,  
 race at Reno in September. Win the Silver,  
 fly in the Gold! All for \$35,500  
 Contact: **Steve Senegal** (650) 346-6967  
[ssenegal@sanbrunocable.com](mailto:ssenegal@sanbrunocable.com)



**miss t'witchie, Race 9, Cassutt 111M**  
 Available following this season's final: The  
 2008 Bronze winner, now fitted with a  
 remote-activated high-output lightweight  
 starter, battery pack for pleasure flying,  
 and a Twisted Composite prop. Extras  
 include cruise fuel tank, extra wheel, tires,  
 and spare wheel pants. A 2008 Pace  
 streamlined enclosed trailer, custom fitted  
 for an IF1 racer. Watch the September  
 races, then hook up to the trailer and take  
 her home. Be ready to race in 2010 with a  
 proven, entry level racer and equipment.  
 Racer \$24,000. Trailer \$8,000.  
 Contact: **Adrian Cooper** (604) 328-1431  
[coop@cooper-air-racing.com](mailto:coop@cooper-air-racing.com)

*Prior to purchase  
 of any aircraft,  
 please contact the  
 Technical Director  
 for any IF1 rules  
 or compliance  
 items that may  
 apply.*

## CASSUTT WANTED

Looking for an entry level, basic  
 Formula One airplane to race at Reno.  
 Must comply with IF1 technical rules.

Contact Ira Saligman:  
 (610) 324-5500 (Philadelphia)  
[isaligman@saligman.com](mailto:isaligman@saligman.com)



### Modified Cassutt IIIIM

Turnkey operation with spare parts. Too  
 many to list here. Rebuilt race motor 3  
 years ago. Custom 4:1 tuned exhaust.  
 New canopy, cowling, firewall, oil tank,  
 and gear in '06. Plane was taken from last  
 in IF1 at 187 mph to 222 mph in 4 years of  
 racing. Placed 4th in Silver in '08! Custom  
 trailer sold together or separately.  
 \$32,000 with trailer; \$28,000 without.  
 Located in Boise. Email for more pictures.  
 Contact: **Brian Reberry** (208) 724-6841  
[brian@reberryairracing.com](mailto:brian@reberryairracing.com)



### Cassutt Racer Aircraft Kit/Project

Plans. One piece wood spar.  
 Welded fuselage frame (factory welded).  
 Rudder complete...Horizontal Stab to  
 be completed. All wing ribs complete.  
 Aircraft plywood for wing covering.  
 Fiberglass canopy frame. Steel landing  
 gear with Goodyear brakes, tires & tubes.  
 Sufficient aircraft tubing, wood and  
 plywood to complete the project.  
 \$3900

Contact: **Laslo Zamolyi, Jr.**  
 Home: 610-746-2618 Cell: 610-746-2618  
[zamalama@aol.com](mailto:zamalama@aol.com)  
 EAA Chap. 70, EAA Technical Counselor

**PROJECT PARTS  
& PRODUCTS**

**CASSUTT PROJECT**

Stock wing, aluminum gear, cleveland brakes.

Contact: **George Budde**  
(405) 733-1449  
[patbudde@earthlink.net](mailto:patbudde@earthlink.net)



**Graphite Race Props**

*Run One or Follow One*  
Twisted Composites, LLC  
[www.twistedcomposites.com](http://www.twistedcomposites.com)

Contact: **Steve Hill**  
(505) 832-1148 or (505) 321-6467  
[carbonprop@mac.com](mailto:carbonprop@mac.com)

**Cassutt Projects and Inventory**

Cassutt 111M, 90% complete. Needs cowl and wing finished. Includes REBUILT engine.

Cassutt 111M fully welded with tail assembly.

Cassutt 111M wing needs skin.

Cassutt 111M wing complete.

Misc inventory: engine parts (3 O-200 engines), airframe parts and instruments, one sport prop.

\$15K for all.

Contact: **Gary and Linda Elliott** for pics and inventory list: 972-264-3857  
[lfelliott@att.com](mailto:lfelliott@att.com)

**NEW COMPOSITE PARTS**

Light Weight 9" Spinners, \$90

Wheel Pants, \$350.

CASSUTT PARTS: Assorted Tail Feathers, call for Quote.

LED Flashlights: Super Bright, Compact Size. Up to 155 hrs of run time on 2 AA Batteries, \$32.

10% Discount to IF1 members

Contact: **Ray Sherwood**  
(530) 626-6106 [rayjyay@aol.com](mailto:rayjyay@aol.com)



**CASSUTT PARTS**

**National Aeronautics** has Cassutt parts including Aluminum and Steel landing gear legs.

[cassutt.lornet.com](http://cassutt.lornet.com)

Contact: **Ib or Sue Hansen**  
(303) 940-8442  
[cassutts@aol.com](mailto:cassutts@aol.com)

**NAC Aircraft Display Mat (20ftx20ft)**

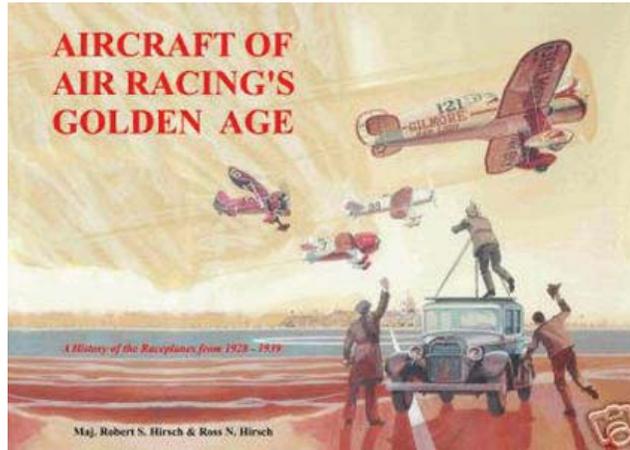
Plastic vinyl windscreen material with steel grommet boarder.

Available colors: yellow, red, orange, green, blue, white, and black.

Storage Bag Included

Price: \$300.00 plus ground shipping

Contact Tim Neubert 727.538.8744  
[TNeubert@airportnac.com](mailto:TNeubert@airportnac.com)



**AIR RACING BOOKS** by Robert Hirsch

***Aircraft of Air Racing's Golden Age***

**1928-1939**, 2 Volumes, 1071 pages, 158 scale drawings: \$75 + \$10 S&H

***Wedell-Williams Air Service***

\$20 + \$3 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 Gary Davis: [texasflyer@hotmail.com](mailto:texasflyer@hotmail.com)*



***PACK UP AND HEAD FOR RENO!***



Photos by Lista Duren