

FORMULA FORUM



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IF1 INC.



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COVER PHOTO

Get those planes ready to race!

Jim Jordan in #54 *Miss Min*, John Hall in #98
What's Up Doc, and Carl Swenson in #17
Annie, lift off in formation for Heat 2B at
Reno in 2009.

Photo by Birgitta Nurmi.

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President's Page: Class Presidents Meeting

The IF1 rookie race pilots this year certainly underscored the word "International" in our name:

- Completing training were British pilots **Peter Fabish** and **Stephen Alexander** who will hopefully ship their racers over later this summer.
- From Spain we had **Guillermo Parodi** who recently purchased Brian Reberry's highly competitive Cassutt *N-A-Rush*.
- Racing legend **Ray Cote**, after a seven year hiatus from Reno, elected to attend PRS with the hopes of returning to the race course this fall.
- Swiss pilot **Vito Wypraechtger**, new owner of Race #50 *Scarlet Screamer*, was there getting the feel of his new ride.

All of the new pilots got course time and did exceptionally well.

Our returning racers continued our international theme:

- Canadian **Tom Watkins** flew daily on the course in his Cassutt *Pocket Change*
- Aussie **Lachlan Onslow** took his racer *Outrageous* on to the course to prepare for this September.

The Formula One races this fall will be anything but predictable with three of the top four finishers from last year either changing hands, changing pilots, or not being raced. *Invictus*, last year's Gold winner, will have a new driver. Thom Richard, last year's champion, has moved to the Jet Class. Last year's second place airplane *Scarlet Screamer* will be flown by rookie racer Vito Wypraechtger. The third

place airplane, *Madness*, is still in the capable hands of veteran racer Steve Temple. Race #3 *Sly Dog*, last year's fourth place airplane, will not race this year. This leaves the field very open for several of last year's top Silver contenders to move to the Gold.

An area of concern right now for IF1 and RARA is our level of participation in this year's races. Our field is currently holding at 14 airplanes, well below our full field of 24. This may require dropping our Bronze Heat races. I spoke with Mike Houghton about this issue. In next week's meeting of the RARA Board of Directors, a decision will be made as to how to deal with our reduced field.

Right now our reduced participation is due to a series of separate issues. We currently have three pilots who will not be able to compete due to medical issues. In addition, a race plane was sold this year to a new owner who will not be racing it. Add to that the fact that Reno is an expensive and time-consuming project. I raced in 2006, 2007, 2008 and 2009. Sometimes you and your family just need a year off. Add to that an airplane or two down for modification and you have a reduced field.

I told Mike that the biplanes went through this last year and are back with a nearly full field this year. Sometimes the pendulum just has to swing. What I did emphasize was that a reduction in purse or the field would have a negative impact on IF1 and the races. We will keep you posted on this as time goes on. Until then, we'll see you in September.

—Smokey

Smokey Young



Photo by Bill Rogers

The Formula One races this fall will be anything but predictable.

VP Report: Race Prep

Doug Bodine



Photo by Bill Rogers

Final stages of race prep. Some reminders from the vets:

Check RARA's website for schedule changes and rules <http://www.airrace.org/rulesOfCompetition.php>

Review your application – you probably skimmed over some of the arrival and check-in info and focused on documentation required, but now is the time to go back and get familiar. If you have any questions—parking, arrival dates, camping spots, credentials, call Dana, 775-250-7046.

Sometimes the answers you get don't always agree with your sense of reason. Accept RARAs answer, and forward concerns or problems to me.

Every year, several teams get into verbal spats with the race officials and these almost universally further aggravation and cause problems for the classes. Let your IF1 class officials fight these battles; that is what we are here for and we often have resolved the same or similar issues in the past. Our class, and your team, will benefit as a whole.

Tech your plane at your home hangar before departing. It is not fun, and usually more expensive to have to scramble last minute in an unfamiliar market for things you could fix in your home environment. Order or make spares for parts that are subject to failure/wear (tires/mags/batteries). Again, if you have questions or want some info, don't hesitate to call me. I don't claim to know all the answers, just smart people who do.

Try to get 10 practice flights in between now and crating up.

Try to get 10 practice flights in between now and crating up.

I recommend this check ride profile:

- Race start with abort, centerline +/- 5'
- Race start to a pylon turn. First turn is only at 100-120 kts so this is a finesse maneuver. Wind/turb is good because you will encounter this at the races. Level turns – NO CLIMBS. Practice looking through the turn to the next pylon. Strive for smooth coordinated roll in and out. The time to find out that your left wing drops abruptly in an accelerated stall is not in a heat.
- If you can find a friend to let you chase, brief up and fly some formation. Get into some wake turbs (at safe distance and altitude) and practice flying out of it.
- Up to altitude, and roll 180 left then back, right then back and left roll through.
- Mentally go through a race abort, then do a simulated engine out recovery from various spots in the pattern. This is what I spend the most time on. I like to know exactly which RWY I am going to from each leg of the course, and brief myself as I fly from my “going to 14/32” segment to my “going to 8/26” leg. Knowing these transition points gives the ability to react smartly or deviate from the plan with confidence.
- Practice hot/cold side landings. Build your skill on avoiding the tail-whipping expansion seams.

If you operate from a towered airport, call the tower prior to take off and explain your profile. They may suggest some things to facilitate a

Secretary/Treasurer Input

Mark Johnson



Photo by Birgitta Nurmi

Reno is just around the corner. We are having the 2010 General Member meeting during the races on Wednesday, September 15, 2010 at 3:00 PM in the pilot briefing room. Please look for a notice in the IF1 office area or ask one of your directors to verify this as the time approaches.

We will have our yearly election during the meeting. Offices open for election are:

- ◆ President
- ◆ Technical Director
- ◆ Operations Director
- ◆ Technical Rules Chair
- ◆ Technical committee (two members)
- ◆ Procedure Rules Chair
- ◆ Procedure Rules Committee (two members)
- ◆ Pilot Committee Chair
- ◆ Promotions Chair

I'll be sending out nomination forms this week along with a proxy form. Please fill it out, sign it and return it to me by the deadline. Also, please consider running for one of these positions or nominating someone (after making sure they will accept).

Currently we have 87 paid members including 64 full members and 23 associate members. There are currently 30 race numbers registered. Please contact me if you need a race number or any other information.

— Mark

Please consider running for one of these positions.



Photo by Ken Linde

Tom Watkins running a C-85 in Pocket Change is about to get overtaken by Mark Johnson.

good practice flow and will help you when airborne if your radio calls are a bit static ridden. Even though you know no-one is there, practice checking 6 to build the habit and motor memory.

If you are not comfortable with any of this, practice until you are. Stead is not the place to get up to speed. The time and effort invested is well spent.

Finally, our annual meeting will be Wednesday. Think about where you want IF1 to be in 1 year, and come with recommendations. This organization is here to support you, and collectively we have a lot of experience and knowledge. We are ready to get going and make IF1 the best we can. I look forward to seeing you in September.

Best, fly safely. —Jethro
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WEBSITE NEWS FLASH

Interim site now operational at www.IFoneairracing.com
Permanent site at www.IF1airracing.com coming soon

PRS Participants

Rookie Race Pilots

Formula One had eight participants at PRS this year, and we have profiled all of them in this issue. The first three are rookie race pilots attending PRS as students for the first time: Peter Fabish, Bill Parodi, and Vito Wypraechtiger.

PETER FABISH



Photo by Lista Duren

Peter Fabish, from Cambridge, England, started flying as a boy by participating in Air Training Corps (RAF Cadet) programs. He says, “I used to cycle for miles to report in at the airport. I’d ask, ‘Are there any flights today?’ If there was a chance to fly, I’d sit in the jump seat. One day they took me to Germany in a Varsity cargo plane.”

The Cadet training included some basic aircraft maintenance, different powerplants, Morse code, parade work (marching) and some flying in de Havilland Chipmunks and winch launched Slingsby Cadet T31 gliders. The Cadet entry criteria: “enthusiasm and an interest in aircraft!” says Peter.

He has been flying and building planes ever since, and completed his Private Pilot’s License (PPL) at age 30.

Peter started building his first Cassutt in the ‘70s. That’s the one Stephen Alexander has now. He acquired



Photo by Gene Hubbard

another one half-finished which he now flies. He has also built and sold a Sonerai 1, a Varieze and a CriCri.

“I love motor bikes and airplanes. I get my excitement that way.” says Peter who also owns three old Indian 741 motor bikes and “lots of spares.”

Peter is now semi-retired from his day job as a motor engineer (like an American auto mechanic). He still does body work and repairs on both cars and planes. He also helps people build wings for their RV-8s.

Peter had read about Reno in magazines, but he got interested in racing himself 10 years ago when he met Stephen Alexander who talked about racing in France, England and the USA. He’s not planning to race this year, but he is looking at how to send a Cassutt from England by boat, which takes about 6 weeks.

Throughout PRS, Peter kept a small notebook in his pocket to record ideas from the racers that were there. “It’s a real eye-opener to see how things are put together,” he says, “I’m writing down details about vents, ducts, shapes. I wish I had done this years ago. I would have used these ideas in my own work.”

One of the last to leave PRS, Peter said, “I don’t want to go home because I learned so much here.”

Stephen Alexander (left) and Peter Fabish (right) participates in classroom discussion. They traveled from England to attend PRS.

by Gene Hubbard and Lista Duren

Vito Wypraechtger (Why Prac' Tiger) from Switzerland isn't new to air racing. For his day job, he serves as A&P, crew chief, and test pilot for Hannes Arch, who won the Red Bull racing championship in 2008. Red Bull guys are serious about tactics—this year Vito has done over 600 half-Cubans between two gates to test planes for Arch.

Flying for someone else is one thing, but IF1 racing is Vito's own project. He started by looking for a sponsor.

ORIS watches in Switzerland was interested but wanted to know what publicity they would get out of the deal. Vito talked to NTV, the German TV station, about doing a story on the first Swiss pilot to race at Reno for their "Take-off TV" aviation show. He talked to Cockpit Magazine in Switzerland, Flug Revue in Germany, and Playboy and Men's Health in the US. Convinced, ORIS gave him a budget. The next step: find a plane.

Vito and his crew chief Jim Reed wanted to start out at least in the Silver, so they opted to buy a fast plane rather than modify a stock Cassutt. While they were considering the IF1s for sale, Gary Davis put Scarlet Screamer on the market and Vito bought it three days later. Then a flurry of calls and e-mails got him set up for PRS and the races. He met Gary at PRS on Monday, and flew Scarlet for the first time the next day.

Vito is not fazed by the technical aspects of IF1 aircraft since he already flies aerobatics at the Advanced level. He has time in the Druine Turbulent, the Christen Eagle and MSW One Design. He says that he's

perfectly happy if the ground is up, so the aerobatic maneuvers won't be a problem.

At PRS this year, Vito still had less than 10 hours in Cassutts, so he wasn't able to fly the pylons in Scarlet, but he put in a lot of practice time.

He's looking forward to flying with the other racers, getting to know them personally, building trust. "Everyone's life is in the others' hands" he says.

His goal this year: learn and have fun. He observes that flying race planes is very different from flying aerobatics. While you can yank around an aerobatics plane, in racing "you want to be as smooth as you can. Every movement of the controls is drag."

He says PRS was like hitting the jackpot: meeting all the IF1 people and finally seeing Rare Bear, his favorite plane. Vito especially appreciated being able to work with Smokey, Kirk, Jason, and getting so much help from Gary. With a fast plane and superb organization, Vito's Scarlet Screamer team will be a real contender this September.



VITO WYPRAECHTIGER



Photo by Lista Duren

Go to
www.airpower.ch
to follow Vito's
story.

The Screamer team emphasis this year is on team-building and learning to fly with IF1. Next year we can expect to start seeing changes in the plane.

Photo by Gene Hubbard

PRS Participants (continued)

BILL PARODI



Photo by Lista Duren

Bill Parodi (his birth certificate says “Guillermo” but he’s Bill to us) has been building and flying airplanes all of his life. Growing up in Spain in the mid ‘80s, he learned to build and fly little rocket-powered airplanes made from drugstore materials. He would roll up a rocket engine tube from paper and glue, pack it with headache meds for propellant, build an airplane around the homemade engine, and ignite it with nichrome wire and a car battery. He flew them in the neighbor’s garden, which was fine until he set the garden on fire; then he wasn’t too popular.

In his teens, Bill moved up to full-sized airplanes. He got a European ultralight license at age 16 flying QuickSilers and ChickenHawks. The European definition of an ultralight is different than the American Part 103 definition. At the time, the empty weight of a European ultralight could be up to 200 kg (440 lb) but you needed a license to fly it. Maximum empty weight is higher now and you still need a license.

When he was 18, Bill moved to New Jersey, attended Rutgers University for both his B.S. and M.S. degrees, and obtained his regular pilot’s license flying a Piper PA-28 Cherokee. He

says that he liked both aviation and electronics, but realized that doing electronics as a profession and aviation as a hobby pays better than the other way around, so he went to work at Bell Labs / Lucent doing chip design.

When he was 25, Bill started building his own plane, a Rans S-16 from a kit. The S-16 looks a little like a Lancair, but has a combination composite and metal fuselage, all-metal wings, and fixed landing gear. Cruise is 160 kt and VNE is 200, so it’s a fast airplane.

Bill moved back to Spain in 2002 because he missed the social life in Madrid. He took the S-16 with him, finishing it and registering it in Spain. He points out that the aviation community in Spain is very different than that in the United States. Sport flying in Europe, especially Spain, tends to be under the radar, so to speak. The rich people have their jets and professional pilots, while everyone else flies ultralights out of thousand-foot grass strips. There’s not much in between, so the S-16 flies out of a thousand foot grass strip.

Six years ago, Bill combined his love for aviation and electronics by teaming up with a flight-control expert to start a company in Spain to build instrumentation for UAVs and manned aircraft. The company, UAV Navigation, now employs about 25 people, and has just attracted a venture capital investment and opened a Virginia office. Racers who use their instrumentation include John Sharp, Kevin Eldredge, and Mike Dacey in the Super Sport class at Reno. Next year, the entire class will be using telemetry from UAV Navigation, giving both crews and spectators an unprecedented view of what happens in the planes during the races.

Bill bought #13 N-A-Rush from Brian Reberry, but plans to put in some practice time before racing it in 2011.

Bill gets some tips from racing legend Ray Cote after touring the course with Kirk..



Photo by Lista Duren

Returning Rookie Race Pilots

Rookie race pilot Mark Johnson attended PRS 2009, but did not race last September. He returned to PRS again in preparation for the 2010 races. Here is his updated bio.

Mark Johnson is no newcomer to the Reno Air Races. He has been part of the tech crew since 1997, and his column as IF1 Class Secretary-Treasurer has shown up in the Formula Forum each issue since 2007.

Mark attended his first air race as a teenager with his dad, an Air Force B-52 navigator, in 1972. He says that he was “in heaven” and Reno became an annual event that, for him, was the ultimate in flying. He decided then that he really wanted to race. However, life intervened, including flight training with the Navy, the start of his current career building Space Shuttle engines at Rocketdyne, and two little girls.

By 1995, the girls had grown up to the point where Dad was no longer their favorite companion, and Mark had time to think about racing again. He chose IF1 for the affordability and the fact that “these are planes that you can work on and make them go faster”.

Ray Cote and Jon Sharp encouraged him to participate, and Mark answered a request from Roger Sturgis for someone to tow the tech trailer to the races. Mark became a regular and got “drafted” onto the tech team in 1997, a role he played until attending PRS for the first time last year. Also in 1997, Mark started designing and building a race plane of his own design.

In 2004, when Mark was still working with the tech team and the custom plane was still a work in progress, he

bought Tony Wright’s #26 *Midnight Oil*. This was an all-black Cassutt that Chris Ferguson had flown in the Bronze and low Silver at Reno from 1998 through 2002. Mark started making some changes to the plane and attended PRS last year expecting to race in September. Last-minute carburetor problems prevented him from racing in 2009, but he continued to update and improve the airplane over the winter.

Mark flew #26 to Reno for PRS this year from his home base in Santa Paula, CA to get some more time on the course. The plane is now shiny white with orange and blue trim, reflecting the work that he’s put into it. It’s no longer called *Midnight Oil*, but at the end of PRS, the new name had not yet been announced. Mark has burnt the midnight oil and paid his IF1 dues in full. We thank him for his contributions and look forward to seeing him out in the sunshine racing this fall!

MARK JOHNSON

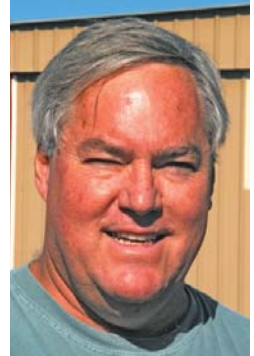


Photo by Lista Duren

Mark Johnson maximized his course time in #26 at PRS.



Photo by Ken Linde

PRS Participants (continued)

Veteran Race Pilots

Four veteran race pilots attended PRS to renew their race credentials, and for the unique opportunity to fly low and fast around the pylons. The returning racers were Ray Cote, Stephen Alexander, Tom Watkins, and Lachie Onslow. Their brief biographies follow.

LACHLAN “LACHIE” ONSLow



Photo by Birgitta Nurmi

Lachie Onslow says that PRS is a lot less stressful the second time around. Since he raced last year, he didn't have to repeat the classroom work. He came to get current with the racer and fly the course. During the four-day program, he managed to get 1.5 hours of flight time in Outrageous.

Back home in Australia, Lachie spends his time in rotary wing aircraft. When he returned from Reno last year, he says he got off the plane, jumped into a Huey helicopter, and fought fires until Christmas. He took one day off for Christmas; then on Boxing Day he got back in the same helicopter and did flood relief work for two months. After that it was the season for feral animal eradication, and he took the 'copter up to shoot pigs. Overall since last year's races, he has put in about 700 hours of helicopter flying.

The business side of aviation is not new to Lachie. His family owned an aerial top dressing business, and he learned to fly at age 16. Then

at age 22, he moved into helicopter operations. Fleet Helicopters services include bushfire fighting, Park Service support and occasional tourist flights.

To avoid the Australian winter for a few more days, Lachie was traveling from Reno to Canada after PRS to do some helicopter flying in a Bell 212S that has been modified from a twin engine to a single engine.

Racing runs in Lachie's family. His brother, Rohan Onslow, was a race car driver and has twice won the Australian drivers championship. After watching Lachie race last year, Rohan remarked, "Now I know how our mother felt watching me; I've never been so nervous."

Rohan will be on Lachie's crew this September.

Lachie got lots of course time at PRS. He preps with Jay Jones' help (below), and flies a tight line (right).



Photo by Lista Duren



Photo by Tim Adams

Ray Cote is an IF1 icon with 13 championship wins and 53 first place wins. In four decades of IF1 racing, he developed three racers into Gold Class winners. He bought #16 *Shoestring* in 1966 and won eight consecutive championships with it from 1968 to 1975 and another championship in Mojave in 1978. He bought #44 *Judy* in 1982 and won with it at Reno in 1984 and 1985. He bought #4 *Alley Cat* in 1987, won with it in 1989, retired from racing, bought the plane again in 1995 and won the championship again in 2000. He qualified both *Shoestring* and *Alley Cat* at speeds over 254 mph.

His success derives from the fact that he is a master of airplane mechanics and a master of pylon racing skill and strategy. It is also the result of 37,500 hours of flight time.

Flying has been Ray's life, starting with balsa and tissue models when he was 5, his first plane ride at age 9, and his first job in the engine test cells at Pratt & Whitney when he was a teenager. Ray learned to fly when he joined the Navy in 1942. After training in Stearmans, SNJs and SBDs, he spent 5 years flying Corsairs, Bearcats, Hellcats, and SBD dive bombers.

On reserve tours of duty in the early '50s, he instructed Bearcats in Thailand, and Grumman Amphibians in IndoChina. After marriage to Gladys and the birth of 3 children, Ray went back to school for an A&P license, supporting the family as a skywriter, photo mapping pilot, flight instructor, and control tower operator. A series of private pilot jobs led Ray to

Ryan Aeronautical in San Diego where he was lead pilot and Flight Dept Manager until he retired in 1989.

Ray always followed air racing, and followed Formula One from its start in 1948. But it was the mid-60s before he saw the opportunity to race and take care of his family, and he chose Formula One because it was affordable. He raced for only two years before he started winning.

With such an illustrious history, why come back to PRS and race again?

"For the fun of it," he says, his eyes sparkling, and you absolutely believe that he could come back and fly *Judy* to victory again. That was the plan—to race Holbrook's plane. However, as of the end of PRS, Cannon refused to insure him based on age, and the plan was scrapped, at least for now.

Ray was a major contributor to PRS. "I learned a lot as a student at PRS," he said, "and it felt good to be back out on the pylons."

RAY COTE

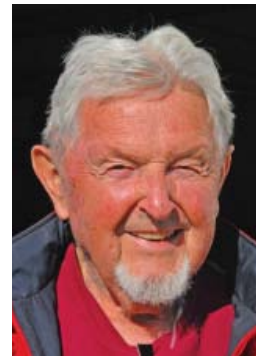


Photo by Lista Duren

Ray completes the PRS quiz (below), and looks over Pocket Change with Jay Jones (bottom)



Photo by Lista Duren



Photo by Gene Hubbard

PRS Participants (continued)

TOM WATKINS



Photo by Birgitta Nurmi

Tom Watkins caught the flying bug when his Dad's cousin took him flying as a kid. He started flying lessons when he was 18 and got his license at 19. He attended NCAR at Reno as a spectator in 2006, first attended PRS in 2007, and has had a plane in the races every year since.

This year Tom has been getting a "new" old plane ready to race. He found Cassutt N2020J through Jason Somes, who had once owned it. Jason called it *Pooder*, but the most recent owner renamed it *Pocket Change*. It has not raced before. Tom daubed race #76 on the plane with shoe polish so he could fly the pylons at PRS, but he plans to use race #20 in September.

He bought the plane last year, but was too busy to take it home before this year's PRS. This year, Tom arrived at PRS directly from a job in Norway. Last year it was Dubai. He works as a Oilfield Engineer building down hole tools, so he's out of the country a lot, but also can get summers off. He spends them flying.

Tom says that attending PRS each year is money well spent and that it's good to get on the course whenever possible:

Pocket Change was built in 1969. This will be its first year racing.



Photo by Ken Linde

"There's no substitute for flying on the pylons," he says, "We have a course at home, but it's different. It's easy to get lost here—the pylons aren't symmetrical. 1-2-3 is a tighter turn and you balloon more."

He also noted that unlike the farmland near Calgary, the Reno, Nevada desert is not flat and you have to think about the terrain as well as the turns.

The most unusual visual feature of *Pocket Change* is that it has flaps instead of full-span ailerons. Depending on who you ask, they either work great or they'll kill you. Ray Cote says they work great. Dusty Dowd told Gary Austin not to use them on Maybee's Baby back in 2007. Tom has never tried the flaps, but says that the shorter ailerons improve the handling--adverse yaw from the full-span ailerons can make Cassutts unstable at high speed.

Tom says his crew back home is excited about the upcoming race. "When you show up, be sure your plane is ready to race—make it safe and reliable. Plan to show up early. It's more appealing to go watch the races than to fix things that should have been fixed before you got here."

Tom and his crew have a bit of work to do before racing in September. He flew *Pocket Change* on the course with its C-85 engine at PRS. Before leaving, he had removed the C-85 and loaded it into the back of Jay Jones's Corvette in preparation for an O-200. He also plans to install a new prop and smaller wheel pants before the races in September. Look for a solid performance this fall from a veteran pilot and a classic airplane.

Stephen Alexander, from Birmingham, England, isn't new to IF1 or NCAR. In 1999, he raced #7 *Lumpy Custard* to fourth place in the Silver. His kids chose the name because the plane is yellow and "a bit knocked about". After the '99 race, he sold *Lumpy Custard* to a Frenchman, but bought it back (the French can't do custard).

He hasn't raced at Reno since, but it wasn't for lack of trying. In 2001, he shipped *Custard*, customs wrecked it, and everyone pitched in to put it back together. Then nobody got to race. In 2005, he was going to race Flying Dutchman for Holbrook Maslen, but couldn't make it airworthy.

At home Stephen is chairman of the British Formula Air Race Association (FARA), which sanctions Formula One in Europe. They have six race events a year, and most are in France—not only do the French not do custard, they don't like to cross the Channel.

Stephen says that the race weekends at St. Fleur are more like dining weekends, "We eat and drink and have a bit of a race." There's no rookie school, no minimum altitude, you can overtake on either side. If you turn up and have insurance you can race. Stephen still races *Lumpy Custard* in Europe, but not in the past few years.

He also races in the King's Cup handicapped series. This is the oldest continuous air race event in the world, established by George V in 1922 to promote development of light aircraft and engines. Any type of plane is eligible. The planes are assigned a handicap based on speed. Fast planes launch last so everyone should arrive at the finish line at the same time.

Stephen has been flying since age nine. Growing up in a housing project at the end of the airport in the '50s, he requested flying lessons for a combined Christmas/Birthday present. The Air Training Corps, run by the RAF, taught him to fly. He started out gliding, soloed on his 16th birthday, soloed in a powered plane on his 17th.

For his day job, Stephen acquires and plans mobile phone masts. He says it's not a popular role in England because people think that the towers will irradiate you. He also owns a commercial property company, so in addition to being the mad scientist, he gets to play wicked landlord.

In addition to the planes, Stephen owns and races a 1936 Ligonda Rapier, a predecessor to the Aston Martin. His girlfriend Bernice, a pilot who speaks six languages, also owns a 1923 Morris Cowley Bullnose.

Stephen enjoyed PRS—he came to the first one and the one in 2005. He credits John Housley for giving the presentation in a way you're not likely to forget the material—both friendly and well structured.

STEPHEN ALEXANDER



Photo by Lista Duren

Stephen says it was good to fly the course with Kirk Murphy; you get a different perspective on an instruction ride than when you're flying the course yourself.



Photo by Gene Hubbard

IF1's PRS Staff



In the classroom, in the hangar, and on the ramp, IF1's PRS instructors provided comprehensive training and support for PRS attendees.

Left: Jay Jones prepped pilots on the ramp and propped planes.

Right: John Housley led three full days of classroom training.

Below Right: Kirk Murphy provided race course tours in his Glasair for PRS participants (Vito in this pic).



Right: Smokey Young welcomed participants to classroom discussions and coordinated IF1's PRS activities.

Below: John Housley spent mornings in the bright sun on the ramp coordinating IF1 flights.



Right: Jason Somes, Smokey Young and Kirk Murphy instructed and observed practice flights.

Below Left: Jay Jones helps Tom Watkins remove the C-85 engine from Pocket Change.

Below Right: Vito Wypraechtiger and mentor Gary Davis discuss practice strategies with Jason Somes.



Photos by Lista Duren (LD) nad Gene Hubbard (EH)

Pilot's Notes: PRS Wrap-up and Reno Prep

It's the beginning of August and we'll be in Reno in less than six weeks. I know that I have a lot to do to get ready and I'm sure most of us are in the same boat.

The 2010 Pylon Racing School was another great success. We had six students and four certified racers turn up this year, with four instructors. We were so fortunate to have John Housley back teaching ground school. Anyone who hasn't seen his presentation should—it's awesome! We also had Jason Somes and Smokey young instructing along with myself and the Glasair again for introductory course rides and instruction.

PRS was quite an "International" event this year! Of our six Rookies, four were from outside of the US, and two of our four certified racers were also from abroad! Both Peter Fabish and Stephen Alexander from the UK made it over once again and were great to fly with. Hopefully they will have their airplanes here for 2011.

Two rookies new to us were Bill Parodie and Vito Wypraechtger. Bill bought Brian Reberrys racer and should have it ready for 2011. Vito bought, checked out, and flew the pants off of Gary Davis' *Scarlet Screamer*. Vito is an excellent pilot who looked "at home" in his new plane from the moment he lifted off. He will be quite a contender this September.

We had a very special student this year: Ray Cote, the racing legend! I was honored to be able to fly around the course with Ray; it was like he had done it yesterday, and hopefully he

will be racing *Judy* this September!

We also had Tom Watkins in from Canada in his new airplane *Pooder* (aka *Pocket Change*) screaming around the Pylons at 150 mph with a C-85; but with his new engine and prop he should see huge improvements in speed.

Lachie Onslow made the long haul from Australia once again, showing his commitment to the sport, and got many laps at high speeds around the course. He's another contender for the Formula One Gold trophy in September!

This September is going to be a little different from those past. Unfortunately we may have trouble filling even the Gold and Silver Heats. It looks like we will have only about 15 airplanes coming this year. As a group, we need to work together and help your neighbor out; let's make sure every airplane that shows gets to race.

As we are in a year of transition it is paramount that we act professional and do everything we can to put on a great SAFE race with all the airplanes available. It is very important that everyone shows up prepared! Everyone needs to make sure their radios are working, and always have a plan on where you're going to go, what you are going to do WHEN your canopy comes off, your engine blows up, your prop throws a blade etc. etc. etc..... MAYDAYS are FREE!

I look forward to seeing everyone in September.

Fly safe!

—Kirk Murphy

Kirk Murphy



Photo by Lista Duren

Let's make sure that every airplane that shows gets to race .

IF1 Family News

IF1 Banquet Plans

We are hoping to have the banquet catered by the same Italian Restaurant as last year. Tammy has been in contact with them. If you have suggestions as to what you would like to see on the menu, please let Tammy or Tom DeHart know.



Photo by Lista Duren

Section 3 fans Bailey Spalding (left) and Wyatt Spalding (right, wearing Sly Dog bandanna) were at PRS with grandpa Charlie Moore and the pup (center), and grandma Rena Moore (not in photo).

2010 Calendar

- | | |
|-----------|---|
| Jun 30 | Application to race due to RARA for September races. Entries accepted after this date are considered conditional. Go to airrace.org for Pilot Entry Packet |
| Jul 31 | Full set of entry documents due to RARA in order to preserve application status. Go to airrace.org for details. |
| Sep 10 | Earliest arrival at Reno (at noon) |
| Sep 11 | Tech Inspection starts (required before flying) |
| Sep 12 | Pilot checkrides, practice begin |
| Sep 13 | Practice continues, aircraft qualifications begin |
| Sep 15-19 | Reno Air Races |

B-29 FIFI First Flight Since Rebuild

Submitted by Adrian Cooper

The Commemorative Air Force's B29 FIFI took to the air on 6 August after several years of re-build. Gary Austin was, I believe, the crew chief on that bomber up till his death last year. The video is quite short and Gary is thanked in the accompanying text. Gary raced F1 Maybee's Baby at Reno and was very involved in our group. <http://www.commemorativeairforce.org/?page=cms/event&eventID=79>

Photo by Lista Duren



Gathered around Mark Johnson's as yet un-named Race #26 are IF1 PRS participants (from left to right): Tim Neubert, Ray Cote, Peter Fabish, Stephen Alexander, Smokey Young, Tom Watkins (in back), Lachie Onslow (kneeling), Thom Richard, Kirk Murphy, John Housley (kneeling), Jason Some, and Mark Johnson. Not shown are Bill Parodi, Vito Wypraechtger, Jay Jones and Gary Davis.

Tech Tips: Arriving at Reno

Greetings to All: It is hard to believe that it is that time of the year again. I am sure that you have all been hard at work on your airplanes, in between work, family, and life.

I am already preparing for the trip this year. I had to prove to Tammy that I don't wait for the last minute to take care of the truck, packing, and paperwork. This year with her working in Long Beach, California for most of the year, I have to be prepared because she won't be here to help me.

We are going to be dealing with a change this year. I will be losing a wonderful tech crew member who has been there to help me. Rick Turnbull will be hanging his hat up after 26 years. Rick and his beautiful wife Karen have bought a new house in the central United States. They will be spending their vacation time building on their property and preparing for a restructure of their lives.

Photos by Lista Duren



Rick has been a valuable asset to our crew with his inspection abilities along with being a first responder. We have been very lucky to have such a talented person on our crew and we will miss him tremendously. All of us wish Rick and Karen all of the best. He will be there on Saturday, then leaving, so please try to say goodbye on Saturday.

Once again into the breach my friends:

1. Tech inspection will start at 0900 on Saturday.
2. Crew chiefs, you are responsible for your aircraft in all respects. There will be three tech crews inspecting your aircraft. ONE: airframe; TWO: engine; THREE: weight and balance
3. Your fuel tanks must be empty. If they are not, you will go to the back of the line.
4. Be prepared—airframe, log books, etc.
5. No fuel is allowed in the hanger.
6. Inspections will be on a first come, first serve basis. No exceptions!
7. Have your number one cylinder ready for inspection.
8. Have one plug out of each cylinder.
9. Your spinner must be mounted on the prop.
10. You must demonstrate a minimum of five gallons of fuel at the flight line before final sign-off of inspection.

Please be safe on your adventures to Reno. We would like to see all of you there safe and sound.

See you soon, *Tom DeHart*
IF1 Tech inspector

Tom Dehart

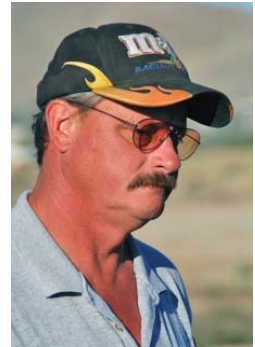


Photo by Bill Rogers

Far Left: Rick Turnbull is retiring from IF1 after 26 years of double duty on tech crew and the emergency medical team.

Below: Lachie Onslow in Outrageous and Tom Watkins in Pocket Change form up for a practice start at PRS.



Photo by Gene Hubbard

IF1 Marketplace

AIRCRAFT FOR SALE

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



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



F1 Race 98 & 99, accepting best offer on both aircraft including almost new Lycon engines, 3 Twisted Composites props and wood sport prop.

Contact: John Hall 210-241-7378 or via email_jhall@jetav.com

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

PROJECT PARTS & PRODUCTS

CASSUTT PROJECT

Stock wing, aluminum gear, cleveland brakes.

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

Formula 1 Race Engine. EXP 0-200-12. LyCon O/H in 2002. Fast on Scarlet Screamer but hasn't raced since a piston was holed at the Nellis demo race in 2005. Cylinders redone and engine recently inspected and reassembled with new stock pistons (picked to weigh within 1 gram). Engine Log with LyCon O/H entry. Includes intake from spider to cylinders and oil tank. Install your own electronic ignition (or mags), race carb, exhaust and go race. \$10,000 OBO. Contact: **Gary Davis** at texasflyer@hotmail.com 940-458-5515 (home); 940-206-3079 (cell)



Formula 1 racing treasures accumulated over almost a decade of air racing. Too much to list... Your choice: Various Twisted Composite Carbon props; DeMuth and other wood props; Cato props; Carbon Spinners; Carbon and Aluminum Spinner Bulkheads; 4" to 8 5/8" Prop Extensions and misc. Spacers; 4 into 1 Exhausts; M40J and other Spark Plugs; Misc. Parts, Hardware and Instruments. Call or eMail for parts list and details. Contact: **Gary Davis** at texasflyer@hotmail.com 940-458-5515 (home); 940-206-3079 (cell)



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 EAA Chap. 70, EAA Technical Counselor



If you have aircraft or other items for sale, or updates to your listing, please email Doug Bodine: jethro@rushmore.com

Ads are free as a service to members

Continental O - 200 stuff for sale:

Twisted Composite Carbon Prop 54x64 used 12 times, with balancing kit \$1900

Slick 4381 mag with induction \$500

SAF-Air quick drain oil tank valve in package \$20

8" Sabre prop spacer with custom nuts and bolts \$300

Two flowed cylinders complete with valves and covers, grooved and need honing \$150 each

Tach housing with cover plate \$35

Oil screen housing with screen \$25

4 oversize pushrods SA537870P30 \$80/set

Push rods \$5 each

24 Champion M40J plugs serviced by Champion at Reno 2009 \$7.50 each

All items located at Vancouver BC

Shipping choices and costs are yours.

Contact:

Adrian Coop Cooper 604-328-1431
cooperracing@gmail.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 rayjajay@aol.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

Grob Glider Also Volkswagen Beetle, Mill, Lathe, Camper, Engine for the Corba Kit Car project he started.

Contact: marylemmond@yahoo.com



CASSUTT PARTS

National Aeronautics has Cassutt parts including Aluminum and Steel landing gear legs. cassutt.lornet.com

Contact: **Ib or Sue Hansen** (303) 940-8442 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

Graphite Race Props

Run One or Follow One

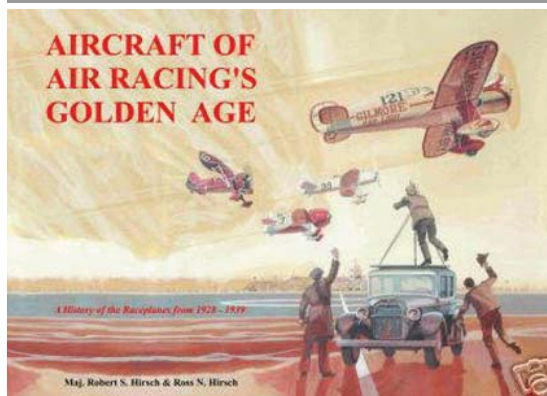
Twisted Composites, LLC

www.twistedcomposites.com

Contact: **Steve Hill**

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

carbonprop@mac.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



Photo by Ken Linde

Kirk Murphy with PRS student in the right seat passes Tom Watkins in #76 *Pocket Change*, a.k.a. #20 *Pooder*.



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