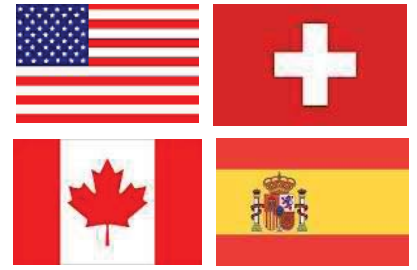


FORMULA FORUM



THE IF1 JOURNAL

Double Issue:

May/June

2013

PRS Report

July/August

2013

Race Week

Preview



IF1 INC.



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For IF1 Technical and Procedure
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FRONT COVER: THE PLANES AT PRS

#3 *Miss U*: Kevin Anderson finally flies the pylons
#12 *Outrageous*, Justin Phillipson flies the course
#36 *N-A Rush*, Bill Parodi practices on the pylons
#33 *Second Wind*: Mike Mundell meets his new plane
#31 *Fraed Naught*: Lowell Slatter is ready to race
#40 *Miss USA*: Sam Whatmough, engine work again?
#31 photo by Naomi West Dschaak,
all other cover photos by Ken Linde

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Brian Reberry



Photo by Bill Rogers

Hi folks! After another successful PRS we are looking forward to the 50th National Championship Air Races! It was encouraging to have four rookies, two returning PRS students, one certified racer re-certifying, and several crew members in attendance. Our PRS Report (p. 14 of this issue) has more details.

The 50th anniversary will be an exciting year for IF1 as we welcome two new race planes: Lowell Slatter's DG-2, Race #31 *Fraed Naught*, and Elliot Seguin's new design #68 *Wasabi Special*.

This is also an exciting year for the sport of air racing. News coming out of the RARA offices includes increased sponsorship by Breitling and the announcement by Mike Houghton to continue their dedication and commitment to the continuation of the Air Races.

Although you may be hearing and reading that the Unlimited group is at odds and decided to stand down, please know that there more facts than you hear or read and there are two sides to every story; as

RARA is working with Unlimited Racers to continue their participation.

Throughout the past several months, since the 2012 races, your board has been busy securing insurance for the IF1 class as required by RARA, ensuring our accreditation process with the FAA was met.

Even though it was the intent of RARA to publish the racing rules by the first June, please continue to watch their website for the final copy of the 2013 Race Rules. The rules are pending final approval from the FAA. As soon as RARA has the final changes, thus approval, the rules will be posted at www.airrace.org.

As I close this note I would be remiss if I didn't thank Kirk Murphy, Bob Bement and my wife, Sherawn for making PRS a success! Thank you!!!

I am looking forward to the 50th Anniversary of the Air Races and Beyond! See you in September!

—*Brian Reberry*
VP International Formula One

Voting Information and Rules

If you're paid up with IF1, you should have already received your nomination and proxy form for the 2013 elections, to take place at the annual meeting on Friday, 13 September, at 2:00 p.m. in the RARA Pilot Briefing Room at Stead Field.

Any paid-up IF1 member may nominate up to two IF1 members for each position. Remember that, in order to vote, you must be present at the annual meeting, either in person, or by proxy. If you are not going to be at Reno this year, fill out your proxy form, assigning your vote to someone you trust to represent your wishes. IF1 is a small organization, and to make it work, everyone has to pitch in, either by filling an office or by making your views known by voting.

Current Directors and Elected Committee Members

(with terms expiring on 15 November 2013:

Vice President	Brian Reberry
Secretary/Treasurer	Dan Peters
Operations Director	Bob Bement
Technical Director	Tom DeHart
Technical Rules Chair	Tom Watkins
Technical Rules Committee Member #1	Dave Roelofs
Technical Rules Committee Member #2	Dave Massey
Procedure Rules Chair	Tom Watkins
Procedure Rules Committee Member #1	Brian Reberry
Procedure Rules Committee Member #2	Bill Rogers
Pilot Committee Chair	Kirk Murphy
Promotions Chair	Jay Jones

Reno Countdown

Wed	4th		IF1 pit area available for setup
Fri	6th		Tech Inspection Signup Starts
Sat	7th	900	Tech Inspection Starts. Certified racers requiring checkrides and rookies have priority
		1200	All race planes must be on the field
			Pilot In-brief
Sun	8th		Pilot qualification flights (approx. 1 hr.)
			Crew Chief briefing
			Practice time on the course
		1700	All planes ready for inspection and quals
			Make-up Pilot In-Brief
Mon	9th	0700	Daily Pilot Meeting
		0800	Aircraft Qualifications start
			Make-up Crew Chief Briefing
			Make-up Pilot In-Brief
Tues	10th	0800	Aircraft Qualifications continue
		1700	BYOB IF1 Mixer Get BBQ Tickets!
Wed	11th	0800	Aircraft Qualifications continue
		1300	Racing: IF1 Heats 1B and 1A
Thu	12th	0825	Racing: IF1 Heats 2B and 2A
Fri	13th	0800	Racing: IF1 Heats 3B and 3A
		1400	IF1 Annual Meeting and Election
Sat	14th	0825	Racing: IF1 Silver Final
		1700	IF1 Directors' Meeting
		1800	IF1 Awards Banquet (Italian cuisine)
Sun	15th	0800	Racing: IF1 Gold Final
		1700	RARA Awards

IF1 Alumni at the Races

In the Biplane Class, look for **Kirk Murphy** in #7X *Lady Luck*, **Dave Roelofs** in #11X *Purse Snatcher*, and **Birch Entriaken** in #711 *Joey*.

In the Sport Class, **Dave Morss** who raced many Formulas (including #99 under several different names) between 1985 and 1999, is now racing Sport #99 *Martin's Legacy*. **John Parker** will again race #352 *Blue Thunder II*. John won IF1 championships in '77, '79 and '80.

In the Jet Class, **Phil Fogg** will race L-39 #8 *Fast Company* and #54 *Robin 1*. He raced IF1 *Ole Tiger* in 1980 and then the Owl Racer *Aloha* before it became *Alley Cat*. **Lachie Onslow** who raced IF1 *Outrageous* in 2009 and 2010 will again fly the Iskra #1 *Hot Section*. We hear that **Scott Krause** will be flying two jets this year with **Greg Powell** on his crew.

IF1's 2009 Silver and Gold champion **Thom Richard** is racing #38 *Precious Metal* in the Unlimited Class for the third year. **Hoot Gibson**, who raced IF1 in 1989, will race #232 *September Fury*.

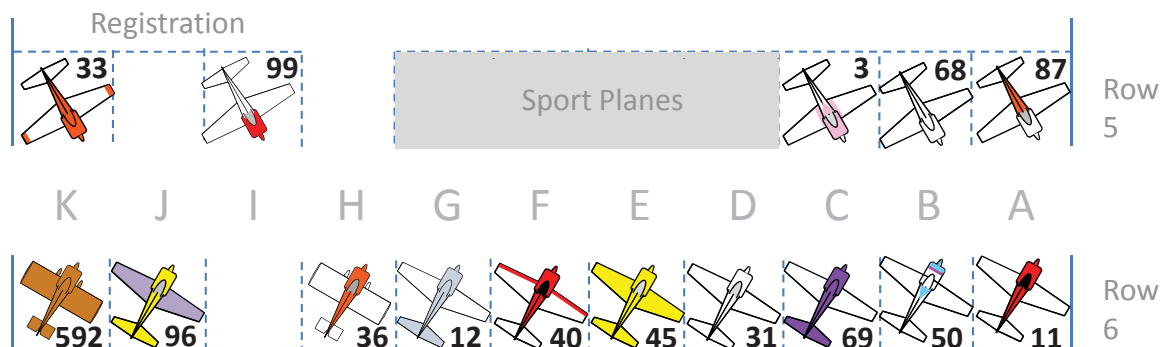
Many more IF1 alums will work on crews, tech, contest committee and in general support capacity at the races.

This schedule is the latest available at press time. All times are approximate. Check at the IF1 office at Reno for an updated schedule.

Arrival at Stead Field

When you arrive at Stead Field, find Bob Bement to get your pilot package, the latest schedule, and an updated parking plan. The pit assignment plan below is the latest as this newsletter goes to press.

IF1 Pit Assignments for NCAR 2013. This is the tentative plan as of newsletter publication. Check for updates when you arrive.



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 to drop Green Flag and start race immediately or any time during that minute.

No Start (Engine)

At 1 minute pull aircraft off the side of runway, possibly into the dirt. You can continue propping. If started and it 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 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 first aircraft crosses Home Pylon, the second 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.

ANNOUNCEMENTS!

If you have spare tickets for the IF1 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 camping area, not in hangar or on ramp.

The **IF1 Merchandise Table** will have team merchandise.

IF1 Operations Crew

The crew for start line and briefings will be the same as in years past: Bob Bement, Jeff Gunn and Scott Garland, all pictured below.



Bob Bement



Jeff Gunn



Scott Garland

Photos by Lista Duren

Tech Tips: Saturday Aircraft Inspections

Tom Dehart
IF1 Technical
Director



Photo by Bill Rogers

For the past few years, we have published a set of Tech Tips for arriving at Reno (the Saturday Checklist below). This article describes Tech Committee actions after you arrive at the IF1 hangar and before you can go flying.

While nobody in IF1 would ever consider pushing the rules or “forgetting” to log an airframe mod, remember that the Tech team has been doing this longer than the racers, and that they’ve seen it all. In his spare time, Tech Chairman Tom DeHart helps run race cars with blown big block Chevy engines, running alcohol and turning over 7000 rpm. Whatever someone is going to try on an O-200, someone else has already done in a big block Chevy. Bill Rogers has spent 40 years wrenching, designing, photographing, and teching IF1 racers—if something looks different, he probably took a picture before it was different. He’ll find the picture and ask for the

story. It’s not just the leaders that the tech crew checks out—experience shows it’s the mid-field racers that are most likely to try something radical to improve performance.

RARA takes control of the airport on Saturday morning—Tom has to sign off that any IF1 race planes that fly after Friday night have passed Tech inspection, even if you flew the plane to Stead, and even when the airport is open for normal operations. Before you fly, you’ll have four different tech inspections: Airframe, Engine, Weight & Balance, and fuel capacity.

Airframe: IF1 Tech inspection officially begins at 0900 on Saturday morning, but if you arrive early and start assembling your plane, you’ll probably see Bill Rogers hanging around and maybe asking a few questions. He’s there representing Tom DeHart on the Airframe portion of the inspection, getting a jump on Saturday’s rush. Bill will be interested in the following aspects of your plane:

- Correct assembly: bolts in place, correct control linkage, and IF1 airframe regulations. For example, if you normally fly with a sight gauge in the cockpit, he will probably remind you to cap it off before you finish assembly. You can also bet that someone will check that it’s been capped before Tom finishes the paperwork.
- Acceptable workmanship: aircraft grade hardware, 1-3 threads showing through Nylocs
- Anything else you might find in AC 43.13
- Modifications since the last time it was at Reno: these have to be in the logbook, signed off, with the test hours flown off. You might “forget” what mods you’ve made, but Bill probably won’t.

SATURDAY CHECKLIST

1. Tech inspection starts 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 (no fueling or de-fueling)
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.

The airframe portion of the Tech inspection, whether before Saturday, or during the “official” inspection period, probably won’t take any extra time that you wouldn’t spend on assembly anyway. Basically, it’s your airplane, and as an experimental you can do pretty much whatever you want, but if it flies during race week, it needs Tech approval, so help them out.

Tom and his crew will have a sign-up sheet posted on Saturday morning to schedule the Engine and Weight & Balance portions of the inspection. Don’t sign up until you’ve completed the checklist in the box on the facing page, and count on at least a half hour for each portion. Remember that it’s only an hour or so of your time, but the Tech crews are going to be busy all day Saturday and Sunday, even with “only” fifteen planes to cover.

Engine: Typically, the Engine team prioritizes aircraft that they’ve never seen before, along with aircraft with major

modifications. Expect the engine team to verify valve lift on your number one cylinder, and to verify the head volume with Marvel Mystery Oil on all cylinders. They will also check the safety cable on your engine and make sure your carburetor looks like it’s stock.

Weight & Balance: This year the W&B team plans to verify W&B on all aircraft, both from a safety standpoint and as verification the aircraft is substantially unchanged from previous years. Funny how easy it is to ‘forget’ about a change. While the plane is blocked up in flying attitude and you’re in the cockpit, the W&B team also verifies cockpit visibility for new planes, new pilots, and any planes that look like they have cockpit mods.

Fuel Capacity: Finally, when everything else is complete and signed off, a member of the Tech crew will walk out to the fuel truck with you and verify that you can put at least five gallons into the tank. Since you have to use fuel from the truck to race anyway, fill it up, get Tom’s final signature, and go flying.

IF1 Tech Team

Long-time Tech Team members Bill Rogers and Ron Hawes are retiring after this year. New Tech Team members, who will start at the 2013 races, are **Bob Wilcox** (retired homebuilder and private pilot, not pictured), **Mike McNair** (A&P for American Airlines, not pictured), and **Steve Connor** (APAI and car racing crew). Watch for the legendary Buck Lambert who says he may join us for a few days.



Bill Rogers

Ron Hawes



Tom DeHart

Buck Lambert



Steve Connor

David Craig

Jim Debus

Bob Griffith

Steve Mountain

Will Newman

Roger Sturgess

Photos by Bill Rogers (WR) and Lista Duren (LD)

2013 IF1 Pilots

This year, IF1 has 15 pilots (pictured on this page) who are registered to race 15 planes (listed on the following page). Our five rookie race pilots, and two new race are identified by bold type under the photos. The Formula Forum has published pilot profiles or mini-biographies for almost all of this year's pilots. The "bio" line names the issue and page number of our most recent profile or bio.

KEVIN ANDERSON



Photo by Gene Hubbard

#3 Miss U
Rookie year: 2012
Bio: May/Jun/Jul/Aug 2012 issue, p. 13

KENT CASSELS



Photo by Kent Cassels

#99 Margaret June
Rookie year: 2013
Bio: May/Jun/Jul/Aug 2012 issue, p. 14

MATT CONKLIN



Photo by Ken Linde

#96 Miss Demeanor
Rookie Year: 2013
Bio: This issue, p. 15

PHILIP GOFORTH



Photo by Bill Rogers

#69 Knotty Girl
Rookie Year: 2009
Bio: Jul/Aug 2009 issue, p. 10

JAY JONES



Photo by Bill Rogers

#45 Quadnickel
Rookie Year: 2002
Bio: Sep/Oct 2006 issue, p. 10

MIKE MUNDELL



Photo by Ken Linde

#33 Second Wind
Rookie Year: 2013
Bio: This issue, p. 16

BILL PARODI



Photo by Bruce Croft

#36 N-A-Rush
Rookie Year: 2011
Bio: Jul/Aug 2011 issue, p. 5

JUSTIN PHILLIPSON



Photo by Ken Linde

#12 Outrageous
Rookie Year: 2012
Bio: May/Jun/Jul/Aug 2012 issue, p. 12

BRIAN REBERRY



Photo by Bill Rogers

#592 Little Tony
Rookie Year: 2005
Bio: Jan/Feb 2008, p. 10

ELLIOT SEGUIN



Photo by Birgitta Nurmi

#68 Wasabi Special
Rookie Year: 2008
Bio: This issue, p. 16

STEVE SENEGAL

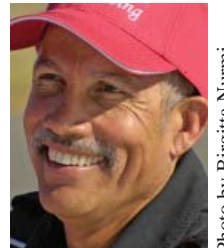


Photo by Birgitta Nurmi

#11 Endeavor
Rookie Year: 2006

LOWELL SLATTER



Photo by Ken Linde

#31 Fraed Naught
Rookie Year: 2013
Bio: This issue, p. 14

STEVE TEMPLE



Photo by Bill Rogers

#87 Madness
Rookie Year: 2006
Bio: Mar/Apr 2009, p. 12

SAM WHATMOUGH



Photo by Ken Linde

#40 Miss USA
Rookie Year: 2013
Bio: this issue, p. 17

VITO WYPRAECHTIGER



Photo by Lista Duren

#50 Scarlet Screamer
Rookie Year: 2010
Bio: Jul/Aug 2010 issue, p. 7

IF1 2013 Reno Entries

Race #	Pilot	Hometown	Aircraft	Name	Reg #
3	Anderson, Kevin	Anchorage, AK	Wagner	Miss U	N8EW
11	Senegal, Steve	San Bruno, CA	Arnold AR6	Endeavor	N616DH
12	Phillipson, Justin	Citrus Heights, CA	Cassutt	Outrageous	N25VS
31	Slatter, Lowell	Brookville, OH	Gilbert DG2	Fraed Naught	N390DG
33	Mundell, Michael	Uniontown, OH	Cassutt	Second Wind	N8ED
36	Parodi, Bill	Madrid, Spain	Cassutt	N-A-Rush	N6807C
40	Whatmough, Sam	London, England	Slipknot	Miss USA	N5381
45	Jones, Jay	Buena Vista, CO	Cassutt IIIM	Quadnickel	N53014
50	Wypraechtger, Vito	Anwil, Switzerland	Cassutt	Scarlet Screamer	N135R
68	Seguin, Elliot	Mojave, CA	Wasabi Special	Wasabi Special	N41WS
69	Goforth, Philip	Midland, TX	Knotty Girl	Stratocaster	N591A
87	Temple, Steve	Incline Village, NV	GR-7 Panther	Madness	N687RB
96	Conklin, Matt	Boise, ID	Cassutt IIIM	Miss Demeanor	N96SR
99	Cassels, Kent	Kissimmee, FL	Cassutt	Margaret June	N6884
592	Reberry, Brian	Boise, ID	Cassutt	Little Tony the Tiger	N592

Race Insurers: Friends of IF1

The aviation insurance companies who offer our race coverage also contribute to top achievers in IF1, helping to sustain the sport. Here are specifics about coverage and contributions to the class.

Ladd Gardner Aviation Insurance and **Cannon Aviation Insurance** is able to provide air race liability insurance for all of their race clients who carry annual coverage with them. They're also proud to offer air race insurance on behalf of both underwriting companies: **Specialty Aviation Underwriters** and **U.S. Specialty Insurance Company**.

For pricing please contact Angie Harris or Tammy Orth at 972-250-0400. Email Angie: angie@lgainsurance.com or tammy@lgainsurance.com

Again this year, **Ladd Gardner Aviation Insurance** and **Cannon Aviation Insurance** will be a sponsor of the Reno National Championship Air Races, to include an award to IF1's fastest qualifier.

Insurance Technologies and Programs, along with **Air Capital Insurance, LLC**, will again sponsor the aircraft event liability premiums for all their race clients who carry annual coverage with our offices this year.

MaryAnna Nichols, 866-447-0778
maryanna.nichols@aircapitalins.com

Trish Jackson, 866-585-4590
Trish.Jackson@ITPinsurance.com

Susan Amey, 301-526-3282
Susan@ITPinsurance.com

Insurance Technologies and Programs and **Air Capital Insurance** are also honored to again give an award to IF1's Rookie of the Year as part of our sponsorship of this year's Reno National Championship Air Races.

News From the Teams

Ken Linde



#3 Miss U... Formerly *Sly Dog*, now formidable in pink. After a rocky rookie year we are back, engine purring and crew raring to go. We are not doing any major modifications this year; we're going to run with what we have and see what we can do. Once again our crew is like family, or *is* family: Wife Amy, Son Matthew, Daughter Sydney, Uncle Rick and don't forget the in-laws Mike and Beryl Stott. We are really looking forward to catching up with all the great new friends we made last year. A big thanks to our new sponsors Grizzly Graphix and Threadz, and Marc McDermott.

— *Kevin Anderson*



Neal Narmi

#11 Endeavor... There are a few changes this year. Miss Demeanor has finally been sold, so unfortunately Doug won't be flying her for our team this year. Cash is still our crew chief, and with only one plane, Rita, Nancy, and Vaughn will round out the rest of the team. Also, after the Gold race last year we noticed that Endeavor's propeller was damaged, so it had to be replaced. Flight testing has shown that Endeavor's engine is as strong as ever, thanks to LyCon. We'll have to wait and see how she compares to the rest of the field. Both the team and Endeavor are race ready and we are looking forward to putting on a great show. — *Steve Senegal*

Ken Linde



#12 Outrageous... Race 12 is back this year with a few new tricks and some new faces on the team. Bryant Steele will still be crew chiefing it with help from Josh Phillipson, Dan Calderon and Jerry Robinson. New to the team will be Brinda Khun all the way from South Dakota and the engineering smarts of Chico's Harold Koehler. The oil temp issues from last year are all sorted out. Thanks to the motivation from Vito and Senegal's smoking fast speeds last year, Race 12 is on track to be a little more Outrageous this year. — *Justin Phillipson*



Naomi West Dschaak

#31 Fraed Naught... The racer is in Stead and will race pretty much as it was at PRS. All team members are looking forward to being part of the races. Dan Gilbert is planning to be there with us which we are very happy about. — *Lowell Slatter*

Naomi West Dschaak



#33 Second Wind... This is our Rookie year flying the former #33 *Slingshot* which was built and raced by Ed Dutreaux. We named it *Second Wind* after our first plane, *Last Lap Player* was lost to a hangar collapse just weeks before PRS. *Second Wind* is virtually unchanged since it last raced in 2009. Our great crew includes Ed Dutreaux (aircraft builder and former race pilot), Don Leipply (USAF aircraft mechanic, retired), Chris Brinker (A&P and private pilot), and Howard Bergh. Sponsors are Dan Chrapczynski (owner of Horsepower Racing and builder/pilot of Race 51 Midget Mustang), and my wife Shelly. Our goal: fly safe, have fun, and learn from the all the great people in IF1! — *Michael Mundell*

#36 N-A-Rush ... This off-season we've been concentrating on getting the performance gains of the mods that we did last year. We have now fine-tuned the intake and exhausts and at PRS, we clocked the best times on the course since we started working on N-A-Rush in 2010. Still we have not been able to change the prop to a better performing one. That will have to wait for 2014. To celebrate the performance gains, we painted it so that it looks like a race plane! This year we'll have an awesome crew with Ana Jimenez, Kevin Broughall, Rodrigo Patino, as well as Juan, Patricia, and John Parodi. — *Bill Parodi*



Ken Linde

Neal Narmi



#40 Miss USA... is back to race again after our Silver win in 2012. SPH is busy getting married to the lovely Miss Kelly and so Sam Whatmough, a warbird pilot from the UK (another limey!) will be making his Reno debut behind the stick. We are lucky to have a wonderfully dedicated support team with Crew Chief Mark ter Keurs and Kevin "Blade" Broughall ably assisted by legends Steve Tumlin, Torque Wilson, Emmett Grainer and Hep Porter. PRS 2013 was a torturous affair requiring a complete engine strip down; however we have been fortunate to enlist the services of Adam from Aviation Classics, a veteran race engine builder who has delivered us an outstanding piece of craftsmanship. Race fans do not despair—SPH and the Blondetourage will be there to add the glamour with the new addition of Rachel who not only is Sam's other (and better) half but also

holds an A&P license so she will be keeping a close eye on Mark and Blade! — *Sam Whatmough*

#45 Quadnickel... has been spruced up for racing—just a little engine testing and tweaking. Crew chief Ted Lehmen supported by crew members Dan Chrapczynski from the #51 *Horsepower* Team and Creighton King, builder of #15 *Last Lap Player*. Daughter Alison will be here for pre-trials. Goal: break my 232mph qual time record. Aiming for 238 qual time. Looking forward to seeing friends and family at the races. — **Jay Jones**



Neal Nurnmi



Tim Adams

#50 Scarlet Screamer... Our new Crew Chief, Raphael Lopez, will be the man on the machine taking care of *Scarlet* in our pit and on the runway. The airplane spent time in Oklahoma at Zivko Aeronautics where the ZAI team got the oil temp under control. This year we were focused on having the airplane ready early in the year. Ly-Con Aircraft Engines did a perfect job on the engine and we look forward to see the speed on the track. The team will be supported again by Max Ungricht who does all the work behind the scenes together with Andrea Hattinger and Andreas Flanschger. We thank our sponsors and supporters who make this project possible every year: Ly-Con, Oris Swiss Watches, RUAG, Bionic Surface Technologies, Jeppesen, ZAI, AMS Visalia, UAV Navigation and last but not least, Steve Hill. — **Vito Wypraechtger**

#68 Wasabi Special... Wasabi Air Racing is excited to be headed back to Reno with our new prototype airplane. It takes a miracle to get to Reno. Our miracle came from sponsors and team members: Nemesis Air Racing provided design support, motor a-go-go, and more. Grove Aircraft supported gear, brakes, and mechanical design. Experimental Aircraft Exhaust did stainless welding on schedule. MGL provided engine monitoring and post flight data analysis. Andy at Aerochia for composite know-how. Ralph Wise, the only prop man who's turned with a MiG. Steve Hill, the prop wizard at Twisted Composites. Our first forty hours were sponsored by long time air race fanatics Rick Poe and Susan Fine. Our 2013 crew: Jennifer Whaley, Crew Chief; Justin Gillen, Motor Man; Ken Baker on Airframe; Drew Seguin on rumor control. We look forward to watching the race from the back of the hardest-working race class at Stead. — **Elliot and Jenn**



Justin Gillen



Neal Nurnmi

#69 Knotty Girl... has a make-over for speed, including new landing gear (the old Grove gear from Mariah), new wheelpants (made by Dave Roelofs), 4 into 1 exhaust, new fairings (on landing gear, cowling, and wing root), new EFIS panel, new racing tail wheel, new race prop. Brad Moffett is crew chief. Crew: Russ Wright, Bob Fearing, Jamie Young, Kelly Goforth and kids Elizabeth and Noah. Goal: Go faster and prove these mods work. Stay ahead of Miss USA. — **Philip Goforth**

#87 Madness The big news from Madness is that the “Doctor of IF1: Steve Tumlin has moved on to a different class and just completed a year in Afghanistan working on helicopters mainly. However, knowing him, he was probably helping anyone and anything that would fly. No real changes this year—the plan is to “run what we brung” as it worked okay last year. Would really like to pass the plane off to a qualified pilot who is interested in its history and potential. See you in the Gold on Sunday. — **Steve Temple**



Neal Nurnmi



Tim Adams

#96 Miss Demeanor... We just purchased Miss Demeanor from Steve Senegal the week after PRS. Since then, our focus has been on flying the plane so we are as safe as possible come September. No changes to the aircraft. Crew is family: wife Nancy, daughter Meg (9) and son Miles (7) as well as a variety of supporters who may dedicate themselves at the races. Our sponsor is Upwards Aviation in Caldwell, ID. Goal: Be safe without needing to be competitive. — **Matt Conklin**

#99 Margaret June... This plane last raced in 2008 as John Hall's Bullitt. Canopy latches were improved, starter and fuel pump added, tail fairings and a new oil cooling system by Don Pataky. Our team is fundraising for Special Operations Warrior Foundation (SOWF). Our sponsor DeviceCloudNetworks.com is also matching all donations to SOWF 1:1 up to \$10K!. Crew: Bob Zimmerman, Matt Krupp, Rich Krupp, Jayson Owen, Chris Owen, Meg's ghost. First year goal: Qualify and make it safely through finals. — **Kent Cassels**



Randolph Bean



Naomi West Dschack

#592 Little Tony (the Tiger)... is owned by Mr. Jim Whiteley of Reno, NV who purchased the airplane a little over three years ago. He chose to paint the airplane in the Flying Tiger livery. *Little Tony* is a clean sport Cassutt which we are looking forward to racing for the third year in a row. An additional note—in the new Disney movie *Planes*, *Little Tony* is the sound bite for Ned and Zed! Our team is looking forward to racing at the 50th Anniversary Air Races. We'll see you all very soon!! — **Brian Reberry**

2013 PRS Report

Brian Reberry



Photo by Bill Rogers

PRS was a great success! IF1 had six rookies, one returning racer needing certification, and three certified racers who came to practice on the course. Several crew members participated as well. Rookie race pilots included:

- **Mike Mundell** who purchased #33 from Ed Dutreaux
- **Matt Conklin** who purchased #96 *Miss Demeanor* from Steve Senegal
- **Sam Whatmough** who will be racing #40 *Miss USA*, with crew member Emmett Grainer
- **Scott Holmes** who is building a Cassutt and/or looking to purchase
- **Lowell Slatter** who arrived with his newly finished Dan Gilbert airplane, his crew members, and his wife Judy
- **Kent Cassels** who purchased #99 from John Hall
- **Elliott Seguin** who will race the all new #68 *Wasabi Special*

Returning certified racers included:

- **Bill Parodi** with #36 *N-A-Rush* with crew member Kevin Broughall
- **Kevin Anderson** with #3 *Miss U* with crew member Rick Gunter
- **Justin Phillipson** with #12 *Outrageous* and crew member Bryant Steele

Kirk Murphy, Bob Bement, Brian and Sherawn Reberry were the instructors and operations for the week.

Below Left:
Brian Reberry works with Kevin Anderson in #3, Lowell Slatter in #31 and Mike Mundell in #33 before a practice race-horse start.

Below Right:
Kirk Murphy tours the race course with a student.



Photo by Sherawn Reberry

Everyone arrived on Wednesday morning ready to go! PRS began with an all class welcome and in-brief from RARA and the FAA. This time was insightful and provided information that will help everyone get ready for the 2013 Air Races. The afternoon ended with an IF1 classroom session. We had two FAA representatives in class all week to evaluate the training for the accreditation program. It was too windy for the certified racers to have air time on Wednesday.

Thursday morning began with an early brief. Then the certified racers took to the course, while rookie racers had an opportunity to round the course in their own airplane or with Kirk Murphy in the Glasair. We shared practice time with the biplanes—a chance for camaraderie and learning from each other. All participants continued with classroom in the afternoon.

After Friday morning's early brief, we shared a short flight period with the biplanes. Everyone practiced on the course time and the Formulas practiced passing techniques with the biplanes. Everyone attended afternoon class and all of the rookies passed the ground school portion.

Saturday's final early brief was followed by a short practice session with a runway 32 start. Both Lowell and Mike completed their check rides! Way to go boys!

The FAA passed our coursework/syllabus for accreditation with several positive



Photo by Naomi West Dschaak

2013 PRS Class Introductions

Matt spent much of his childhood building and flying model airplanes, but flying lessons waited until he had some time off at the end of medical school. He completed his pilot certification a few days before medical school graduation, and completed his instrument rating during residency. Matt has been flying for 14 years. He is a CFI, primarily doing tailwheel and backcountry instruction. He also flies backcountry charters for SP Aviation in Boise.

Matt works as an emergency medicine physician in the Boise, ID area. Outside the ER, he provides medical direction for emergency medical airlift services and encourages pilots to stay healthy as an Aviation Medical Examiner.

For his own flying, Matt enjoys flying to out-of-the-way places in Idaho and Alaska, especially in float- or ski-equipped aircraft. He likes to keep

learning and expanding his aviation skills.

Matt began attending the air races in the late 90's. His interest in racing grew after talking with Brian Reberry, Gary Hubler, Scotty Crandlemire, and Ray Debs.

This was Matt's first time at PRS. He says it was good to learn the coordination and safety expectations behind the races. Also, at PRS, he learned that *Miss Demeanor* had not been sold yet. Soon after PRS, he finalized the sale.

There will be no changes to the plane for this year's races, which Matt sees as a learning year. For him this will be a move from 'low and slow' to 'low and fast.'

Matt's family is on his team: wife Nancy, daughter Meg (9), and son Miles (7). The dog Rio likes flying, too.

MATT CONKLIN

Photo by Ken Linde



Photo provided by Matt Conklin

Scott Holmes, from Edmonton, Alberta, Canada, learned to fly as a teenager through the Royal Canadian Air Cadet Program. He completed his glider license at age 16 and his private pilot license in 2007 at age 17.

While studying Mechanical Engineering at University of Alberta, Scott flew as much as possible. Each summer, he traveled to Winnipeg to fly a friend's Pitts Special. In the summer of 2011, he enrolled in the Edmonton Flying Club's commercial flying program and won an award for the top commercial student.

After graduation, Scott started working as an engineer in the oil and gas business, and one of the first things he did with his new income was to buy a Cassutt. He found the plane—N16BC—at an estate sale in Oregon. It hadn't flown in 2 years and needed some TLC.

Scott had no building experience, and his intention was to learn by rebuilding

the Cassutt. He took it apart all the way down to the steel frame. Annually since graduating college, he has used a week of vacation to work under and learn from Andy Chiavetta at Aerochia (the original builder of Darryl Greenamyer's Sport #33). He has learned steel work, composites, painting, engines and more; and he has applied all of it to reconstructing the Cassutt.

IF1 pilots at Reno the last couple of years advised Scott to attend PRS to find out what air racing was really like, so he attended PRS 2013, including a tour of the race course in Kirk Murphy's Glasair. He says, "IF1 is a fascinating group of individuals and racing was very exciting."

Scott also commented on the richness of the PRS experience. "We were all launching, retrieving, helping each other, and fixing planes," he says.

Yes, he will be at the races this September, but not with a race plane—at least not yet.

SCOTT HOLMES

Photo provided by Scott Holmes



MIKE MUNDELL



Photo provided by Mike Mundell

When Mike was a boy, his grandfather told him that air racing used to be the big high-speed event. So growing up, Mike read all he could about Roscoe Turner, the GeeBees, Art Chester and other Golden Era race pilots. “Pylon racing is steeped in history, and it’s fascinating,” he says.

After high school, Mike enlisted in the Air Force to be around planes. He started flying lessons in 1984 while he was stationed at Wurtsmith AFB in Michigan as a refueling specialist. After the Air Force, he pursued a career in manufacturing quality and became a Quality Assurance (QA) manager. QA is still his full-time job today—he now works for Shearer’s Foods, Inc. in Ohio.

After completing his private pilot license in 1991, Mike entered Spartan School of Aeronautics in Tulsa and got ratings through Instrument Instructor. He has taught flying, part-time, ever since.

While he was in Tulsa, Mike saw a Cassutt and fell in love with it. “You can’t get much more performance for the size and cost,” he says. But he wasn’t thinking of racing at that point.

Mike bought *Last Lap Player* from Creighton King in May 2012. Jay Jones flew the plane from Utah to Ohio and

when he delivered it to Mike, he said, “You’re going to race, right?” The answer was suddenly obvious. Mike flew it for a little under a year, preparing to race. Then in April 2013, just a few weeks before PRS, a microburst knocked the hangar down and destroyed the Cassutt.

Undeterred, Mike called Jay Jones who told him that Ed Dutreaux’s race #33 *Slingshot* was for sale. Mike bought it sight unseen. On his first trip to Stead Field for PRS in June 2013, he met and immediately flew his new plane.

“PRS was a very rich experience,” he says, “Every day we had flying, classroom, and work on the race planes.”

Mike has named the plane *Second Wind*. His wife Shelly, who is indispensable as his ground crew, has built a display board showing the history of the plane.



Mike and Shelly Mundell

Photo provided by Mike Mundell

LOWELL SLATER



Photo by Ken Linde

Lowell has been flying since 1969, including 11 years as a crop duster, 20 years as an airline pilot and most recently, several years of fire fighting in a single engine air tanker. He has also flown the B-29, B-24 and C-46 for the CAF.

In 1982 Lowell finished building a 300-HP Acroduster Too, a two-seat aerobatic biplane that he still owns and flies. He first attended the races as a kid, and first got involved in IF1 by crewing for Carl Swenson on #17 *Annie* in 2006 and 2007.

In 2006 Lowell attended PRS while building the IF1 racer #31 *J-Gal*. The building project stretched over several

years, and in February 2011, when it was almost ready to fly, it was destroyed in a hangar fire.

Determined to race, Lowell bought Dan Gilbert’s nearly completed DG-2 racer in June 2011 and attended PRS again with hope of racing that year, but it was not to be. Now in 2013, the plane is race ready.

The DG-2 is a slightly smaller version of the DG-1, a design that Dan Gilbert raced as #39 *Shadow* (1996 to 1999), and Charlie Greer raced as #69 *Miss B Haven* (2000 to 2006). It has a 23-foot wing span and a unique wing design with a plan form that the designer described as curvilinear.

Sam Whatmough got seriously interested in aviation around age 8, started pilot training at age 15, and achieved his pilot's license at age 17 (the minimum age in Great Britain). His current employer, British Airways, sponsored him during college and trained him for his commercial license after graduation. He started out flying 737s, and spent 9 years flying 777s. For the past two years he has been in charge of training for 787s.

Outside his "day job" Sam flies a Yak-55 and a T-6 Texan. He teaches both aerobatics and formation flying. He also teaches people to fly vintage aircraft including the Spitfire, T-6, and PT-17 Stearman.

Sam says that racing at Reno has always been a dream, but it wasn't on his radar when his friend Stephen Partridge Hicks called and asked him to race Miss USA this year. He said "Yes" immediately, and

headed off to PRS, where he made friends in both the IF1 and T-6 classes, and got the fire-hose treatment about IF1 and air racing in general. While at PRS, Race #40 required a complete engine strip down which made the week "a torturous affair." Still Sam is positive about the experience. He says "I made a lot of great friends. IF1 has a real can-do attitude and everyone was friendly."



Photo provided by Sam Whatmough

SAM WHATMOUGH



Photo by Ken Linde

Rachel who Sam calls his "better half" is a professional aircraft engineer for British Airways and she holds an A&P license. She will have a dual job at the races as crew and the newest member of the Blondetourage.

Elliot Seguin comes from a Michigan flying family who took him to Oshkosh every year as a kid. He learned to fly at age 15 and became active in aircraft restoration in high school. After completing a mechanical engineering degree at Union College in New York State, Elliott moved to Mojave, CA to work with Jon Sharp on the Nemesis NXT project. He has been an active member of the Nemesis team since 2005. Currently he is a Project Engineer and Flight Test Engineer at Burt Rutan's Scaled Composites.

Elliot first attended PRS in 2008 with his homebuilt Cassutt, #68 *Wasabi*, which he raced in 2008 and 2009. Since then he has been designing and building the new plane, *Wasabi Special*, which Jennifer has nicknamed *Siren*. It took 2.5 years from design and tooling, through building, to FAA sign-off in July 2012.

Elliot says, "A Formula is a fantastic first airplane to design because the design

space is so confined and the mission is more exciting than doing another two-seat touring aircraft."

He also points out that it is easier now than ever before to design and build airplanes because of numerous web resources, free CAD software, and the ability to source CNC machining and other specialty work.

His second time through PRS, Elliot was struck by the huge numbers of Sport Class planes and pilots. This year the Sports outnumber the Formulas more than 2:1.

"Historically, IF1 is a class of builders," he says, "but it's hard to compete with a class that allows you to bring out your Sunday cheeseburger machine and be a race pilot."

PRS put the Wasabi Team one step closer to meeting the team's and sponsors' mission. "It's been a long time coming and a lot of steps to get there," says Elliot.

ELLIOT SEGUIN



Photo by Birgitta Nurmi

Family Supporters

Sherawn Reberry



Photo by Gene Hubbard

It's Race Time! What an extraordinary year—celebrating the 50th Anniversary of the Reno Air Races! Reberry Air Racing is excited to be participating in this momentous occasion. We are looking forward to seeing old friends, making new friends and celebrating with everyone.

As a family supporter, this is one of the most exciting times of the year—preparing for the races! It's time to bring out our own checklists to ensure that the pilot and racer are ready for action. As always the flowered screwdriver is packed first! So, bring out the racing t-shirts, sun screen, parkas and cocktail of choice! We look forward to seeing everyone soon!

IF1 Family News



Photo by Naomi West Dschaak

Miss USA pilot Stephen Partridge-Hicks (2011 and 2012) and Kelly Hathaway (core member of the *Blondetourage*) will be getting married in October. For some reason, this keeps SPH from racing this year, but they say they'll show up in the hangar, so break out the champagne!



Photo by Tim Adams

Tom Watkins writes: Covering and corrosion issues are keeping Pooder in the hangar this year. I hope to be back next year!



Photo by Rebecca Alcon

Fan Skye Alcon visits IF1 in 2012 with parents Addrian and Becky of Sky Scenes, the aerial photography company.

Raffle Blankets Make Money for IF1

In 2012, Tammy DeHart donated two blankets that she made. One was auctioned and one was raffled. Together they brought in about \$600. The blankets are shown in the photographs below.

For the 2013 race week, Tammy is donating another blanket, that she crocheted and backed with fleece. It is shown in the photo to the right. Raffle tickets are \$5 each or 5 for \$20.



Photos by Zach Whalen

In 2012, Sherawn Reberry outbid all competitors to win the auctioned blanket made by Tammy DeHart.



The winner of the raffled blanket was Brinda Kuhn, a crew member for Doug Bodine on #96 Miss Demeanor in 2012. She will be crewing for #12 Outrageous in 2013. Brinda is CEO of Hardrocker Aeronautics, LLC. She recently became a private pilot and she loves her IF1 blanket.



Photo provided by Tammy DeHart

The 2013 IF1 blanket shows an IF1 race plane rounding a pylon with the International Formula 1 Pylon Air Racing logo below. Colors are soft yellow, baby blue, lavender, and brown.

by Gene Hubbard

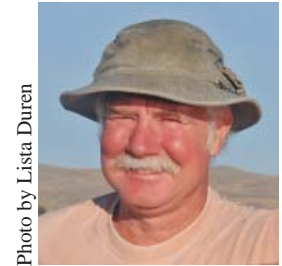


Photo by Lista Duren

IF1 has a significant presence on the web. In this column, we'll walk through some of the on-line sites that give a snapshot of what our extended IF1 family is thinking and doing.

To start with, check out the "Friends of IF1" site on Facebook. **Grace Sturgess** set up the site during NCAR last year as a way to post results, and folks have continued to use it to post photos and generally keep in touch since then. There's a lot of recent activity: Phil Goforth has just posted some U-tube videos of *Knotty Girl*, and Don 'Bucky' Dawson has posted an impressive array of his NCAR photos from the past 20 years or so.

Kevin Anderson has both a website: www.missuairracing.com and a Facebook page "Miss U Air Racing" that includes a photo gallery and videos of *Miss U*, as well as short team biographies. On the website, you can find some photos of last year's all-night engine rebuild. The Facebook page has some photos of #3's transition from *Sly Dog* to *Miss U*.

Kent Cassels has a Facebook page entitled "Margaret June Air Racing" that includes photos of Race #99, now called *Margaret June*, based at Warbird Adventures in Kissimmee FL. As you may already know, Kent is flying #99 in support of the Special Operations Warrior Foundation (SOWF), an organization dedicated to caring for the families of fallen and wounded Special Operations personnel.

Bill Parodi is on Facebook with "N-A-Rush Air Racing" and photos from getting #36 ready for Reno last year as well as some 2012 race photographs.

Justin Phillipson has a Facebook page called Outrageous Racing (you have to get past the car racing page by the same name). In addition, there are a couple of nice interviews with him on www.chicoer.com from July 21 and August 5, 2012. Use Google to search for "chi-

coer.com justin phillipson" and they will come up on the top of the list. Also check out his youtube video under "Team Outrageous#12" (There's no space between the "s" and the hash.)

Vito Wypraechtiger has a website called www.swissairracingteam.com with a photo gallery, team bios, and team news. A lot of the site is in German, but the automatic translator does a passable job. (to find it, right click and choose "translate with Bing" if you're in Internet Explorer). Its English is a lot better than my German.

Scott Holmes has a Facebook Page entitled "The Outlaw Cassutt Project" with photos of taking a 1975 stock Cassutt down to tubes and rebuilding it as a race plane. You can also find some photos and information on the website www.outlawairracing.com.

Brian Reberry has lots of photos of both #592 *Tony the Tiger* and #13 *September Fate* on his website www.reberryairracing.com and his Facebook page "Reberry Air Racing." The website has videos of #13 test flights as well as a large gallery of photos. Brian uses the Facebook page to post photos as well as team news.

Elliot Seguin posts team information on www.wasabairracing.blogspot.com. He still seems to be keeping the new race plane pretty much under wraps, but the site includes some pretty amazing photos of the "Bally Bomber," a 1/3 scale single-place scale model of a B-17 bomber, powered by four Hirth engines.

No doubt there are other IF1-related sites out there—I've left out the sites from teams not racing this year, and a couple that were obviously out of date. Let us know if you have a site or source that we've missed. We will continue our web watch in a future issue.

Reno 2012, The Return of Air Racing by Just Plane Fun Videos

Video Review by
Lista Duren

No matter what kind of wristband you had for the 2012 air races, this video will take you someplace you didn't, or couldn't, go. It puts you in the stands, in the pits, in the tower, at the pylons, and behind the scenes. If you couldn't make the 2012 races, this video is the next best thing. It brings the Bronze, Silver and Gold final races to you, in their entirety, with race plane sounds and commentary. It covers the air show performances. It takes you behind the scenes to hear Bob Hoover, Clay Lacy, Joe Clark and Mike Houghton talk about how the National Championship Air Races started, the early years of racing at Stead Field, and what it took to come back from the disastrous crash that ended race week in 2011.

Videographers Mark Chiolis and Walt Lindblom and their crews capture the action and sounds of air racing simultaneously from all over Stead Field. They interview class presidents, race winners, and even Jay Hubbard who drives victory tours in the fire engine. And that's just a sample; the 2 disks together provide six hours of coverage.



The two-disk set is available on DVD and HD Blu-Ray. Look for it at the races or go to www.JustPlaneFunVideos.com

This is the third year that Just Plane Fun Videos has made a video of the NCAR, and each year's video is completely different from the others. The 2011 video features interviews with all of the living Unlimited Gold winners. The 2010 video is geared toward educating children about air racing and aviation, but it works for all of us. We can't wait to see what this tireless crew does for the 50th anniversary NCAR.

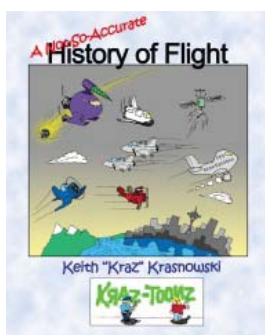
A Not-So-Accurate History of Flight

Book Review by
Gene Hubbard

Did you ever wonder who lost the first luggage on an airplane flight? Or why we haven't heard about any late-night alien abductions recently? "Kraz" Krasnowski gives us his take on all the answers in "A Not-So-Accurate History of Flight" (self-published 2012).

Kraz takes us through centuries of attempted flight in seven chapters, starting with cavemen and progressing through Bernoulli's revenge, the Air Farce, not-so-civil aviation, the National Administration of Silly Acts (NASA), various aeronautical show-offs (including Reno), and winding up with a very irreverent view of modern flight instruction.

Lest anyone think there's anything about sour grapes in the book, I'll remind you that Kraz passed his checkride in a bit over four months and a bit over 40 hours of flight time. I sure didn't.



by Keith "Kraz" Krasnowski

Humor is a pretty personal subject. No doubt you'll find some ideas in the book that are right on, and some that you don't think are funny. Enjoy the former: let someone else enjoy the latter. Nobody gets a free pass. Strega's low flying rips the checkered flag to shreds and scatters the photographers; Critical Mass gets fueled with hazardous waste, and Big Red tries to get away with using jet engine assist. And forget Area 51: the UFOs land at Oshkosh and blend right in.

At the end of the book, Kraz walks through how he develops a cartoon, starting with the concept, the pencil sketches, and finally through ink and color. If you're not convinced yet, check out his website at www.krazmania.com. You'll also find a collection of photos and realistic aviation art and sketches, including a drawing that you might recognize from an old Nemesis NXT website.

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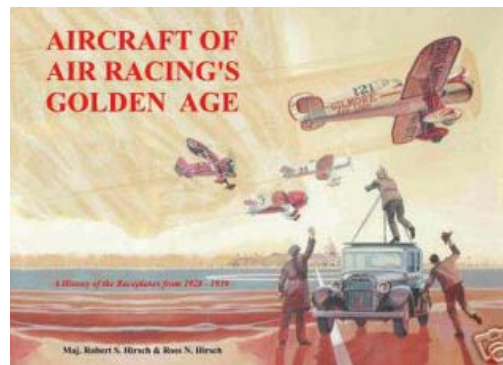
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Photo by Ken Linde

IF1'S 2013 PRS CLASS. Back Row (left): Mark ter Keurs, Bob Bement, Rick Gunter (on Kevin Anderson's crew), Sam Whatmough, Justin Phillipson, Kent Cassels. **Back Row (right):** Kevin Anderson, Lowell Slatter, Matt Conklin. **Front Row:** Sherawn Reberry (seated on wing), Brian Reberry, Kevin Broughall (on Bill Parodi's crew), Emmett (a.k.a. Robert) Grainer (on Sam Whatmough's crew). **Not in Photo:** Kirk Murphy, Elliot Seguin, Mike Mundell, Scott Holmes, and Bryant Steele.



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87	A	11
68	B	50
3	C	69
	D	31
	E	45
	F	40
	G	12
	H	36
	I	
99	J	96
33	K	592

Tentative IF1 Pit Assignments. See Bob Bement at the races for the final parking plan.