

# FORMULA FORUM



THE IF1 JOURNAL



SEPTEMBER/OCTOBER 2014

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## FORUM CONTRIBUTIONS

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

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## MEMBERSHIP

Membership in IF1 is open  
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technical people active in  
Formula One Air Racing for  
\$60/yr. Anyone may join as a  
non-voting Associate Member,  
\$35/yr. Applications available  
from the Secretary or on-line.

## RULES

For IF1 Technical and Procedure  
rules, check on-line at:

## WEBSITE

[www.if1airracing.com](http://www.if1airracing.com)  
Phil Newlon, Webmaster  
[webmaster@if1airracing.com](mailto:webmaster@if1airracing.com)  
614-569-1328

### FRONT COVER:

Jay Jones has raced #45 Quadnickel at Reno every year since 2002 when he started racing Formula One. He has been racing longer than any of the other 2014 pilots, making him the "old man" of IF1. This year Jay was instrumental in shipping IF1 planes to Spain to race. In addition to prepping his own plane for racing, he worked with other IF1 pilots this summer to modify their racers.

*Photo ©2013 by Neal Nurmi,*

## OFFICERS

### STEVE SENEGAL President

130 Lassen Dr.  
San Bruno, CA 94066  
650-346-6967 (C)  
[Pilot@SteveSenegal.com](mailto:Pilot@SteveSenegal.com)

### ELLIOT SEGUIN Vice President

PO Box 131  
Mojave, CA 93502  
661-754-1555  
[Elliotseguin@gmail.com](mailto:Elliotseguin@gmail.com)

### DAN PETERS Secretary/Treasurer

1438 Morningside Dr.  
Longmont, CO 80504  
720-308-1596  
[dan@route66raceteam.org](mailto:dan@route66raceteam.org)

## DIRECTORS

### BOB BEMENT Operations Director

7320 Old Stage Trail  
Kelsey, CA 95667  
530-622-1434  
[bementr1@hotmail.com](mailto:bementr1@hotmail.com)

### TOM DEHART Technical Director

5220 Walton Dr.  
Klamath Falls, OR 97603  
541-882-1589  
[flyfastflylow@fireserve.net](mailto:flyfastflylow@fireserve.net)

## COMMITTEES

### KIRK MURPHY Pilot Committee Chairperson

6140 Christa Lynn Pl.  
Prescott, AZ 86310  
928-710-3105  
[murphyk79@aol.com](mailto:murphyk79@aol.com)

### JEFF GUNN Procedure Rules Committee Chairperson

504 Park Lane  
Corona, CA 92879  
951-310-2265  
[jeffrey.gunn@sce.com](mailto:jeffrey.gunn@sce.com)

### JUSTIN PHILLIPSON Promotions Committee Chairperson

8233 Streng Ave.  
Citrus Heights, CA 95610  
775-750-5867  
[justinp551@yahoo.com](mailto:justinp551@yahoo.com)

### TOM WATKINS Technical Rules Committee Chairperson

10120 Brookpark Blvd. #313  
Calgary, Alberta T2W1E1  
Canada  
403-607-8457  
[ezetom@gmail.com](mailto:ezetom@gmail.com)

## CONTENTS

- 3 **President's Page** Steve Senegal
- 3 **Voting Information and Rules**
- 4 **Reno Countdown, Race Week Schedule**
- 5 **Operations: Race Procedures** Bob Bement
- 6 **Tech Inspections and Checklist** Tom DeHart
- 8 **2013 IF1 Pilots**
- 9 **IF1 2013 Race Entries**
- 9 **Race Insurers: Friends of IF1**
- 10 **News from the Teams**
- 18 **Board Meeting Minutes:**
  - April 24, 2014
  - May 21, 2014
  - July 23, 2014
- 19 **IF1 Marketplace**

**W**elcome Race Teams, Members and Race Fans!

As we prepare for the 51st Reno National Championship Air Races, The Formula One race class is bursting with excitement. There's a feeling in the air that anything is possible. For example, as you know, we have long lobbied for a later start time. Our reasoning is that with a later start time, more fans would be exposed to our sport. Well, this year we will be flying later in the day, and more of our fans will see first-hand the excitement of our signature "Race Horse" start and the battle among the Thoroughbreds of the Air.

Also exciting was our sanctioning of, and participation in, the Air Race F1 event held in Lleida Spain. Formula One Aircraft from England, France and the United States competed for the title of Air Race F1 Champion. Even more exciting is that we've entered into negotiations with Air Race 1 (Air Race F1's new name) for a 2015 series, where points earned in Europe and the United States (Reno NCAR) would count toward the Air Race 1 World Series Championship. This move is expected to increase our field here and abroad.

And to record all this excitement we will launch a revamped website by the time you show up at Reno. With team photos, biographies, a forum for posting, our own Facebook page, links to team webpages and other exciting links; for you tech savvy pilots, this will all happen all without changing the URL. You'll be hearing more from me about how to post content, blog etc. via email shortly. Stay tuned.

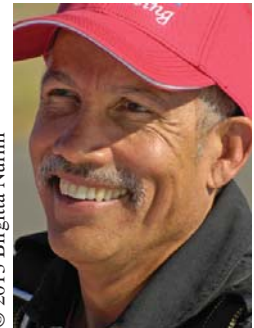
So the pilots have practiced throughout the year for this. The teams have fixed problems that cropped up last year, and made final preparations to squeeze that defining extra knot of airspeed out their sleek machines for this year. And the fans have waited. But the wait is almost over.

Racing starts Wednesday, September 10, our General membership meeting is Thursday September 11th, the Formula One Banquet is Saturday, September 13th, and of course the Reno National Championship Air Race Awards Banquet is Sunday, September 14h. Let the racing begin!

Fly Fast, Fly Low, Turn Left!

—*Steve Senegal, President*

**Steve Senegal**



© 2013 Birgitta Nurmi

## Voting Information and Rules

**I**f you were a full member of International Formula One on July 29, 2014, you should have already received your nomination and proxy form for the 2014 elections, to take place at the annual meeting on Thursday, 11 September, from 1:00pm to 3:30 pm in the Pilot Briefing Room at Stead Field.

Any full member of 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 2014:

President	Steve Senegal
Secretary/Treasurer	Dan Peters (acting)
Operations Director	Bob Bement
Technical Director	Tom DeHart
Technical Rules Chair	Tom Watkins
Technical Rules Committee Member #1	Brian Reberry
Technical Rules Committee Member #2	Dave Roelofs
Procedure Rules Chair	Jeff Gunn
Procedure Rules Committee Member #1	Bill Parodi
Procedure Rules Committee Member #2	Mark Ter Keurs
Pilot Committee Chair	Kirk Murphy
Promotions Chair	Justin Phillipson

# Reno Countdown

Wed	3rd	0800	IF1 pit area available for setup
Fri	5th	TBD	Tech Inspection Signup Starts
Sat	6th	0900	Tech Inspection Starts. Certified racers requiring checkrides and rookies have priority
		1200	All race planes must be on the field. See Bob Bement to get your pilot package.
Sun	7th	0800	Pilot qualification flights (approx. 1 hr.)
		TBD	Mandatory Pilot In-Brief
		TBD	Crew Chief briefing
		1140	Practice
		1700	All planes ready for inspection and quals
Mon	8th	0700	Daily Pilot Meeting
		0800	Aircraft Qualifications start
		TBD	Make-up Crew Chief Briefing
		TBD	Make-up Pilot In-Brief
Tues	9th	0800	Aircraft Qualifications continue
		1700	BYOB IF1 Mixer
		1800	Last chance to get IF1 Banquet tickets
Wed	10th	0800	Aircraft Qualifications (25 minutes)
		1215	Racing: IF1 Heat 1B
		1330	Racing: IF1 Heat 1A
Thu	11th	0825	Racing: IF1 Heat 2B
		1140	Racing: IF1 Heat 2A
		1300	IF1 Annual Meeting and Election
Fri	12th	0800	Racing: IF1 Heat 3B
		0900	Racing IF1 Heat 3A
Sat	13th	0825	Racing: IF1 Silver Final
		1800	IF1 Awards Banquet
Sun	14th	0800	Racing: IF1 Gold Final
		1700	RARA Awards

## IF1 Alumni in Other Classes

IF1 alumni are racing in every class except T-6.

### Biplane Class

Like last year, watch for **Dave Roelofs** in #11X *Purse Snatcher*, and **Birch Entriiken** in #711 *Joey*.

### Sport Class

**Dave Morss** who raced many Formulas (including #99 under several different names) between 1985 and 1999, is racing Sport #99 *Martin's Legacy*. **John Parker** will again race #352 *Blue Thunder II*. John won IF1 championships in '77, '79 and '80. **Charlie Greer** who raced IF1 #69 *Miss B Haven* from 2000 through 2006, is racing #16, an RV-6 that he calls *Miss B Haven III*. IF1 Pilot Committee Chair, **Kirk Murphy**, who raced on IF1 teams in 2004 and 2007, will race his Glasair SH-2R as Sport #25 *Papa's Ride*.

### Jet Class

**Phil Fogg** will again race L-39 #8 *Fast Company*. 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*.

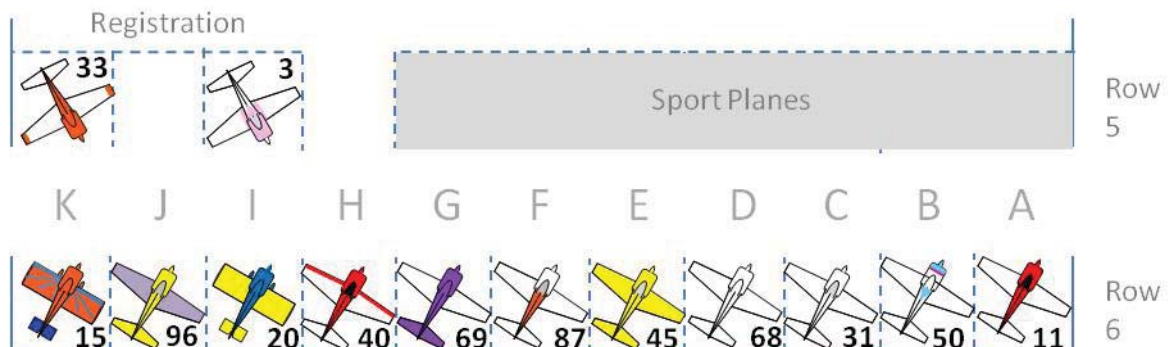
### Unlimited Class

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

## 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.

There will be more aircraft against the wall this year. We need to start close, and stay close, as this is all the real estate we have. Keep it tight between aircraft



# 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

Green: Start

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.

## Mayday

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



©2012 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. 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 (including cylinder capacity), 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 Bob Griffith or Eric Hubler hanging around and maybe asking a few questions. They’re representing Tom DeHart on the Airframe portion of the inspection, getting a jump on Saturday’s rush. They 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, they 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 Tom probably won’t.

The airframe portion of the Tech inspection, whether before Saturday, or

## 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 four tech crews inspecting your aircraft. ONE: airframe; TWO: engine (including cylinder volume); THREE: weight and balance; FOUR: fuel capacity
3. Your fuel tank must be empty. If it is 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. We will inspect a cylinder number to be determined at Reno.
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. A tech crew member must be present while you are filling your tank.

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” thirteen 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 a cylinder to be determined, and to verify the head volume, in cc, 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.



©2010 Lista Duren

*Jim Debus checks cylinder volume using Marvel Mystery Oil.*

## IF1 Tech Team

IF1 Technical Director Tom DeHart will lead the 2014 tech team at Reno. Tech team members for this year’s races will be Jim Debus, Bob Griffith, Eric Hubler, Mike Lema (not pictured), Steve Mountain, and Roger Sturgess.

### Tech Director



Jim Debus

LD



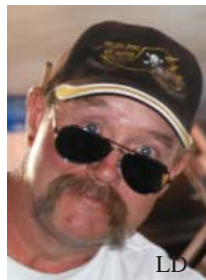
Bob Griffith

WR



Eric Hubler

NW



Steve Mountain

LD



Roger Sturgess

LD



WR

Tom DeHart

Photos by Bill Rogers (WR), Naomi West (NW), and Lista Duren (LD)

# 2014 IF1 Pilots

This year, IF1 has 14 pilots (pictured on this page) who are registered to race 13 planes (listed on the following page). The Formula Forum has published pilot profiles or mini-biographies for almost all of them. The “bio” line names the issue and page number of our most recent profile or bio.

**KEVIN ANDERSON**



©2012 Gene Hubbard

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

**MATT CONKLIN**



©2013 Ken Linde

*#96 Miss Demeanor  
(alternate pilot)  
Rookie Year: 2013  
Bio: May/Jun/Jul/Aug  
2013 issue, p. 13*

**PHILIP GOFORTH**



© 2013 Bill Rogers

*#69 Knotty Girl  
#87 Madness (alt.)  
Rookie Year: 2009  
Bio: Jul/Aug 2009  
issue, p. 10*

**CHET HARRIS**



©2014 Naomi West

*#96 Miss Demeanor  
Rookie Year: 2014  
Bio: Jul/Aug 2014  
issue, p. 12*

**DAVE HOLMGREN**



© 2014 Naomi West

*#15 Last Lap Player  
Rookie Year: 2014  
Bio: Jul/Aug 2014, p.  
11*

**JAY JONES**



©2011 Bill Rogers

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

**MIKE MUNDELL**



© 2013 Bill Rogers

*#33 Second Wind  
Rookie Year: 2013  
Bio: May/Jun/Jul/Aug  
2014, p. 16*

**STEPHEN  
PARTRIDGE-HICKS**



© 2012 Naomi West

*#40 Miss USA  
Rookie Year: 2011  
Bio: Jul/Aug 2011, p. 8*

**JUSTIN PHILLIPSON**



© 2013 Bill Rogers

*#31 Fraed Naught  
Rookie Year: 2012  
Bio: May/Jun/Jul/Aug  
2012 issue, p. 12*

**ELLIOT SEGUIN**



© 2013 Bill Rogers

*#68 Wasabi Special  
Rookie Year: 2008  
Bio: May/Jun/Jul/Aug  
2013, p. 16*

**STEVE SENEGAL**



©2010 Birgitta Nurmi

*#11 Endeavor  
Rookie Year: 2006*

**STEVE TEMPLE**



©2008 Bill Rogers

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

**TOM WATKINS**



©2013 Naomi West

*#20 Pooder  
Rookie Year: 2008  
Bio: Jul/Aug 2010  
issue, p. 12*

**VITO WYPRAECHTIGER**



©2103 Birgitta Nurmi

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



# IF1 2014 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
15	Holmgren, David	Salt Lake City, UT	Cassutt	Last Lap Player	N6291N
20	Watkins, Tom	Calgary, AB, Canada	Cassutt	Pooder	N2020J
31	Phillipson, Justin	Citrus Heights, CA	Gilbert DG2	Fraed Naught	N390DG
33	Mundell, Michael	Uniontown, OH	Cassutt	Second Wind	N8ED
40	Partridge-Hicks, Stephen	Norton, Suffolk, Eng.	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 Siren	N41WS
69	Goforth, Philip	Midland, TX	Stratocaster	Knotty Girl	N262SW
87	Temple, Steve Goforth, Philip (alternate)	Incline Village, NV Midland, TX	GR-7 Panther	Madness	N687RB
96	Harris, Chet Conklin, Matt (alternate)	Anchorage, AK Boise, ID	Cassutt IIIM	Miss Demeanor	N96SR

## 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

is proud to offer air race insurance for any and all IF1 racers. We have the ability to place coverage through either underwriting company—U.S. Specialty Insurance Company or Specialty Aviation Underwriters.

For an insurance quote or any questions please contact Tammy Orth or Angie Harris at 972-250-0400, or email to [tammy@lgainsurance.com](mailto:tammy@lgainsurance.com) or [angie@lgainsurance.com](mailto:angie@lgainsurance.com).

In addition, Ladd Gardner Aviation Insurance will continue to be a proud sponsor of the National Championship Air Races, to include an award to the 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](mailto:maryanna.nichols@aircapitalins.com)

Karen Moore, 866-585-4590  
[karen.moore@ITPinsurance.com](mailto:karen.moore@ITPinsurance.com)

Susan Amey, 301-526-3282  
[Susan@ITPinsurance.com](mailto: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

© 2013 Neal Nurmi



**#3 Miss U...** The Miss “U” Air Racing team has been hard at work, we have been working hard to control drag and cooling issues with the plane. This will be a multi-year process and we are proud to say we have seen good results with what we have accomplished. Amy’s back at it fabricating carbon parts. In between layers she’s can be found making up the team uniforms and t-shirts. Ever the multi-task artist. When asked to write this bio she said write this, “ for sale one lightly used race plane, very fast, lots of potential” :) We are all looking forward to September. Sydney, the team boss, has already packed her bags at the time of this write up. Reno will never be the same. A new addition to the team this year is Steve Tumlin. We have worked with Steve for several years and now we are extremely fortunate to have his talents in the pit. Lasts year we ran well but this year were all looking forward to running up front.  
— *Kevin Anderson*

© 2014 Paul Dye



**#15 Last Lap Player...** is back! After a hangar collapse in 2013, Creighton King bought it back and repaired it. It flew in—and won—the Formula One class Airventure Cup race at Oshkosh in July 2014. It’s also the subject of an 8-page flight review in the August 2014 issue of Kitplanes. Dave Holmgren will race it in his rookie year (after deciding it sounded like more fun than racing his Thorp T-18 in the Sport class.) Taking advantage of a 15.5 gallon fuel tank, he will fly the racer from Salt Lake City to Stead Field. Creighton will be crew chief at Reno, supported by crew members Josh Hintz, Raymond King, Jeff Johnson, Kurt Johnson, Curtis Weinman, and Alan Mitchell.  
— *Dave Holmgren*

© 2013 Zach Whalen



**#31 Fraed Naught....** Race 31 Fraed Naught has a substitute pilot for this year. Lowell Slatter is unable to participate this year due to work obligations so he is handing the keys over to Justin Phillipson. Justin and his team have been hard at work building a new racer and weren’t going to rush it to finish by September, so they are switching numbers from 79 to 31. We are fine tuning a few engine set ups and cleaning a few things up but nothing really new. The plane has some great potential and we are excited to see what it can do this year. Think Justin wants to run at the back of the pack? Fraed Naught!!!  
— *Justin Phillipson*

**#11 Endeavor...** First we focused on the Endeavor itself. What we thought was a spark plug issue turned out to be a magneto problem. With that fixed, Endeavor is back to its full potential. We also negotiated with Norcal approach, KHWD tower and airport management to allow Endeavor to orbit near the airport on a flight path that resembled the course at Stead. This allowed me longer and more realistic practices. A few more flights and I should be at my full potential as well. Cash will continue as crew chief, with Rita, Nancy, Vaughn and Eric returning as well. With the rebuilt magneto from Savage Magnetos, the same strong engine from LyCon, my exceptional crew, and a new race start strategy, Team Endeavor is primed and ready for a re-match..  
— *Steve Senegal*



© 2013 Jack Tyson

**#20 Pooder...** Pooder will be back for 2014 with new covering and shiny paint thanks to Creighton King and Cassutt Aircraft Inc. Besides the restoration mods, the plane is identical to its last race season of 2012 sans the carbon prop. Looking forward to seeing everyone!  
— *Tom Watkins*



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**#33 Second Wind...** This is our second year on the pylons, and happy to be back. Our racer is a modified Cassutt, built and raced by Ed Dutreaux. This year we replaced a leaking fuel tank, removed some ballast from the cockpit, and worked on engine cooling a little, but there are no real changes to the plane. Our crew includes Ed Dutreaux (crew chief), Dan Sanicky (A&P mechanic, launch crew), Frank Naelitz (launch crew), Pete Kodysh (A&P mechanic, EAA builder, private pilot), and Dan Chrapczynski with his outstanding video. Jerry Marshall from Oklahoma also joins us as he plans to race IF1 when his Cassutt is complete. Special thanks to my wife Shelly for working endless hours to make this happen. Our goal: fly safe, have fun, and prepare for Airrace1 in 2015  
— *Michael Mundell*



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**#40 Miss USA...**It's been a busy year and a worldwide effort to prep for Reno. In Vancouver, Mark ter Keurs rebuilt the airframe to clean up the aerodynamics, and replaced torn fabric with new carbon skins. With airframe stripped, he also raked the seat back, allowing for a lower canopy and changes to the turtle deck and vertical stabilizer. Then new cooling plenums and exhaust work. Meanwhile, the engine was at Lycon for an overhaul. With all this, plus a new paint scheme, it no longer looks like its photo! Team this year: SPH as The Stick Wiggler, Miss Kelly as Chief Pit Princess, Kevin "Blade" Broughall and Mark ter Keurs as co-crew chiefs, Ben "Torque" Wilson as Starter and Engineer, and Julian "don't shoot" Hicks as Team Manager. The Blondetourage, led by Christine "The Doctor" Hoffman-Hicks has reached critical mass. We plan to be safe, have a lot of fun and go faster! — *Stephen Partridge-Hicks*

**#45 Quadnickel...** got tuned in April for racing in Spain, so prep for Reno has involved only repairs to wheelpants and some wiring replacement. It's a good thing, too, since we've been doing more extensive work on #69 and #87. Our crew this year includes the usual suspects: Ted Lemen, Roy Tyner, and Dan Chrapczynski. Daughter Alison will not be in Reno. She's competing in paralympic championship races in South Carolina. — *Jay Jones*



**#50 Scarlet Screamer...**The only thing new this year is a fresh engine. Otherwise, the same as last year: Crew Chief, Raphael Lopez, will be the man on the machine taking care of Scarlet in our pit and on the runway. 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 Wypraechtiger*

**#68 Wasabi Special...** Jenn and I are pumped to be headed back to Stead for the Siren's second year on the sticks. In the last year we have rebuilt the belly of the airplane, changing the gear and adding some more fuel volume. We have also been fortunate enough to do some exciting propeller testing. In July we set a point to point record with the airplane, flying nonstop from Mojave to Oshkosh. We hope this all adds up to good publicity and technical advances for the class...at some point. Jenn and I would like to thank Grove Aircraft, Aero Chia, Catto Propellers, and MGL Avionics for their continued support, as well as Rick Poe, Susan Fine, Ralph Wise, Donald McMullin, Wayne Rausch, Red Hamilton, Chris Padilla, and Terry Lutz. We are looking forward to spending a week with the hardest working race class in the business!

— *Elliot and Jenn*



**#69 Knotty Girl...**We spent two weeks at Jay Jones place in Colorado updating the Girl with new fiberglass, new front cowl, new turtle deck, new canopy and a Robbie Grove tail. We shaved off 40 pounds in all. Kelly's bringing the kitchen again this year, and my daughter Elizabeth will be there, too. Crew includes Bob Fairing, Russ Wright, and Jethro Bodine. — *Philip Goforth*

**#87 Madness** ....is getting a little help from Phillip Goforth and Jay Jones. Jay is addressing a problem that has caused the team headaches for years: We are getting a new lower cowling!!! Yippee. Phil is doing some fly-off on the cowling and getting qualified in Sept. at Stead just in case I can't make it back from Germany. Adding a little international flavor, Trevor and Jane Jarvis of Catch 22 racing are flying from the UK to crew for us. Jan Peters, the German photographer, will be crewing for me also and flying in from Hamburg Germany. Chris Dickerson, schedule permitting, will be the crew chief. Can't wait to see everyone and race in the Gold on Sunday. — *Steve Temple*



**#96 Miss Demeanor...**is still owned by Matt Conklin, but she is for sale. Matt remains a vital part of the crew, and who knows, he might take a heat or two. He is graciously giving us the opportunity to race her, and we approach the race with excitement and the sincere hope of doing right by our crew and supporters. His extended support network has come to our aid and become a part of our own. Joining Matt as part of the crew are Pat Andersen and my lovely wife Darcy. We feel fortunate to have met some of the tireless and dedicated folks associated with Formula One while at PRS, and look forward to the thrill of racing and meeting more crews and pilots at the "real deal". Safe. Fast. Smooth. See you in Reno. — *Chet Harris*

**MEETING: 24 April 2014**

*(Via Teleconference)*

**Call to Order:** At 6:11pm PST (Senegal)

**Roll Call:** Bob Bement, Jeff Gunn, Kirk Murphy, Justin Phillipson, Elliot Seguin, Steve Senegal, Tom Watkins

**Absent:** Tom Dehart, Dan Peters

**Motion** to accept the minutes of the 13 January 2014 board meeting. Watkins/Gunn. *Motion passes.*

**Agenda Items:**

- 1. Officers Reports
- 2. Directors Reports
- 3. Old Business
  - a. Update on Zaltman race
  - b. Update on website ramp-up
- 4. New business
  - a. Update on accreditation requirements

**Motion** to add "Discussion of insurance requirements" under "Officers Reports." Bement/Senegal. *Motion passes.*

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

**Motion** to approve minutes from the April 7th Special Board Meeting. Senegal/Seguin. *Motion passes.*

**Motion** to approve minutes from the March 19th Board Meeting. Senegal/Bement. *Motion passes.*

**Motion** to approve minutes from the March 11th Board Meeting. Senegal/Bement. *Motion passes.*

**PRESIDENT’S REPORT: Senegal**

- 1. Accreditation Letter.
  - a. Received letter from Terry Matter outlining outstanding items needed to validate our accreditation status.
  - b. Kirk will talk to Dana and provide necessary item to RARA
- 2. Insurance
  - a. Referencing email from Dan Peters outlining the renewal quote from ITP for our General Liability policy.
  - b. Approximately \$1875 to renew
  - c. Why do we need it?
  - d. Previously spoke with ITP
    - i. this policy doesn’t cover in-the-air accidents
    - ii. only covers accidents on the ramp and in the hangar
  - e. Per Kirk, it was a requirement of RARA
  - f. I recently spoke with Dana and Dave Wilburn and Mike Majors
    - i. They are researching if it is in fact a requirement for IF1 to have General Liability insurance and are

- we named on their policy.
- g. Kirk gave a background discussion on events leading up to the insurance requirement.
  - i. His recollection was that the General Liability policy was required and the D&O policy was suggested simultaneously and made sense at the time.
- h. Tom W. provided an interpretation of the current policy.
  - i. Discussion followed.

**Motion** to direct Steve to follow up with RARA to determine if IF1 is required by RARA to have General Liability insurance; and if it is a requirement, he is authorized to renew and pay the premium; and Kirk is to follow up with ITP to provide a fuller understanding of the risk protected against by the General Liability policy. Watkins/Senegal. *Motion passes.*

- 3. Zaltman Race
  - a. Jay Jones reports that his, Steve Temple’s and Kent Cassels’ aircraft are on a ship in the Atlantic scheduled to arrive on May 22nd.
  - b. Obstacle Heights
    - i. Need to get the heights of the ten obstacles on the course.
    - ii. The 75-page document listing all heights within a 50-mile radius is useless.
    - iii. Once we arrive we can determine what will and will not be an issue.
  - c. Course layout from an operations point of view (Bob Bement)
    - i. Meeting held with Jeff Gunn and Steve Senegal
    - ii. Consensus: the North course is a better option.
      - (a) Prevailing winds favor a 31 take-off
      - (b) Take-off positions would be as we do in Reno
        - (1) Last row up against the dirt
        - (2) Second and first row spaced accordingly
      - (c) Place a light between the Start/Finish pylon and the second pylon indicating where the racers could move out of their lane
      - (d) Start/Finish line would be the more westerly taxiway/access road that intersects the runway
      - (e) Flagman must be on the inside of the course at that position
    - iii. Tom Watkins disagrees with the North course option favoring the South course
      - (a) Concerned about emergency aircraft landing “under” the course
    - iv. Even with the South course option, emergency aircraft would still be landing under the course as yellow outline of course is idealized route.
    - v. Once on site, Sanctioning committee will have to make determination of optimal course.
    - vi. Plan for Runway 13 operations

- (a) Hold line until Start/Finish line, fly so that the Power line pylon is on the pilot's right, turn around 5, turn around the end of 13/beginning of 31 back to Start/Finish line where the race begins.
- vii. Possible alternative landing spots
  - (a) Road paralleling runway to the south
  - (b) Access road through field
  - (c) Field
- viii. Power line pylon and power lines
  - (a) Markings needed depending on height and terrain
  - (b) Once on site, Sanctioning Committee will have to make determination of necessity.

**VICE PRESIDENT'S REPORT: Elliot Seguin**

1. Mojave
  - a. Awesome weekend
  - b. Nine record attempts
    - i. Five aircraft.
    - ii. Seven records
    - iii. Jon Sharp's record in Nemesis held
  - c. Hi-fidelity audio recordings were made of various record attempts.
  - d. People (fans) were excited to see race aircraft there
    - i. Asking about Reno and how to get involved in air racing.
  - e. A couple of Cassutts on the field prepping for Reno 2015.
2. Aircraft Modification
  - a. Everyone that has notified RARA is on track to have their aircraft approved

**SECRETARY/TREASURER'S REPORT: Dan Peters**

I was put on the WF accounts last week after several attempts, but I still don't have online access. I'm going to have to stop by the branch again to sort this out, and to order checks which I had hoped to do online. Steve, if you haven't already done so, I recommend you pay the President's meeting expenses since this is taking so long.

I've left a few messages and emails with ITP on our insurance but haven't heard back. Deadline is June 1st. Will try again tomorrow and update before the meeting.

I'm not sure how much I should take over given this short of a stint. I'll need access to the ledger, but the corporate books can stay with Steve. Steve will have to provide updates on our accounts at this meeting since I don't know what they are. We should probably look at historical cash flows since we are taking on the additional recurring expense of the website.

I would like to get nominations out earlier this year. The return rate in past years has been dismal.

Congrats to Kirk on the birth of his son!

That's all I have.

**OPERATIONS DIRECTOR'S REPORT: Bob Bement**

1. Calling prospective race pilots
  - a. Need to find airplanes for people to race
2. Discussion of possible field
3. Discussion of the ingenuity it took to get three airplanes in one 40-ft. container

**PROCEDURE RULES REPORT: Jeff Gunn**

Nothing new to report

**PILOT COMMITTEE REPORT: Kirk Murphy**

1. PRS
  - a. No signups for PRS yet
  - b. Reaching out to John Housely
  - c. Probable instructors
    - i. Kirk Murphy
    - ii. Bob Bement
    - iii. John Housely (if needed)
2. Accreditation
  - a. Should get that knocked out next week
3. Insurance
  - a. In communication with Susan Amy
    - i. Should have something next week

**PROMOTIONS COMMITTEE REPORT: Justin Phillipson**

1. Requested guidance on website from Board
  - a. Received emails from members with suggestions, but needs guidance
2. Discussion by board members of website and other cost (insurance) and ways to fund them
  - a. How much is it worth to IF1 to have a revamped website?
  - b. If the website is not going to be kept fresh, we shouldn't spend the money on one.
  - c. Website is one piece of the overall picture of a healthy organization; it is not a silver bullet.

*Motion* to direct Justin to enter into negotiations with the web designer to determine if a website can be developed for IF1 for less than \$3000. Murphy/Watkins. *Motion passes.*
3. Discussion of other Promotions issues
  - a. Should we raise dues?
  - b. Should we increase purse holdback
  - c. Should we sell IF1 shirts
    - i. Risky
    - ii. Possibly sell shirts at Lleida, Spain

*Motion* to direct Justin to determine if IF1 can sell merchandise at the AirRaceF1 event. If so, allocate \$2000 to have shirts made in Spain to be sold at Lleida. Watkins/

Murphy *Motion passes.*

**TECHNICAL RULES COMMITTEE REPORT: Tom Watkins**

1. Question regarding standards for aviation helmets
  - a. Discussion regarding requiring “approved” aviation helmets
    - i. Ability to fit “approved” helmet in Formula One aircraft
    - ii. Cost
    - iii. Historical need

**NEW BUSINESS:**

1. Discussion to allow the posting of the Formula forum to the Facebook page of the Friends of Formula One
  - a. Members receive printed or email versions of the Forum
  - b. Forum is posted to the website
  - c. Friends of Formula One can link to the Formula One website
2. Next meeting scheduled for May 21, 2014

**OLD BUSINESS:**

**10:25 pm:** *Motion* to adjourn, Bement/Senegal. *Motion passes.*

**MEETING: 21 May 2014**

*(Via Teleconference)*

**Call to Order:** At 6:04pm PDT (Senegal)

**Roll Call:** Bob Bement, Tom DeHart, Kirk Murphy, Justin Phillipson, Elliot Seguin, Steve Senegal, Tom Watkins

**Absent:** Jeff Gunn, Dan Peters

**Agenda Items:**

1. Officers Reports
  - a. President’s Report
2. Update on the Zaltman race
3. Update on insurance requirements
4. Directors Reports
  - a. Pilot committee
    - i. Update on PRS
    - ii. Update on accreditation requirements
  - b. Promotions Committee
    - i. Update on website revamp
    - ii. Update on Spain shirt sales
5. Old Business
6. New Business

*Motion* to approve the agenda. Senegal/Phillipson *Motion passes.*

**PRESIDENT’S REPORT: Senegal**

1. Air Race F1
  - a. Inability of some participating aircraft to legally perform aerobatic maneuvers.
    - i. Some of the European aircraft cannot perform aerobatic maneuvers so they cannot comply with our pilot and aircraft qualification requirements.
    - ii. Discussion

*Motion* to designate one member from the APAF and one member from the FARA as members of the IF1 pilot committee. Such members of the pilot committee will be allowed to sign off on the aerobatic portion of the pilot qualification, and aircraft qualification (i.e. 6g pull) of their respective members, if the aircraft that such member is planning to compete in cannot be used to demonstrate aerobatic maneuvers solely as a result of licensing. The aerobatic portion of the pilot qualification using an aerobatic aircraft, and all other required maneuvers for an IF1 race license using the aircraft they wish to compete in, must be demonstrated to the satisfaction of each member of the sanctioning committee and the APAF and FARA members of the pilot committee. *Such IF1 race license issued under this section shall be limited to the 2014 Air Race to be held in Lleida, Spain.*

Further, the wording of the aerobatic sign-off will be “I have observed (pilot’s name) perform various maneuvers in (race plane registration number) and I am confident in his/her ability to satisfactorily perform emergency upset recovery maneuvers during an IF1 sanctioned race or preparations for an IF1 sanctioned race;” and the pilot will sign a statement as follows: “I have performed various maneuvers in (race plane registration number) and I am confident in my ability to satisfactorily perform emergency upset recovery maneuvers during an IF1 sanctioned race or preparations for an IF1 sanctioned race.” Senegal/ Phillipson (added wording underlined and italicized) *Motion passes.*

2. Question regarding ability of U.S. certified aircraft to compete in the Air Race F1 event.
  - a. The issue is that permission must be obtained from the Direccion General de Aviacion Civil (DGAC) for a non-Spanish registered aircraft to fly in Spain.
  - b. Steve Temple is working on getting approval for the U.S. registered aircraft to fly in Spanish air space.
  - c. He anticipates that approval shortly.
3. Discussion regarding temporary installation of G-Meter
  - a. Discussion regarding Air Race F1 Welcoming ceremony attire.
    - i. Slacks and polo shirts are acceptable
4. Discussion regarding Security Clearance requirements
  - a. Must be escorted if criminal background check not provided
    - i. Late notice

ii. Expense

5. Insurance requirements

- a. General liability and D&O insurance
  - i. Is a ITP requirement in order for IF1 to be added as an additional named insured on RARA's \$100MM policy.
  - ii. Payment was made to ITP, our general liability and D&O insurance is now in full force and effect.

6. Presidents meeting reimbursements were made to Bob Bement, Brian Reberry, and myself.

7. April financials were sent out today to board members.

8. Discussion of email from Dana requesting donations for volunteers

**VICE PRESIDENT'S REPORT: Elliot Seguin**

1. Update on 90-day rule

- a. Definition
  - i. Any aircraft that has undergone a major modification since the last time it race at Reno must be flight tested prior to 90 days of competition
  - ii. Last year racers were caught by surprise
  - iii. RARA is considering minor modification major modification for this rule.
  - iv. RARA is giving a F1 racer a waiver to allow him to complete flight testing within 90 days of competition.
  - v. We should encourage major modifications
  - vi. We are learning how to work with RARA in this area.

**OPERATIONS DIRECTOR'S REPORT: Bob Bement**

- 1. Miss Min will not be at Reno this year
  - a. Jim Jordan will lose his race qualification
    - i. Tom Watkins stated that Pooder will be at Reno and available for anyone needing a check ride.
- 2. Discussion regarding PRS operations
  - a. Biplanes and Formulas to share the course
  - b. Offers passing experience for Formula One pilots
- 3. Due to number of aircraft at PRS in all classes, the plan is to start flying at 0730 and end at 1700.

**Motion** to reimburse the Operations Director for fuel expense from his home to PRS and return. Murphy/Senegal. Discussion. **Motion passes.**

**TECHNICAL DIRECTOR'S REPORT: Tom DeHart**

- 1. Spoke with Steve Tumlin regarding the Spain race
  - a. Up to speed regarding what to look for
- 2. Discussion regarding aircraft racing in Spain that hadn't gone through a previous tech inspection
- 3. Discussion regarding U.S. aircraft racing in Spain
  - a. Madness, Steve Temple
  - b. Margaret June, Thom Richards

c. Quadnickel, Jay Jones

**PILOT COMMITTEE'S REPORT: Kirk Murphy**

- 1. Proposed that the term "PRS" be reserved for Pylon Racing Seminar in Reno
- 2. PRS participants
  - a. As of a week ago, one signed up:
    - i. Christophe Delbos.
  - b. As of yesterday:
    - i. One certified racer: Kevin Anderson
    - ii. Three rookies with a prospect of a couple more
- 3. Discussion of who will represent IF1 at PRS
  - a. Instructors
    - i. Steve Senegal
    - ii. Kirk Murphy
    - iii. Operations: Bob Bement
- 4. Discussion regarding accreditation
  - a. Must get accredited every year
    - i. Discussed issues regarding last year's accreditation
    - ii. Discussed changes to this year's training syllabus and training materials
  - b. Should have it done tomorrow

**PROMOTIONS COMMITTEE'S REPORT: Justin Phillipson**

- 1. Discussion regarding the sale of shirts at the Spain race
    - a. No infrastructure to sell shirts in Spain
    - b. Not going to happen this year
  - 2. Discussion regarding promotional shirts for the sanctioning committee and three IF1 pilots
    - a. Approximate cost \$30 per shirt; 7 shirts (\$210)
- Motion** that Formula One pay for one shirt for each sanctioning committee member and the three IF1 pilots. Phillipson/Senegal. Discussion. **Motion passes.**
- 3. Discussion regarding new website
- Motion** to hire JSM Inc. to design and create a Formula One sebsite for \$2000. Phillipson/Senegal. Discussion. **Motion passes.**
- 4. Discussion regarding who is going to be trained on the operation of the new website and who on the board is going to oversee its development and ongoing operation.
    - a. Justin agrees to manage the website
    - b. Elliot agrees to work with Justin on the website

**TECHNICAL RULES COMMITTEE'S REPORT: Tom Watkins**

Nothing to report.

**OLD BUSINESS:**

None

**NEW BUSINESS:**

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1. Tom Watkins discussed the history and need for two executive committee members to sign for all expenditures for IF1. It alarms him that today two executive committee members are not required to sign on checks drawn on the IF1 account.

a. Steve Senegal reminded the board of a discussion that was held at a previous board meeting where it was decided that because of the logistics of getting two executive committee members' signatures on checks, it is just not practical.

b. He also reminded the board that a motion was passed that required two executive committee members to concur on expenditures before it could be paid.

c. He also reminded the board that all of the board members received the bank reconciliation and statement on a monthly basis.

2. Tom Watkins would like to see the ledger distributed to the board, as there is nothing to stop the same discrepancies that happened during a previous administration from happening again. He feels that the only way to keep that from happening again is to have two people sign on the account.

**Motion** to change the structure of the IF1 bank accounts so that two executive committee members signatures are required any time funds are withdrawn by any means from any IF1 account. Watking/. **Motion dies for lack of a Second.**

**Motion** to adjourn, Senegal/Bement. **Motion passes.**

## MEETING: 23 July 2014

(Via Teleconference)

**Call to Order:** At 6:20pm PDT (Senegal)

**Roll Call:** Bob Bement, Tom DeHart, Jeff Gunn, Dan Peters, Justin Phillipson, Elliot Seguin, Steve Senegal, Tom Watkins

**Absent:** Kirk Murphy,

### Agenda Items:

1. Officers Reports
2. Directors Reports
3. Committee Reports
  - a. Update on website
4. Old Business
5. New Business

**Motion** to approve the agenda. Senegal/Bement **Motion passes.**

**Motion** to approve the minutes from the March 11, 2014 IF1 Board Meeting. Senegal/DeHart **Motion passes.**

**Motion** to approve the minutes from the March 19, 2014

IF1 Board Meeting. Senegal/Bement **Motion passes.**

**Motion** to approve the minutes from the April 24, 2014 IF1 Board Meeting. Senegal/DeHart **Motion passes.**

**Motion** to approve the minutes from the May 21, 2014 IF1 Board Meeting. Senegal/Phillipson **Motion passes.**

### PRESIDENT'S REPORT: Steve Senegal

1. Report on Lleida Air Race F1 event
  - a. Jeff Zaltman thought it very successful
  - b. City of Lleida had invited Air Race f1 back for next year with a promise of better cooperation
2. Report on conversations between Air Race F1 and RARA
  - a. Jeff Zaltman met with Mike Major in Portugal
    - i. Fruitful discussion.
    - ii. Air Race F1 would like to incorporate points earned at the Reno NCAR in the Air Race F1 world series.
  - b. Discussion
    - i. No change in the qualification requirements (pilot, aircraft, Reno PRS) to race at the Reno NCAR.

**Motion** to enter into discussions with Air Race F1 regarding allowing points earned at Reno NCAR to count toward the Air Race F1 series as long as there is no change to the current qualification requirements (pilot, aircraft, Reno PRS) to race at the Reno NCAR. Senegal/Bement **Motion passes.**

3. Report on future Air Race F1 European races
  - a. Potential event in former eastern bloc countries
    - i. Course over airfield
      - (a) Crowd inside of course
    - ii. Course adjacent to airfield over wooded area
      - (a) Crowd outside of course in the area of Pylon 5
  - b. Discussion
    - i. Instinct for a pilot during an emergency on the race course is to pull up and turn into the course
    - ii. Course over a wooded area may restrict access to a downed aircraft
      - (a) As at Lleida, it will be difficult to determine, evaluate, and decide on the best race course until someone actually sees the course.

4. Reno PRS
  - a. Great class
    - i. Due to paperwork and maintenance issues, only one Rookie aircraft was able to get practice laps in
    - ii. Most if not all rookies took laps with Kirk in his aircraft
    - iii. Kirk let me take the lead instructor role with significant input and assistance from Bob Bement
    - iv. Chet Harris in Miss Demeanor flew over 20 laps in one session
    - v. Kevin Anderson had an oil leak and had to land early from a practice flight



- 
5. Website update
    - a. Justin will have more in his report
    - b. Issue for The Board
      - i. Do we use an individual officer, board member, or committee chairman's credit card or the corporation debit card to pay for hosting fees?
    - c. Discussion
      - i. Officers, board members, and committee chairmen serve at the pleasure of the membership, and using the individual's card may be problematic when there is a transition
      - ii. The current debit card of the corporation is a Visa card and is believed to offer the same protection against fraud as an individual's credit card.

**Motion** to direct the President to determine if the current debit card of the corporation has the same protection against fraud as an individual's credit card, and if it does, to use the current debit card to pay for recurring web hosting fees. Senegal/Phillipson **Motion passes.**

6. Next board meeting
  - a. Tuesday, August 19th at 6pm

**VICE PRESIDENT'S REPORT: Elliot Seguin**

1. Kit Planes photo shoot
  - a. In conjunction with planned participation in a six-ship flight to Oshkosh, Kit Planes magazine did a photo shoot of Wasabi and the other planes in the formation.
    - i. Should be good publicity for Formula One
    - ii. Wasabi should be parked near the RARA display at AirVenture 2014 for at least on or two days
    - iii. Lista is providing copies of the Formula Forum for display and distribution at AirVenture 2014
  - b. Discussion
    - i. A Kit Planes photographer recently flew Last Lap Player for a future Kit Planes article

**SECRETARY TREASURER'S REPORT: Dan Peters**

1. Elections and Annual General Membership meeting
  - a. Provided the President with Nomination ballot and Annual General Membership Meeting notification forms
  - b. Last year's AGM meeting seemed rushed
  - c. 2.5 hours seems the minimum time necessary to have the meeting
  - d. Discussion
    - i. Direction given to the President to find an alternate time and/or date to allow for at least a 2.5 hour meeting.

**OPERATIONS DIRECTOR'S REPORT: Bob Bement**

1. Credentials RV parking spots
  - a. RV parking spots needed for Operations and Tech
  - b. Bob Bement, Operations
  - c. Jeff Gunn Operations and Contest Committee

- d. Hep Porter Contest Committee
  - e. More on this issue at the next board meeting
2. On site details
  - a. Starting Thursday, available for pilot check-in
    - i. Bob will again be "Pilot Police"
  - b. Parking spots
    - i. 40 Sport participants
      - (a) Sport will share hangar with IF1 and Biplanes
      - (b) IF1 will have 11 aircraft along wall and 2 or 3 along wall that shares IF1 office

**TECHNICAL DIRECTOR'S REPORT: Tom DeHart**

1. Tech is good to go, but with challenges
  - a. Team is smaller than last year
  - b. Potential new aircraft will take longer to inspect

**PROCEDURE RULES REPORT: Jeff Gunn**

1. Computer upgrade
  - a. Lost files
  - b. Dan is helping reconstruct bylaw changes
  - c. Some items appear to have no genesis
  - d. Continuing to work on it

**PROMOTIONS COMMITTEE REPORT: Justin Phillipson**

1. Website
  - a. John Merlino is requesting photos and bio of race teams
  - b. Working on an email to members
  - c. Will talk to Lista about getting list of photographers for photos for website
2. Formula One Banquet
  - a. Will talk to previous promotions directors (Tammy and Jay) for assistance locating vendors, etc.
3. Shirt Sales
  - a. Will talk to Jay to determine inventory
    - i. Will look into modernizing our inventory

**TECHNICAL RULES COMMITTEE REPORT: Tom Watkins**

Nothing new to report.

**NEW BUSINESS**

**OLD BUSINESS**

10:05pm: **Motion** to adjourn, Senegal/Bement. **Motion passes.**

# IF1 Marketplace

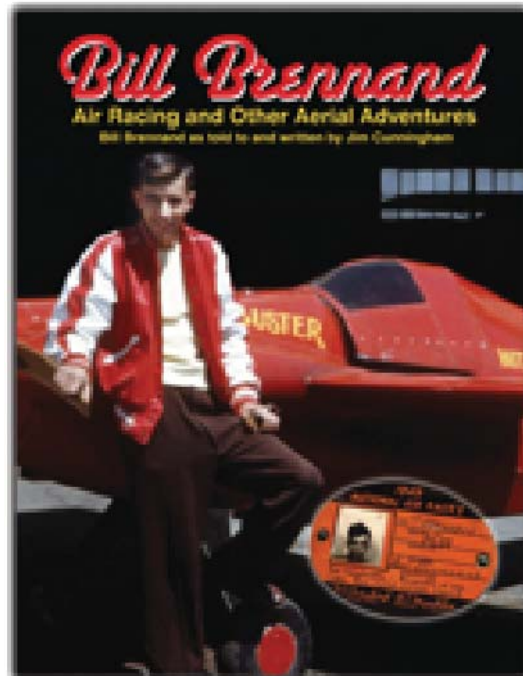
**Cassutt IIIM.  
Race 96  
Miss Demeanor**

Take it home from the races this year and you can take a trophy home in 2015. \$22,000.

Contact Matt Conklin  
(208) 867-6757  
[mattjconklin@gmail.com](mailto:mattjconklin@gmail.com)



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**AIR RACING BIOGRAPHY**

***Bill Brennand, Air Racing and Other Aerial Adventures***

by Bill Brennand and Jim Cunningham

While working for air racing legend Steve Wittman in 1947, Bill Brennand won the Goodyear Trophy at the National Air Races without ever flying a practice course and outflew veteran air race pilots. In the years that followed he flew many more races and was in the winner's circle over half the time. This is a fascinating story of an Air Racing Legend and EAA Pioneer!

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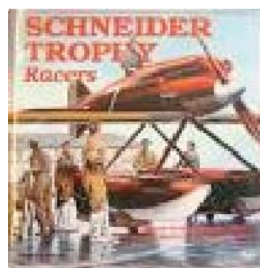
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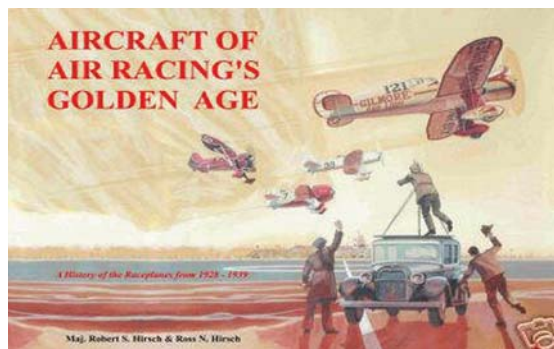
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