

Formula Forum



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IF1 INC.



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

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Technical Rules Chairman

by Steve Tumlin

Question? If there was one thing you could change regarding the tech rules what would it be? Within reason, what would you like to see changed, rewritten, eliminated, ect.?

Now while you chew on that lets move forward to 2016. It looks like it will be a busy year, possibly 2 overseas races, another shake up in the RARA ranks, and projects in hangers well underway. (Not hanger queens but honest to goodness John, Paul, George and Ringo serious builds.) Membership is up. Race numbers are being grabbed up. YES, I think 2016 is off to a good start.

On the tech side, last year in North Africa the unthinkable happened while teching the last plane, #87: In a freak accident I broke my burette!!!! 26 years working with tech and I never broke anything! Good news was that I had brought two. When we got home I had to find a replacement. The old burette was a Pyrex # 2093 250ML Class B. This is no longer available. The replacement- Pyrex # 2094 250ML Class B. Difference- 2094 is a little shorter. Cost was about \$180 plus shipping. When checking your cylinder volume remember the engine is "in the 3 point attitude", i.e. the plane is on the mains and tail wheel is down. Also take into account the ambient temperature.

On a personal note, RARA, for reasons I can't fathom, called it a day for our longtime friend Dana. Dana was the rock who had many hats to wear and kept the Reno machine well oiled. I for one will miss her. Her replacements will need all the help they can get. Let's do our best to help them out. 2015 also saw us losing good friend and ambassador to IF1 Hep Porter. I have many stories I can share but here's just one. After the gold race on Sunday, we packed up the office, loaded the truck and trailer, turned out the lights and closed the door; 2015 is now done. Sitting along the fence line out back and having a beer, I saw Hep pull up in a car and step into to the porta potty (at the end of the camping row). Seeing this I jumped up

and ran around the fence and started shaking the outhouse violently. Hep came out looking for a fight. We both had a good laugh and talked about our good friend Dan Gilbert. I had no idea that would be the last time I would see him. Damn!! I shall miss you my "old friend".

Well that's all for now. Think about my question at the start of this article. You can email technical rules chairman Steve Tumlin at sdgriffen@aol.com.





I hope everyone is looking forward to another exciting year in 2016! Last year our class saw some of the most exciting races in the history of *all* air racing – and we're set to do more of it this year. There is another series of three IF1 events planned as part of the Air Race 1 World Cup and there is much talk about more pilot participation in Reno, including more pilots from other countries. The sport is growing fast folks!

The dates and locations for the 2016 series of races will be published in February, so keep an eye on our websites and social media pages.

You can watch all the races from last year in the TV shows and other videos on YouTube. Just go to www.youtube.com and search for "Air Race 1" and the channel should come up with lots of content to see your favourite formula one teams in action.

The heart and soul of IF1 is our members. That's not just pilots, but all supporters: fans, crews, suppliers, family members, and more. Please everyone join us and become part of our team! You don't need a race plane to be a member!

Things are moving and developing all year long – not just at the events when you hear about our news. Our community is always active and looking for people to support our race teams and event organizers throughout the year. There is a lot to do, including helping us to promote the sport, so please do get in touch with me or another IF1 member and ask how you can lend a hand and get involved. The experience will be with you for a lifetime and your actions will be appreciated by all!

Calling all pilots: There is still time to sign up for the Air Race 1 World Cup series, even if just for the Reno event. You can join in the fun and spectacle and even benefit from the media coverage just by racing in the Reno Air Races. You don't need to commit to all events to be included in the World Cup. Get in touch on www.airrace1.com for more information.

Keep in touch with IF1 on our Facebook page (go to Facebook and search for "IF1airracing"). Thank you everyone for all the continued efforts to promote our sport!

Vice-President's Page

by Elliot Seguin

2016 is going to be freaking awesome.

I am super excited by all the great stuff going on in the Formula class. A couple things in particular.

All the great kinetic energy from last year's Catto propeller work looks like it will carry into 2016 with Catto excited about doing more development work for our class. I don't need to say it but without an alternative to the Twisted Composites propellers that are no longer an option this is an absolutely critical part of the puzzle that is the future of IF1, and we are lucky that Craig Catto, Rick Poe, and Justin Gillen are willing to spend the time.

The press from Air Race One continues to be awesome! It's a good thing you guys are so photogenic because I am seeing your photos going all over the world. As an international circuit becomes the norm the rest of the air racing classes will be forced to look to Jeff Zaltman and our class for a new example of how to make this sport sustainable.

Freaking awesome!

Both Limitless and Miss Minn continue to progress nicely towards

their test programs. Both these programs represent new technology being invested in our class which is in my opinion our life blood. But more importantly the new Catto wing is a part that could be available for racers to buy and bolt on speed to their airplanes. These types of large investments in IF1 hardware are not as common as they used to be and are absolutely critical to our vitality. Thank you to Craig Catto, Jim Jordan, and Justin Meaders for the investment.

On the topic of bolt on technology I am very excited to see that the Phillipson brothers (Josh and Justin) have decided to continue their fantastic kinetic energy that got "No Strings Attached" to Reno in record time. I don't have the details but it appears from Josh's facebook page that they are looking at using CAD and wind tunnel models to make tooling for Cassutt fuselage parts that we all need, so freaking awesome!

This is the time of year to put in the hard labor on your racer, it is fantastic to see that hard work being put in. Excited to see where it all ends up.

Airplanes are cool,
Elliot



2015 Race Commentator Transcriptions by Naomi Dschaak

Weds, Sept 16 –

Penalties – 60-second penalty

Steve Senegal – penalized for flying low

Chet Harris- penalized for flying low

Thom thought something was wrong on take off

Recording #1

Thursday Sept 17

Marce' Maré

Second race for IF-1 – 239.41 Average Speed

Start: Vito (pole position), Elliot, and Steve Senegal in third

Vito (2013 winner) – Scarle Screamer

Elliot Seguin – Wasabi - works at Scale Composites – 5-year racing – race #44 in Sport

Steve Senegal – Endeavor - United pilot

Thom Richards – Invictous – Leading Air Race 1 World Cup

Jus Philipson – No Strings Attached

Philp Goforth – commercial and corporate

Steve Temple – United Captain, Red Air Force –

Chet Harris – Miss U –

Vito in the lead, Senegal passed Wasabi at first pylon

Steve Senegal

Vito is passing Knoy Girl

5-air planes fighting for the lead
8-laps 25 miles

Phil

Vito

Steve

Elliot

Lap 2 - 231.01 mph

Jus Philipson has just taken the lead and fighting with Vito, followed by Steve Senegal Vito, then Vito, and Steve

Lap 3

Steve trying to get the lead and Vito still holding on

Veto 1, Steve S. 2, Jus 3

Lap 4 - 245 mph

Hot Stuff moved up to 4th, Elliot took third place from Jus

Hot Stuff pushing Jus for 3rd place

Lap 5

Steve Senegal in first

Vito

Elliot

Thom trying to pass Jus for 4th and 5th

Lap 6 – 247 mph

Chet, Steve Temple, and Phil – fighting to not be in the last position

Final (unofficial)

245 mph

Steve

Vito

Elliot

Thom

Jus

Phil

Steve temple

Chet Harris

* No pylon cuts

* Issue: not recorded

Recording #2

Friday, Sept 18 - Race 1B ??

8-lap race - 25.5 miles

Line up:

#69 - Phil Goforth – Knoy Girl

#6 - Gerry Marshall

#33 – Mike Mundell

#99 – Kent Cassels

Vacant

Jus Gillian

#40 – SPH

#46 – Robert Miche – South African

#15 – Dave Holgrem

3-aircraft, 2-aircraft, 3-aircraft launch

Lap #1 - 224.9 mph

Phil has lead, Jerry Marshall, SHP - improved greatly with engine and prop change

Lap#2 - 235.7 mph

Phil still has lead,

Jerry Marshall,

Mike Mundell

Jus Gillian catching up with Mike Mundell

Great Race: Last place Dave Holgrem, catching up to Robert Miche, and Dave has taken over 7th place

Lap #3 – 227 mph

#69 - Phil

#6 – Gary Marshall

#33 – Mike Mundell

Lap #4 - 220 mph

Phil

Jerry

Mike

Two great races

Lap #5 - 229 mph

#99 catching SHP #40
On the back stretch
#4 just over took #33, both lapping #46
#4 made it to the podium

Lap #8

Phil – winner – wing waggle
#6 Gary Marshall
#69 in the weeds
Lapping Dave # Jusin Gilian

Final - Unofficial

#69 - Philip
#6
#4
#33

No cuts
3 – Rookie pilots

Recording #3

Saturday, Sept 19 – Race silver (morning?) 2B

Phil was silver and bumped up to Gold
#45 - Jay Jones was gold and went down to silver due to air intake issues (ram air was not working right – didn't have full power)

Drag race start
From Paris – Stan Demeron – color commentator

Line up:
#6 - Gary Marshall – crop duster – Aero Magic
#4 – Jusin Gilian – Palm dale, Calif –
#45 Jay Jones – most experienced 2000-hrs in this plane - Air Race 1 World Cup
#33 - Mike Mundel – participating in Air Race 1 World Cup
#40 SPH – 4-yrs at Reno – 4k hours of flight, former hand glid-

er world champ
#99 Kent Cassels - Air Race 1 World Cup participant
#15 Dave Holgem – Delta Pilot - Air Race 1 World Cup – Won Swiss watch for best improvement on speed/time
#46 Robert Miche – South African born but living in London – Rookie

Lap #1 216 mph
First lap is not counted, its just the start

Jusin Gilian took the lead
Jay Jones in third place

#4 decent lead
#45 closing the gap with Aero Magic

#33 Mike
#99 Kent

Lap #2 219 mph
Jay Jones making a move to overtake Aero Magic and he passed!
#4 – Jusin Gillan in the lead
#45 – Aero Magic over takes Jay Jones

#6 Aero magic taking the lead and in the weeds
Jusin in 3rd in 3

Aero magic
Jay Jones
Jay Gilian
#33 and #99 battling for 4th position

Lap #5

#4 Aero Magic and #45 Jay Jones battling for 1st

Lap #6

Lap #7

Jay Jones taking over first but Jerry Marshall pulls up but no Mayday called - overheating

#33 and #99 racing for 3rd position

Final (Unofficial)

#45 Jay Jones
#4 Jusin Gilian in second
#33 Mike Mundel in third
#99 – Kent Cassels
#40 - SPH
#15 in last place – Dave Holgrem

Recording #4

Marce' Marcin – color commentator

Line up
Steve Senegal
#50 Scarlet Screamer – Vito
Wasabi - Elliot Sequin – 5-yrs racing – propeller and engine fixing
Jusin Philipson – racing 3-yrs
69 – Knoxy Girl – Phil Goforth – secret squirrel stuff
Steve Temple – cylinder issues yesterday
Chet Harris – bush pilot from Alaska – last year Rookie of the year
Thom Richards – Invictus –

Gear collapse on a T-6 racer – pilot is alright – 20-minute hold

Recording #5

Marce' Marcin – color commentator

Line up

Steve Senegal
Vito
#68 – Wasabli – Elliot Seguin
#79 – Jus²n Phillipson – No strings
attached
#69 – Phil Goforth – Kno²y Girl
– Steve Temple - Madness
#3 – Chet Harris– Miss U
#1 – Thom Richards

Lap #1 - 249.6 mph
#69 pulled ahead of Jus²n Philipson
and Elliot into 3rd on the first lap

Lap #2 – 251.79 mph
Steve Senegal
Vito
Phil Goforth

Race is between the 3rd and 4th posi-
tion
Madness had issues with a cylinder

4th and 5th position
Hotstuff goes from 6th to 5th

Lap #3
Last two laps 251 mph with Steve Sen-
egal

Race is for 3rd, 4th and 5th
Elliot
Hot stuff - Thom Richards
Chet Harris

Lap #4
Thom is passing now for the 4th posi-
tion with Wasabi

5th and 6th
Jus²n Philipson and Philp Goforth
battling it out

Lap #8

Final – Unofficial – 251 mph average
#11 – Senegal

Vito
Wasabi
#1 – Hotstuff – Thom Richards
#69 Phil Goforth
#79 Jus²n Pnhilipson
Chet Harris – Miss U
#57 - ??

*No cuts

Recording #6

Stan – color commentator

This is the Silver Race

Jay Jones (221-mph yesterday) –
Air Race 1 competitor

Jus²n Gillian

Mike Mundell (2400 hours flying)
– Air Race 1 competitor

#99 – Kent Cassels – Reno racing
for 3 yrs in– Air Race com-
petitor (in 3rd)

#40 – SPH – Reno racing for 4yrs–
Air Show pilot – Strike Mas-
ter, Yak 50, Gnat (super-sonic
jet) Hang Glider world cham-
pion – had issues yesterday
with damage prop – stone hit
the prop on takeoff.

#50 Dave Holdgrem – racing 2-
years – Air Race 1 competitor

#46– Gerry Marshall - Rookie –
crop duster - overheated yes-
terday pulled up – was great
racing in front but pulled up -
4300 rpm engine not cooling
is a bad thing. He has the
speed and is one to watch.

3x 2x 3x configura²on

**Yesterday, lead posi²on changed 3
times!**

Jus²n Gillian

Jay Jones
Mike Mundel
Kent
Aeromagic
#50 dave Holgrem
Gary Marshal

Kent overtaking ahead of Mike Mun-
deld on pylon 5
Green flag – first lap is on!

Lap #1 - 223 mph
Race 34 Jus²n Gillan
Race 45 jay jones
Race 99 – Kent Cassels

Lap #2- 223 mph
Jay jones closing in on Jus²n Gillian

Kent (in the lead) and Mike batt²ling for
3rd

Lap #3
Jay Jones takes the lead
Jay and Jus²n just lapped Dave Hol-
grem

Jusitn just pulled in front of Jay
SPH flying low but doesn't have the
speed to get the two guys in front of
him.

Areo magic not doing as well as ex-
pected. Sandbagging?

Lap #4 - 220 mph
Jus²n ahead of Jay Jones
Kent in third
Mike Mundell in 4th

Lap #5

Lap #8
Jus²n flying high but diving low on the
back side to stay in front of Jay Jones

**Final – Unofficial 221.08 mph aver-
age**

#4 - Jusquin takes the win!!		45 still on the front
#45 - Jay Jones takes 2nd	Steve and Chet battling	
#99 - Kent takes 3rd		Aero magic struggling to keep up with SPH
#33 Mike Mundell	Thom chasing Philip	
#40 - SPH finishing 5th		Second lap
#6 Gerry Marshall - Aero Magic just over-took #15	Jusquin, Thom, and Philip battling	Jay
#15 - Dave Holmgren	Battling for 2nd and 3rd position between Vito and Elliot	#33 battling with SHP
		Followed closely by Aero magic
*No cuts		Dave in last
	Lap #5	Third lap 226 mph
	Steve, Vito, Elliot 1st, 2nd, 3rd	Jay lapping Dave
	Steve Temple is in front of ??	Jusquin
		Mike
		Jerry
<u>Recording #7</u>	Last lap	
Marce Marquin - color commentary	Final	Race #4 lapping Dave
Runway 08	Steve Senegal	Last lap - Silver last race of the day
1st Steve Senegal - Endeavor 16000 hrs	#87	Jay
260 mph course record	Vito	Jusquin Gilean
2nd Vito - Swiss, lives in Australia - won 2013	Elliot	Mike
3rd Elliot Sequin - new propeller and new Lycome engine	Thom	Kent
4th Thom Richard - yesterday, started in last position and finished in 4th	Maintain position from start	SPH
5th Philp Goforth - great racing yesterday with Jusquin	Only change is Jusquin pulled ahead of Philip	Aero magic
6th Jusquin Philipson - started racing 2012	No cuts, only 1 penalty on Chet for low flying	Dave Holmgren
7th Chet Harrison - rookie of the year in 2014 - Miss U - racing back and forth with Steve Temple		
8th Steve temple - weighing the plane and had cylinder issues	Recording #8 - Sunday Final Silver race	Sunday Silver Final
	1st Jay Jones	Stan - color commentator
3+ mile course	2nd Jusquin Gilean - Rookie	3x2x3
3 x 3 x 3 stagger	3rd Mike Mundell - Second Wind	
	4th Jerry Marshall - Aero Magic - Rookie	Launch order
	5th Ken Cassels -	#1 Jay Jones
	6th SPH - Miss USA	#2 Jusquin Gilean
	8th Dave Holmgren	#3 Mike Mundell
	9th Robert	#4 Jerry Marshall
		#5 Ken Cassels
		#6 Stephen Partridge-Hicks
		#7 David Holmgren
		#8 Robert Mische
1st Steve	Stan - color commentator	
2nd Vito	3 x 2 x 3	
3 Elliot - flying high	Jusquin Gilean out front off the start	Winds are currently calm.
Position's 3rd 4th and 5th interesting race	Jay Jones	
	Mike	Jusquin Gilean
Thom having a technical issue	Kent	Jay Jones
		Mike Mundell
252+mph on first lap		Aero magic
	#33 couldn't keep up with Jay Jones	
Jusquin improving after work done last night	Jay staying low and in the lead	A group of 4 at the back of the pack

Jay Jones close to Justin Gillean at the race start

Jay Jones takes the lead in the first lap

Lap 2 -
4300 RPM

Jay Jones
Justin Gillean giving all he's got to keep up with Jay Jones

Aero Magic struggling to keep up with Miss USA

Lap 3
Jay Jones
Mike Mundell
Justin Gillean
Miss USA

Aero Magic
Ken Cassels
Dave in last position
Looks like Jay is lapping Dave

Lap 4 226mph
Jay lapping Race #4

Lap #8 last lap
#1 Jay Jones
Justin Gillean

Final Silver race
Jay Jones – checkered flag
Justin Gillean
Mike Mundell
Ken Cassels
Robert Michie
5th SHP
Aero Magic
Dave Holmgren

Recording #9 – Sunday Final Gold race

Second formula race of the day
Marce' – color commentator

8 laps at 8:40am

Steve Senegal - penalized yesterday – last lap – low flying – lost pole position and will launch from 3rd

Chet Harris penalized for low flying – battling with Thom and Justin Philipson

1st Vito –
2nd Elliot
3rd Steve Senegal
4th Thom Richards
5th Justin Philipson
6th Philp Goforth
7th Steve Temple
8th Chet Harris – Miss U

Vito is in the lead off on the take off
Steve is ahead of Elliot

Steve trying to take over Vito

Vito trying to take over philp

Philp
Vito
Elliot
Steve on the start

First lap - 231+
Justin Phips has taken the lead battling
Vito
Steve Senegal

Vito just taken the lead, Senegal is going high

Second lap 237.61
Lead Change – Vito, Steve, philp

Thom as gone from last to 4th

Third lap – 245mph
Elliot pushing Vito higher to get smooth air
Steve Senegal has taken the lead
Bunched up with 1st, 2nd, 3rd Steve, Vito, Justin Philipson

Lead has changed 3-4 times

Steve, Vito and Elliot

Lap #6

4th and 5th
Thom trying to pass Justin philpson

Pylon 4 and 5
Thom just passed Justin philpson

No one wants to be last
Chet, Steve and Philip Goforth

Lap #7 247 mph – Steve

Lap # 8 245 mph

Steve
Vito
Elliot
Thom
Justin Philipson
Phil Goforth
Steve Temple
Chet Harris

No pylon cuts;
Someone contesting the race – ??

Thom Richards just won the Air Race 1.
Like a gull wing fighter – no landing gear, just wheel pant w/fixed wheels

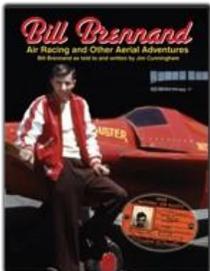
239.41 Avg Speed for the Final Gold race



Stock Cassutt Race 17 Annie

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

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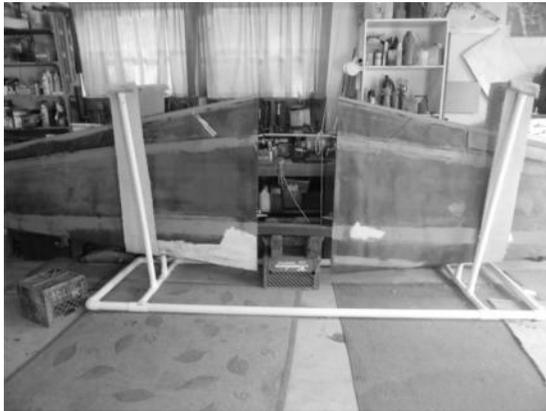
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IF1 Marketplace



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rayyjay@aol.com



Stock Cassutt IIM FOR SALE

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



Miss Min Wing FOR SALE

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

702-456-9319 **Jim Jordan**



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Things are moving fast in the IF 1 world. It's a grassroots level sport driven by the best of what competition gives: Excitement. I think one of the best parts is how welcoming the established racers are towards the rookies. Together they all write another season into the history books. Many people have Facebook pages dedicated to their race efforts, and it's great to be able to see personal updates on their efforts along the way. From Creighton's "Slab Wing Challenge" to Justin's Philipson's exciting new business to Jay Jones and the Quadnickel crew (and everybody else out there I haven't mentioned!) it's downright exciting to see what is going on. I encourage everybody to get out there and take a look to see what is going on. Which leads to the "Friends of IF1" group...are you a member? Even better, do you take part by posting comments, questions and photos? Right now I see Grace posting a lot of the time to stoke the fires of interest. Do you have a plane? Pictures from an afternoon engine run, buddies meeting at the hangar, a box full of new parts arriving...whatever you have is great for the rest of the world to see! There are over 700 members to the page now, and it's a great place to attract the interest of future pilots/ owners and teams. Take the time to visit it and I'll see you on-line (and at as many of the races as we can all meet at!).



IF1 Marketplace

For Sale

Cassutt III M, Sassy Sangoma

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

Based in the UK we carried all work out and test flying in UK prior to shipping to Reno. Aircraft is now back in the UK based at North Weald Airfield in Essex.

This aircraft was originally built and registered in the UK in 2001 and had a permit to fly. When I acquired it, we went through a complete process of rectifications and race preparation of the aircraft. Frame has been completely inspected, and recovered and painted. All control arms have had replacement bearings and refreshed. Wing has been inspected and ailerons recovered following minor rectifications and painted. All wiring completely renewed and wiring provision installed for starter motor if required. Aircraft was transferred to N reg and conditional and annual inspection carried out in September 2015 just prior to races at Reno.

All log books for airframe and engine are present, as are current weight and balance and rectification paperwork.

Extra items and spares may be available if required. (spare original cowling, spats and tyres are just some of these).

If necessary engine can be installed and aircraft assembled for purpose of inspection or flight test. This needs to be by prior arrangement and all necessary qualifications and experience of pilot will need to be verified as well as insurance beforehand. Seller reserves the right to not allow flight on any grounds.

Aircraft is fitted with MGL avionics engine data monitor, TRIG mode S transponder, TRIG 8.33khz radio, standard ASI and Altimeter. Engine is stock Continental 0-200. Light weight carbon cowlings (top and bottom), lightweight wheel pants, carbon floor, carbon instrument panel.

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

Aircraft is on the N reg N5846. (formerly G-CSUT)

We also have two complete crates bespoke built for the

fuselage and wing, they were used to air freight aircraft to USA. Built in compliance of fire regulations allowing them to be used on airfreight or any other kind of shipping. These can be negotiated as part of the deal or separately.

Engine stand is custom built and is also available to purchase if required.

Airframe TT:

- 71hrs

Engine TT:

- 384hrs

- All history included and log books
- Stock engine with plenty of opportunity to modify
- Includes stock Carb
- TCM built engine

Sold as seen. Contract of sale will be drawn up upon agreement. Aircraft ownership is through a Trust and transfer to new owner will be done upon sale agreement and receipt of funds.

25 000 pounds

Rob Michie +44 7941 549 168 big.foosa@gmail.com



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