Cover Photo

We usually need a plane picture and a pilot photo but this of Jay Jones and “Quadnickel” at Reno 2005 is typical of the incredible “Alien” - Victor Archer.
I hope you all have your airplanes ready for Reno, which is just a few short weeks away. If you're like me, it's almost ready to fly.

At last count, we had 25 entries for this year's event. This is good. We'd like to see a few more, given the inevitable attrition, but this is still a better number than we've seen for the past couple of years. If we need a fill-in or two to round out the Bronze, I would encourage anyone interested in a little extra flying to help out. It makes a much better show with eight airplanes.

By now all registered race pilots should have received in their email an arrival letter from RARA outlining general arrival and check in procedures, as well as an overall schedule for the week. As of this writing I do not yet have a tentative schedule for our racing times. However, we should have our normal nine race format.

To recap a few items previously mentioned, IF1 trailer parking will be on the west side of the private hangars situated just north of the RARA/ERA hangar complex. This is to facilitate vehicle parking for IF1 and Biplane teams in the old trailer parking area south of the RARA hangar. You will still have unlimited access to your trailers, except during an Unlimited race. Since there will be only one vehicle per RV allowed in the RV lot, this should help out campers with more than one car by allowing you to park one behind the hangar. We will again have our old office in the back of the RARA hangar.

For those of you campers who really camp, (no running water, heat etc.) I may have some bad news. I am told that the Catholic church will no longer be selling showers. You may need to make other arrangements.

Speaking of arrangements, I know its late but we have a large number of pilot quals to get done this year, both rookie and veteran. If at all possible, please try to set something up with Charlie Greer to get this done prior to Reno. We have only limited time available for this on the first Sunday of race week.

For all of you full voting members, please try to attend the annual general meeting of the membership, scheduled for Wednesday afternoon, the 13th, in the briefing room. It's your chance to get more involved in the organization, as well as bring up any issues you may wish to discuss with the IF1 Board of Directors.

For something likely to be more fun than the general meeting, make plans to attend our annual BBQ and awards banquet on Saturday, the 16th, in the RARA hangar. Dinner, desert, soft drinks, beer and wine are all included in the ticket price. The tickets will go on sale at the beginning of race week, so get yours before they're gone!

Finally, I once again dragged my crew out of bed at 0 dark thirty the other day to go set the airplane up in the Reno Wal-Mart parking lot at 4am. This was to support the Stuff a Bus/Stuff a Plane school supplies benefit for underprivileged children, which RARA, the Washoe County school district, and Channel 4 do each year. It makes for a long day, but it's for a good cause, gets an F1 airplane on TV several times during the day, and enhances our working relationship with RARA.

See you in September!  

Birch
## Reno 2006 Entry

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RENO COUNTDOWN

TECH TEAM
Tom DeHart, Tech
Buck Lambert
Rick Turnbull
Bob Griffiths
Roger Sturgess
Mark Johnson
Bill Hubler
David Craig

OPS TEAM
Dan Gilbert, Ops
Frank Benko
Jeff Gunn
John Housley
Ted Johnson
Ron Hawes
Bob Bement

IF1 CONTEST COMMITTEE
John Housley
Bill Rogers
Jeff Gunn

RENO SCHEDULE
Fri. 8th: Tech Inspection Signup Starts
Sat. 9th: 0800: Tech Inspectors Meet
0900: Tech Inspection Starts
New Aircraft/pilots have priority
Sun. 10th: 0800: Mandatory Pilot Meet
1000 New aircraft/pilot
on-course approval flights*
1200 Latest New Plane
arrival
Mon. 11th: 0700 Pilot Meeting Daily
0800 Qualifying*
Tues. 12th: 0800 Qualifying*
1200 Latest Arrival Time
1700 BYOB IF1 Mixer
Get BBQ tickets.
1800 Makeup Pilot Brief
Wed. 13th: 1200 Racing Starts*
1530: IF1 Annual Meeting
Thu. 14th: 0800 Racing*
Sat. 16th: IF1 BBQ
Sun. 17th: Final and RARA Awards
* Times are estimated based on previous years - no official info yet available, check www.airracing.org closer to September.

IF1 CONTEST
John Housley
Bill Rogers
Jeff Gunn

RENO RAMBLINGS
Hotel: Many IF1 racers are at the Holiday Inn; phone 775-786-5151. The hotel is located just south of I-80 on E 6th St.
Trailers: New rules this year. We have to park them to the West of the Tee Hangars to the North of the Reno hangars.

To aid the Inspection Team, Tech Chief, Tom DeHart requests that everyone read Tech Tips on Page 6. For non-members, an Inspection Fee of $190 (twice the regular membership+aircraft fee) will be charged to cover IF1 airframe/engine Tech and Pilot Certification costs.

Operations Director, Dan Gilbert, wants to remind all pilots to read the Reno Rules of Competition and the points system.
The mandatory briefing is at 0800 on Sunday 8th. Radios;
1. All competing aircraft are to be equipped with a functioning VHF radio.
2. Demonstration of the radio system will be required during tech inspection.
3. Radio use is limited to a preflight check-in (if required), landing position calls, and emergency use only. Under no circumstances are radios to be used for communication with ground crew personnel during the course of a race.
4. The Operations Director or Race Control may communicate with competing aircraft at their discretion.

Motor Home Owners and Campers:
Spaces have already been assigned to teams and IF1 officials. If you still need a space contact RARA.

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

RARA management has Mike Houghton in charge overall, as Executive Director; Tom Gribbin, as Chairman; Race Operations are under Bill Eck; and Greg “Shifty” Peairs is Air Boss.
It's almost time to pack up the trailers and head for Stead. We changed the rules a bit thanks to your votes and you no longer have to have a specific number of landings or hours in your racer in the preceding X number of days if you have raced before. However there has been no change in the standards for how you fly it. So please be up to speed before you get there. It's not only for your safety, but the safety of those taking off next to you and flying on your wing. If you do not feel ready there is always next year. If you are new and have to do your quals I do need to see the required experience in your logbook so please bring it with you. We want to get all the new pilot quals done on Sunday because we are going to need all the time for getting everyone a qualifying time on Monday and Tuesday. We are supposed to be racing starting on Wednesday.

I think that generally everyone does a good job of flying their aircraft and using good judgement and following the rules that are designed to keep you alive out there. Once in a while it's hard to fight that burst of adrenaline that tries to get you to just go for it. Please err on the side of caution because the cost of not thinking things through can be high for you or someone you are trying to pass. If you are being passed don't get distracted by the passer. Steady and predictable moves keep surprises to a minimum for everyone. If you have a Mayday fly your airplane first, pick out a place to put it, then if you have time you can use the radio. Remember that if you lose the engine on the course you are not going to get the altitude that you do in practice so adjust your pattern accordingly. Once the race is over and you've cooled down use the radio, wing rock and keep your eyes open. If it's time to do your requal maneuvers this year please practice them before you get to Reno. You should be comfortable upside down in your racer.

Last year in the biplanes Jeff Lo demonstrated how to get back from upside down on the course without hitting the ground. It can happen. Last year we also had a pilot trying to requal in someone else's airplane and almost hit the ground after losing control while inverted. If you haven't been there don't try to fake it. You need instruction and practice. And more practice. It should be instinctive because it's going to happen when you're not ready for it. In the past we have also had accidents during simulated engine outs. Remember that it's a simulation and you can go around and set it up again. Fly your patterns high and close enough that you can make the runway if the engine quits.

I want to thank John Housley for his hard work in creating an excellent Power Point ground school presentation for the PRS and an accompanying manual. I also want to welcome all the new pilots to IF1. This year we weren't able to provide an aircraft for rides at PRS. Thanks to Jason Somes who did squeeze in rides for two of our students in an S2B.

I want to thank you all for your support for me in my job as Pilot Chairman. It's been a privilege and an honor to work with and get to know everyone in the group. We do something special. Kirk Murphy has agreed to run for Pilot Chairman for next year. He has my full support and I highly recommend him. He has raced IF1 and Sport class and is doing Biplanes this year. He knows more about formation flying than most. And lastly I want to thank Birch Entriken for working so hard to try to do the best for IF1 and all of us. So let's have get ready to have some serious fun and I'll see you at the races.
Pilot Profile

Jay Jones

Jay was the youngest of 5 boys from Amarillo, North Texas and since his Dad had a company plane, aviation was natural for the whole family and they all learned to fly. Younger by 10 years than is brothers, Jay studied architecture in college, and settled into construction. Always an outdoors man, Jay took up sailing and won National Championships and was on the US Sailing Team.

He got married had two daughters and moved to Colorado - the Texas part. Capitalizing on his outgoing nature he then turned to tourism as a river guide on the Arkansas and Colorado Rivers, and running a bed and breakfast in Leadville, CO. For fun he took up extreme long distance running and to get even with his older brothers he had them drive his support vehicle. in the mean time his daughters had become expert skiers, living high in the Rockies as they did.

At 34, Jay bought a Cessna and used it to obtain his license. He saw a Cassutt and decided to build one using his design, blueprint reading and building skills. He crewed at Reno for Ib Hansen, the Cassutt guru, in 1995 and by 1998 had the airplane completed. “Quadnickel”, race # 45 was ready in 1998, but Jay felt that he was not sufficiently prepared and elected to display the airplane at Reno that year. In 1999 Eric Matheson flew the plane for him, while he was building a race team with his brothers.

Other people liked his work and he began to help others and to construct a variety of homebuilt aircraft. These projects included an RV-4, a Skybolt, a Seawind amphibian, and of course the Cassutt.

In 2000 Jay was ready, but fell in August and broke his leg so Ib Hansen got to fly “Quadnickel”.

In 2001 Jay got as far as loading the trailer to go to Reno when he fell off his Go-Ped (tm) and broke his elbow. Larry Lechner got the nod that ill-fated year, so Jay did not miss much.

Around that time Jay obtained the classic N55X. This plane started out as stock Cassutt owned by Peter Friedman, Ray Cote bought it to keep it racing as “Passing Fancy”. Chuck Wentworth completely rebuilt it with a tapered wing and a metal skinned fuselage, winning the Reno Gold in 1982. Troy Channing, “Destresser”, Don Beck, “Miss Reno” and a period with the mythical Kelly Kikkert before Jay completely restored it as “Excalibur” The airplane was badly damaged when it ran off the runway in 2003 in the hands of Larry Lechner. Jay saved the tail, has built a new fuselage and with the wing from “Quadnickel”, Jay swears it will be at Reno 2007.

Back to 2002 and Jay was finally in the seat of “Quadnickel” and flying the Reno pylons - what a journey. I guess that is why he has not missed a single race or demo that IF1 has been involved in since that time. Every couple of years the airplane shows up with modifications that make it faster and the Jones Boys work on it tirelessly, and having fun at the same time.

It was interesting to see them go into production on P-51 induction system composite parts for the Unlimited class racers in the hangar at Reno last year.

These guys enjoy their racing and use it as a family bonding exercise - Jay expects all 5 brothers will be at Reno this year.
Jay Jones and “Quadnickel”

John Garrett Photos

Reno 1998 - Display Only

Reno 1999
Eric Matheson pilot

Reno 2001
Larry Lechner pilot

Reno 2002 and on - Jay Jones pilot
Tech Tips

Hello All: I hope everyone is ready and looking forward to Reno this year. I have a few words to try to make Reno an easier and better experience for teching your plane.

We will start inspections on Sat. Sept 9th at 9 am sharp. There will be a sign-up list posted by the door of the IF1 office. Please only use the sheet that I printed and posted. It will be up by Friday afternoon. It is a first come first inspected list. Please don’t put your name if you are not going to be ready. If you are not ready when we come to your name, you will be moved to the bottom of the list. We are going to be very tight on time and we need inspection to run as smoothly as possible.

If you are a new pilot please let us know as soon as you are ready so that we can tech you first. We always try to get new pilots onto the field as soon as possible to practice as much as you can. Remember, you were once a rookie and went first.

A few tips to make things go faster:

Please make sure that all fuel is out of your plane. If you need to defuel it needs to be done over the line and you cannot store any fuel in the hanger. ABSOLUTELY NO EXCEPTIONS!!!

When putting your engine together please do not put on your cowling. This will save time for my crew to inspect. You need to have your spinner on your prop in order to hook up the dial indicator.

Make sure that all of your paperwork is together and ready to be looked at - airworthiness, etc. You will be told by tech crew which cylinder will be inspected on Sat.

If you have any questions please call me at 541-281-9634 or email me at grandmaofgolds@aol.com

Drive safely and see you all there.

Tom DeHart
Tech Director

Reno 2003 - Jay Jones’ Excalibur, flown by Larry Lechner, is shown here running out of runway and was badly damaged as was Larry.
In the early days danger was synonymous with all of aviation but the risk has by now been subdued in most areas by redundancy, reliability, training, and procedure to a level that bankers and insurance actuaries find acceptable. At Reno risk is an art form and you experience a level of peril on a routine race day that few in aviation experience during their flying career. A Mayday at Reno is a few notches above that level and if you looked deeply enough I suspect it is probably one of the driving forces that make pylon air racing addictive to some pilots. Many were born too late for aviation’s “glory days.” Or if not, they have experienced them and want to return somehow.

Racing at Reno is probably as close as both types can come in civilian aviation.

The Continental’s lower than hoped for RPM and my lagging position on the racers ahead tear at my thoughts and the pressure for more speed is palatable. But leaning the mixture too much can cost me as many RPM as not leaning it enough. And “Midnight Lightning’s” present combination of the Total Seal Gapless rings and the lightweight Owens’ carbon prop preclude the engine from windmilling. When the engine quits running the prop stops with little hesitation, introducing the possibility of a self induced engine “failure” from excessive leaning. Finally if I press too hard on the course and cut a pylon I will be penalized 16 seconds and surely lose several places. Since trying too hard can lead to what is known as “screwing the pooch”, a smooth tight line and cautious leaning is my mantra. By pylon six on lap four I know I will soon be seeing “Aero Magic”, unless John has developed his own problems.

The ride is getting rough now from all the other racers repeatedly clawing through the same air. Occasionally I am forced to make gross corrections to keep from being over banked or thrown onto a path leading to a pylon, scaring the pylon judges and myself in the process. The wake turbulence isn’t too bad and I am thankful the Formula Ones race in the morning. The Reno afternoons commonly produce demon winds that ratchet the mechanical turbulence up to a level that bounces your helmet off the canopy and makes you wonder about the strength of the wing and tail structure. My respect for the Unlimited pilots that contend with a complex racer in those conditions is enormous.

As “Aero Magic’s” shadow appears on the desert floor close behind “Midnight Lightning’s”, I continue my dogged efforts to fly a good line and manage to halt her progress for a few laps. But John is too good to be bested by a slower racer and my will alone cannot hold him back. He passes me on the back straight with two laps to go. “Aero Magic’s” smooth lines sliding close in front of my racer is the type of visual image that thrills in IMAX movies. But this is not a theater and the only music is from the screaming Continental engine. This is as real as it is intense. Mixing it up a few feet from another airplane low over the sagebrush going flat out is a siren’s song that calls “real” race pilots back to the high desert each September.

As I continue to push “Midnight Lightning” around the course past all normal limits, I ponder what will fail and when it will raise its ugly head. Very aware of the bearing metal in the oil, I plan to zoom up and glide back to land on the most convenient runway if the engine signals it is beginning to come apart. This should work well as long as the failure isn’t too violent, or
the safety cable keeps the engine attached to the airframe. Having a contingency plan is essential in this game but it is the unknown that is the most disquieting and that nemesis haunts my subconscious. Nevertheless, all remains well on the back straight the last time around the pylons this year with three thousand seven hundred fifty RPM, cylinder head temperature holding at five hundred degrees, oil temperature slowly increasing to two hundred sixty degrees and oil pressure steady at thirty pounds. Rounding pylon six I can see the checkered flag ahead waving for the others. Taking care to not go below the R in the RENO sign, I guide “Midnight Lightning” past the icon home pylon and take the checkered flag four seconds behind “Aero Magic.”

Pulling up and turning into the course I unlock the throttle and slowly pull the power back while the engine is still loading the prop. This way the vibration bands that come along with Steve Hill’s magic carbon fiber props are minimized. I sequence myself into the prearranged cool down circuit where we will loiter at reduced power to begin cooling the engine and its scalding oil supply. The engine’s vitals remain stable with the oil pressure dropping to twenty pounds along with the power reduction. The oil pressure will drop to ten pounds when the power is pulled back to idle for landing and the oil temperature will climb five to ten degrees higher before beginning to cool. After a few circuits and a magneto check “Midnight Lightning” is ready to return to the pits.

The West wind has straightened out the windsock enough that the first racer to depart the queue has chosen to land on Runway Two Six. Following his lead into right traffic I rock my wing midfield to signal my intention to land and hold one hundred and ten miles per hour in the pattern. On base, I rock my wing again and keep enough room for the racer ahead of me to land and clear to the cold side of the runway before crossing the threshold at one hundred miles an hour. Staying somewhat high and slipping on final provides a good view of the racer in front of me and the International Formula One officials with the flags on the side of the runway. They will wave me off if there is a problem I don’t see. The flags are my only communication with the outside world but this will be the last year the Formula Ones will fly without radios at Reno.

The additional altitude also keeps me above the turbulence induced by the small cliff at the approach end of Runway Two Six. After crossing the intersection of Runway Three Two, I straighten the little racer-turned glider and gently fly onto the center of the “hot” North half of the runway. Touching down in a tail-low wheel landing allows me better visibility than my normally preferred three-point attitude. This way I can quickly transition to the “cold” South half of the runway with better control. It also delays the inevitable encounter with the expansion joint grooves that go unnoticed by larger aircraft but rudely grab my fixed, roller-blade tailwheel and can make the racer dart for the sagebrush. Of course this always happens just as “Midnight Lightning’s” nose fills my forward view.

The landing goes well and I make the intended turnoff and taxi clear of the taxiway onto the ramp. I pull the mixture and roll to a stop in front of Stephen, immediately remove the embarrassing bicycle helmet, and take a moment to compose myself. Carroll removing the “speed” tape that entombs me in the claustrophobic cockpit interrupts my thoughts and, as I remove my Nomex gloves, I am happy and
relieved by the knowledge that this was a successful race. With great weather conditions, no broken airplanes, and no injuries in the air or on the ground we can count our blessings. By the awards banquet tonight it will have been a great race and I will be proud to accept the 4th place trophy for the crew.

Stephen hands me a bottle of cold water in exchange for information on the status of the engine and the airplane. He already knows he will be performing a major overhaul of the engine during the coming winter and early spring. What neither of us knows yet is Stephen’s overhaul will add an impressive thirteen point four six eight MPH to “Midnight Lightning’s” qualification speed next year. We gently place the racer’s tail on the pickup’s lowered tailgate, hook two cargo straps above the tiny wheel, and walk the wing tips as Carroll starts a slow tow back to our pit in the Reno Air Race Association’s hangar. A small crowd has gathered in the pits and the stands to watch at this early hour. It is eight thirty on a brisk September morning and the Biplanes are just now blasting off in a racehorse start for their own Silver Final, the second race of the day. The Formula One Gold Final comes in less than a half hour and with the increasing West wind they will use the scatter pylons for their start. The Formula One class will be finished racing before nine twenty this morning. The Unlimited racers will get the big crowd this afternoon. They will get the winter like weather a passing cold front brings as well.

At the pilot debriefing everyone is content with each others flying on the course and the only complaints have to do with some confusion about taking off and landing in opposite directions. Two racers had tried to use opposite ends of the same runway to land on at the same time. A last minute go around had resolved the problem but the flags had not been effective and it was obvious radios would have precluded the incident from occurring. John, ever the gentleman and a much more experienced racer, is concerned I might think his pass was too close. I assure him it wasn’t and that it was a thrill to watch him fly and an honor to have done “battle” with him all week.

I wind down considerably as the burden of not making an obvious mistake in my flying has been lifted from my shoulders. During this transition I become more animated and almost giddy with the excitement of the week as the ropes that have kept my emotions in check are loosened. Emotions during race week can run the gamut largely depending on how your planning works out and how well your luck holds. Everyone handles it differently, some better than others, but the pressure builds as the finals approach and you can feel the tension in the air by Friday. If you watch closely you can see many pilots and crew chief’s withdraw into a protective shell as they concentrate on their flying and their racers respectively. It is an extraordinary sport and it is entirely voluntary but the stakes are real and they are high. Some can become somewhat grumpy as others become playful. This is a large part of what gives Reno its character and its characters. It is something you have to participate in to fully appreciate.

But now there is another race to disassemble and store the diminutive airplanes in their trailers so the hangar can be set up for the awards banquet later tonight. The crew makes quick work of the normally three hours long project and we only break to watch the Formula One Gold Final. The afternoon allows time to watch some Sport and T-Six class races and stroll around the pits.
We now witness the Unlimited crews getting ready for the big race of the day by performing the ceremonial dances the Formula One crews did just a few hours ago. The “Rare Bear” team has had more than their share of problems on the course and drama in their pit and the anticipation of a close contest with “Dago Red” is etched on the faces that make up the team. Although it has been a long and tiring week for them all, “Rare Bear’s” pilot, John Penney, seems unaffected. From all outward appearances he handles the pressure as well as he handles his racer. The Unlimited Gold Final that day was indeed the race of the week with some of the best and most exciting racing I have ever seen. Many fans regretted leaving early because of the cold disagreeable weather that set in during the afternoon. They missed Skip Holm piloting the highly modified P-51 “Dago Red” and John Penney in the equally modified Bearcat “Rare Bear” locked in an unforgettable battle for the Gold Unlimited Trophy. The racers crossed the finish line and took the checkered flag slightly more than a second apart with “Rare Bear” seemingly welded to “Dago Red’s” right wing. “Dago Red’s” apparent victory was short lived when the news of a pylon cut came shortly after the checkered flag. Skip Holm’s flying is legendary, as it should be, but he and the rest of the “Dago Red” team had suffered the results of a fogged canopy obscuring Holm’s vision. Penney had seen the cut and wisely chose to save his engine and not push Holm for a pass on “Dago Red.” “Rare Bare” was once again on top. The awards banquet that night would be sweet victory for the “Rare Bear” team after a now successful but long and hard battle to return the big racer to its former glory.

No matter if you sit in the cockpit, the pits, or the stands, these are the glory days of aviation and you are missing out if you are not at Reno in September. But remember you’ll have to get up early on those September mornings to see the whole show.

Epilogue

My official rookie year at Reno in 2002 had been an easy and fun one for “Midnight Lightning’s” team with no real problems and all the race cards falling in our favor. I knew the win in the Silver Final that year was beginners’ luck. But after the storm clouds of 9/11 had destroyed our first try in 2001 and turned our world upside down, I was more than happy to enjoy the time in the sun with the crew in 2002.

Because of conflicting family obligations in 2003 I made the rational decision to retire from air racing and put the little racer up for sale. After all, I had the “T-shirt” and as my friends and crew reminded me we had done well. But that winter I learned there was a difference between pilots that wanted to race at Reno and pilots that would race at Reno.

With the racer unsold and a willing crew we made the trek back to Reno in 2004. Now with the eventful race week over the hook was set. I knew I’d return again to the high desert to drink the elixir from the fountain that is pylon air racing. It would probably take twenty five thousand dollars in psychoanalysis to answer the question as to why a normally risk adverse veteran airline captain, or any other reasonable person, would race airplanes at Reno. But who really cares why. For about the same amount of money you can buy a decent Formula One racer and enjoy the thrill firsthand. In my mind at least, racing is the better investment.

Copyright Gary W. Davis 2006
Welcome to new member Jim Whitely who attended PRS this year and is listed as the pilot for #38 “Flying Dutchman”. Hello again to renewing members Steve Hill and Alan Van Meter…good to have you back with us again!

Thanks to all who took the time to return the nomination forms for this year’s Board and Committee positions. It takes a lot of effort to keep the organization running and we appreciate your willingness to help. Those members who received 2 or more nominations for a position and accepted the nomination have been listed on the 2006 ballot. The ballots have been mailed to all current full members and need to be returned to me by 10 September (by mail) or by 12 Sep (at Reno) to be counted. The voting process is per the new bylaw introduced in 2005 to assure that only current members are voting and that their votes are secret. Ballots will be counted by 2 Board members at Reno and the results announced at the annual meeting.

There has been a change in our Board recently. Ward Garland has resigned as the Operations Director and Dan Gilbert has agreed to fill that position for this year’s Reno event. Please help Dan and his team by being ready to go when you say you will during qual/practice and abide by the RARA rules regarding the number of crew members with credentials on the line.

The annual meeting will be held at 3:30 PM on Wednesday the 13th at Reno Stead Airport. The agenda will include the customary financial reports, “state of Formula One”, outlook for future races, and reports from each of the committee chairs or their representatives. If you have a topic that you’d like to see on the agenda, please e-mail me at f1race43@att.net or f1race@yahoo.com and we’ll add it.

Our Promotions Chair Ed Bowes and Steve Mountain have designed new shirts for Formula One to sell at Reno. IF1 has coordinated the sale of our material with RARA and we’re optimistic that the new shirts will be popular items. Please give Ed and Steve a “Thank you” for their creativity when you see them at Reno.

The current IF1 bank balance is $14,381.

Fly Safely – John Housley

Odds and ____

Phil Fogg who raced with us for several years in what is now Jason Somes’ Owl was at PRS getting qualified for Jets.

Other F1 alumni include Hoot Gibson, Dave Morss and probably Gary Hubler as an alternate pilot for Rhino in ULs; Steve Dari, Chris Ferguson, Kirk Murphy, Jason Somes and Dennis Vest in Bipes; Earl Hibler, Dave Morss, John Parker and Jon Sharp in Sport; and Jason Somes with his T-6 again.

Welcome our newcomers, Zip Andre, Larry Hardy, Ken Gottshall, Doug Bodine and especially Anders Trygg from Sweden.

Ed Fisher has abandoned his attempt to resuscitate the moribund Formula Vee organization.

The Silver Club is not being turned into condos and some folks got rooms there.
For Sale

Ads are free as a service to members

AIRCRAFT

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

#56 N43RT Taylor Titch “Titch N’Ash” complete aircraft less engine & prop. Ex-Todd, $2500 FOB Georgetown, CA 6/06 Contact: Jim McKeehan (530)333-1148

1994 Cassutt 111M SPORT 125HP Lyc. 0290, 256 smoh, 141 Airframe, 8-05 insp, Basic instruments, Elecs, $13,900 10/05 Contact: Mike Stewart (770)978-8930

Cassutt Projects & Inventory Cassutt 111M 90% complete - needs cowl & wing finished, with engine 4/06 Cassutt 111M frame, Cassutt 111M wing needs skins, Cassutt 1M wing complete Airframe/Engine parts (three O-200s) 2 sport props, enclosed trailer $25K for all Contact: Gary/Linda Elliott (619) 442-1056 lelliott@att.net

Grove Carbon Fiber Wing 20’ Span, complete with balanced ailerons. 100 lbs, $11,000 5/05 Contact: Ray Cote (619) 442-1056

Cassutt Parts National Aeronautics has Cassutt parts including Al and Steel landing gear legs. Contact: Ib or Sue Hansen: (303) 423-0780

Cassutt and Race Parts carbon wing & tail, one fully race prepared engine, several cylinders, landing gear & mags. Contact: Dave Morris (650) 592-3292 davemorss@pacbell.net

Teledyne Continental Parts at Racer prices Mattituck Aviation. Mention IF1 Contact: Phil Haponic: (1800) 624-6680 info@airplane.com

RCAT Full Telemetry System complete and up to date with latest software. Cost $2000, will accept $1250 Contact: Scotty (208)371-7530.

New Composite Parts 9” Composite Spinners - $100, 9” alum. backplates - $35, Wheel Pants - $350, Cassutt Tail Feathers. Contact: Ray Sherwood (530)626-6106 rayyjayy@aol.com

Graphite Race Props by Twisted Composites- Run One or Follow One. All-composite, race proven, record setting race props. 55x62, 55x64, 54x65 Contact: Steve Hill (505)832-1148 carbonprop@amigo.net

Continental 0-200 Engine New crankshaft, cam, pistons, rings. Three cylinders chromed. $4800, located Miami, FL, Call 352-365-2929 3/06 Contact: Jeff Johnson (786)385-4527

RCATS Wireless airborne telemetry systems for your racer. 11 Channels and up, incl. airspeed, G’s, GPS track. Contact: Mike Luvara (408)292-9794 mike@rcatsystems.com

Custom Embroidery: Team shirts, hats, jackets, etc. at racer rates for 12 pcs +. All Star Warbirds Sharon Sandberg: (763)631-1502 SSandberg@aol.com


WANTED

Wanting to help any race team at Reno. Based in SoCal with a Ford F150 diesel. Contact: David Koller Gravitybegone@aol.com

If you have aircraft and other items for sale, please email me at clodagh@cableone.net or call 928-708-9482 and update me with any changes. Clodagh
Jay Jones and Quadnickel at Reno 2005

Victor Archer Photo

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