

Editor ramblings – Craig Ritson

The annual National Championship Air Races at Reno-Stead Airport has been on my bucket list for decades. I have attended Oshkosh, Sun N Fun, and the Red Bull Air Racing. Reno was the missing T-shirt.



"Dreadnought", a TML 20 Sea Fury is the 2021 unlimited gold class winner, powered by a 28 cylinder 4,368 cubic inches (71 liter) Pratt & Whitney R-4360 engine.

The pilots race over several days and have to manage the engine during the heats: They need to fly fast enough to earn a forward position for the final race on Sunday but can't push the engines so hard that it fails before Sunday or there's nothing left for the race that counts.

I love the sound of high-powered piston engines and am intrigued by the newly introduced STOL drag class. I have heard many stories from Rick Lafford who attends the races almost every year with his wife Anne.

Dave Hurd was kind enough to take me for a ride in his beautiful Glasair II. I was impressed by Dave's strict adherence to checklists, a passenger briefing, and sterile cockpit while in the traffic pattern. He also has some interesting, memorized formulas to determine feet per minute to lose to reach the airport at pattern altitude.

We climbed out at just under a thousand FPM and after adjusting the mixture, manifold pressure and prop for cruise, we were doing around 140 knots burning seven gallons an hour. I had a few minutes at the controls and it

fly's on rails. The ailerons and elevators are perfectly balanced. A power-off flaps-up stall gave some buffer warning with no indication of a wing drop.

Dave Glasair-build story is included in the next two newsletters. You will recognize some chapter members.

Norm and Elise are planning on splitting residences between Winter Haven, Florida and New York. After many years Elise is retiring as Chapter 44 Young Eagles Chairperson. Thank you for all the many hours of preparation and organization over the years.

Thanks, and welcome to Betty Ann Maganello (aka "BAM") who is taking over the position of Young Eagle Chairperson for Chapter 44.

SAC Cleaning – By Gayle Issacs

SAC Cleaning night is set for Thursday night, October 14th at 6:30PM. This is a trial to see if people would rather clean on a Thursday night and save Saturday for more fun stuff with the family or to mow the lawn. With enough help, SAC should be clean in an hour or so. The main cleaning is: bathrooms, kitchen, floor mopping, vacuuming, and the windows need a shining. That Thursday is the one before the general meeting, so everything is spiffy.

See you there!

Sep Mystery Plane



Not your everyday P51– Answer on page 8

Reno 2021 – by Craig Ritson

The National Championship Air Races is the last event of its kind, carrying on the tradition of the Cleveland Air Races of the 1920s, 30s, and 40s. In 1964, Bill Stead organized the first air race near Reno. The event has only been canceled twice, once in Sep of 2001 when all aircraft in the US were grounded following the terrorist attacks in New York and Washington. The second was in 2020 during the COVID-19 pandemic.

For one week every September, the Air Races is home to hundreds of aircraft, their pilots and, crews. Over the past ten years, the event has attracted more than 1 million spectators. The traditional racers have six racing classes, racing in heats up to 8 aircraft. The speeds from week qualifying races during the week determine whether the pilots will compete in the Bronze, Silver, or Gold races; the fastest airplanes fly the Gold. The finals are raced on Sunday with the top three in each group crowned champions.

Bush planes compete in the newly introduced STOL drag class. Pilots start from a standing start, fly straight 2000' down and back in a side-by-side format, the first to stop declared the winner.

A large display of static historical aircraft with military and civil flight demonstrations is included. The Airforce Thunderbirds headlined the airshow this year.

The smaller aircraft fly first to avoid the inevitable desert winds later in the day. The first Formula 1 heat starts around 7:00 am followed by Biplanes and STOL drag. The racing ends around 5:30 pm with the final unlimited heat. It's nonstop action every day for a week.



Biplane Pit Area – Spectators mingle with pilots and crew and turn a wrench if asked.

Racing in **Biplane class** in 2021 were 16 Pitts S1's, an Ultimate, and Christen Eagle II. The Biplane class aircraft must have a minimum dry weight of 500 pounds, at least 30 percent of the required 75 square foot



Two Biplanes rounding a pylon

wing area must be contained in the smaller of the two wings, non-retractable landing gear, a fixed-pitch propeller, and the largest engine permitted is the 360 cubic-inch, 180 HP Lycoming engine. The racers utilize the same 3.12 mile race course as the Formula 1's. They start in rows of two on the ground and take off in 4- second intervals giving the pilots time to see ahead of them preventing collisions in case an aircraft in front has a technical problem while still on the ground.



Tommy Suell is a popular race pilot with a YouTube channel. He flew his Pitts S1 "Shake N Bake" to 3rd place in the Gold.

The **Formula 1** aircraft specifications were drafted in 1947. The only significant change changing the engines from 190 cubic inches to Continental O-200 engine (the same 100 hp engine used in a Cessna 150). Unlike the Cessna, these engines run between 3,000 and 4,400 RPM. Smoothing of all internal and external cast and forged engine parts is allowed. The minimum weight is 500 pounds without fuel and oil. A minimum of 66 square feet of wing area must be used and at



Welded Cassutt frame

least 5 gallons of usable fuel is required. The race starts when the starter's flag drops. The starting time for all aircraft will be taken from the time the first aircraft crosses the start line, in flight, after the scatter lap. The aircraft do not have enough fuel to do an inflight start like the Sport and Unlimited.



2021 Formula 1 winner at 237 mph was Justin Meaders in "Limitless" a Snoshoo SR-1. Justin is a paraplegic who lost the use of his legs in a motorcycle racing accident, Justin flies via hand controls; one stick for pitch and roll, another stick for yaw.

This year there were 15 entries on the 3.12-mile racecourse, including 13 Cassutt's, a Shoestring, and the eventual winner a Snoshoo SR-1. Speeds ranged between 163 and 237 mph over the 8 laps 25-mile race. The winning time was 06:19.022.



Sport class winner at 401.8 mph was "Race 39" a Super Glasair III piloted and built by Jeff LaVelle. Jeff bought the kit in 1998 and 18 months later it was flying. Jeff has now won the Sports Gold 4 times. Interestingly Jeff won the silver unlimited race in a P51 at 327.4 mph.

The **Sport Class** had 32 entries experimental home-built aircraft including Vans RV, Lancair Legacy, Hamilton Glasair III, Thunder Mustang, Swearing SX-300, and a stunning Sharp Nemesis NTX. Rules are any experimental, kit-built, plans-built or amateur built aircraft that is certificated by the FAA. Aircraft are powered by an internal combustion engine totaling no more than 1000 cu in. and must be capable of a 200 MPH minimum qualification lap speed.

Sport aircraft are allowed to use any fluid, liquid or gas, sprayed externally or internally to promote engine performance. Options to increase performance include, water and nitrous oxide injection, dual turbo and supercharges and exotic fuels.

When coming to race at Reno, the pilots have to attend the Pylon Racing School (PRS) held every year in June. This five-day event is stretched to a full week when participating in the Sport Class category, two extra days being dedicated to pure formation flying.

This class starts line abreast next to a start jet and fly and unlimited course due to the 400 mph top speeds. Cutting a pylon results in a 12 second time penalty. Flying below 50-foot results in a disqualification. Two Lancair's were assessed pylon cut penalties in the gold race.

Fan favorite Elliot Seguin the well-known EAA member, test pilot, and YouTube influencer flew a Swearing SX-300 "Wasabinought" to 6th place in the silver race at 269.8 mph.



Kevin Eldredge "Relentless" Nemesis NXT. Engine problems limited racing early in the week, but he did fly in the Sunday Gold and came in the 4th position at 366.8 mph.

The **Jet Class** was inaugurated in 2002. This class truly stands for the “Fastest Motor Sport” with speeds exceeding 500 miles per hour. No after burners or swept wing jets are permitted. This year there were eighteen entries consisting of four Aero L-29 Delfin’s, thirteen Aero L-39 Albatros’s and a single SIAI Marchetti S-211. The



Pete Stavrides #77 L-29 Jet Gold Class winner

1950’s L-29 design is better suited to close course racing than its successor the L-39 as they are re-engined with the British Armstrong Siddeley Viper turbojet engine producing a lot more thrust.

All four L-29’s made it to the gold race. The winner of this class was Pete Stavrides in a L-29 at a speed of 502.3 mph. At those speeds, the pilots are only straight and level for a few seconds going down the valley of speed. The rest of the 7.9 miles they are banking.



Phil Fogg “Robin 1” L39 won the silver jet at 435 mph

The **T-6 class** must be one of the two different types (all are variations of the same model) of WWII trainers - AT-6 or Harvard’s. All entries must use the 650 HP, nine-cylinder Pratt & Whitney R-1340 radial engine. While crews are not allowed to increase the cubic-inch displacement of their P&W powerplant, they are allowed to blueprint the engine (In blueprinting the engines crews often balance the pistons, polish the heads and cylinders, polish the blower and polish the carburetor). The crews are also allowed to fill open seams and wax/polish the aircraft to make them more aerodynamically clean. The removal of the rear seat to reduce overall weight is permitted. This highly competitive nearly stock class of racers who compete on a 4.990-mile racecourse in some of the tightest battles seen at the annual event.

The sound of eight T-6’s taking off with props going supersonic is not to be missed.



Chris Rushing flew T6 “Barons Revenge” to victory in T6 Gold race at 234.8 mph

The **Unlimited class** has certain restrictions placed upon all entries. All aircraft must have piston engines, be propeller-driven, and be capable of pulling 6 G’s. Besides that, this class is basically a “no-holds-barred” affair operating within these few requirements. Anything goes! From exotic fuel blends and nitrous injection, to powerful Griffon/Merlin V-12’s and bodacious monster P&W R-4360’s, and highly modified WWII fighters. Air speeds often exceed 500 MPH on portions of the 9.128-mile racecourse.

There were fourteen entries this year. They included three Sea Fury’s, ten P51’s and a Kingcobra.

The expense of running these aircraft at the races has seen a declining number over the years. The Sanders family brings their three Sea Fury’s every year. Miss America has been a mainstay for decades.



Patrick Nightingale flew this rare P-63C Kingcobra called “Pretty Polly” to 7th place in the Gold Silver race at a speed of 291.5 mph. This aircraft was built in Buffalo NY.

Old Goat Dropping by Art Thieme

Lauren Rosenthal asked me if I missed flying. I do and I often dream of flying and imagine using stick and rudder when going up and down stairs or from room to room. "So do I," he said.

I wonder if we are born for a lifelong love of something like airplanes, cars, boats, golfing, etc.? I loved airplanes when I was in high school, enlarging plans from magazines and building flying models. I had no mentors. In the navy, I volunteered to be an aerial gunner. Didn't pass the physical. Probably saved my life. But it's been a lifelong passion.

You are flying IFR at altitude, looking ahead, you see a thunderstorm direct on course. You call the controller for a deviation. "Unable" is the reply. A pilot in command is under no obligation to do anything s/he perceives as hazardous to change course. Many pilots are reluctant to take such action for fear of FAA repercussions when there are rarely any. FAR 91.3 authorizes pilots to violate what ever regulation they deem necessary to protect their aircraft and passengers from hazards. There are occurrences when it could be a violation of the regulations not to violate the regulations. Think about that.



Ercoupe

Beauty is in the eye of the beholder or we would never get married. *Plane & Pilot*, July 2021, listed planes that they said only their owners could find beautiful. My feelings about these aircrafts:

ERCOUPE: The plane was a 1930 attempt to prevent stalls and had no rudder pedals. Production ended in 1969 with more than 5,500 produced. The editors didn't agree with the writer and found the twin tail a masterpiece and a lot to love. The plane was relatively inexpensive. I wanted to buy one, but family, house and car had priority.

WILGA PZL: This is a taildragger work plane used as a trainer, parachute plane, glider tug, STOL utility workhorse. More than 1,000 were produced. The editors said the plane was cool looking and gave it an 8 out of 10. I agree.

CESSNA T-50 BOBCAT: This was a twin feature on the TV show *Sky King*. Cessna sold more than 5,000. The editors described it like a favored old car that's dated but still beautiful. I agree.



Cessna 337

CESSAN 337: This is the pull me-push me twin. The writer thought this wasn't a bad plane but not especially safer than a regular twin. Okay by me.

PIPER APACHE: This is a snub nose twin. The original had a twin tail along with a short nose cone. The more powerful model, called the AZTEC had a redesigned nose with a larger engine. Piper built 7,000 PA-23 Apaches and Aztecs. Editors thought the Apache is the better-looking plane. Don't know.

BEECHCRAFT MUSKETEER: As I earned my pilots license in this plane, I find it beautiful. Various versions were built, and one version was painted brown. I never saw a brown one. Editors say the plane was sometimes known as the "Mouseketeer," but found the plane to be a handsome figure.

PIPER TRI-PACER: The writer says it has a profile only a mother could love. Piper build 10,000 of them. One of our chapter members owned one. The plane was called the "Flying Milk Stool." The editors think this is one of the most underappreciated beauties out there.

This and that: Supplies of oxygen are runny out because COVID19 hospital patients require it. There is also a shortage of computer chips. It takes a long time to make computer chips and there are few companies in the business. The number of satellites orbiting the earth are now 3,381. By 2030, there could be 100,000 in orbit, according to the Beyond Earth Institute. What's next?

Oh, I was excused from jury duty.
Old Goat, out



Wilga PZL



Piper Tri-Pacer

Building Sweet Freedom N472SF (Part 1 of 2) – Questions the Editor, Answers Dave Hurd

Before, during and after a wonderful flight with Dave in his stunning Glasair I asked him a number of questions about his build. These are the responses.

How did you come up with the name Sweet Freedom and the Registration N472SF?

There was a time in my career when things were not going well and the song Sweet Freedom was an inspiration to me. April 1972 was the year we got married.

What made you pick the Glasair?

I picked the Glasair in 1991 because it had a good reputation, and the performance numbers seemed reasonable, where the other airplane I was looking at, the Lancair, seemed to have inflated numbers, and didn't have a fixedgear option. I wanted a non-complex airplane that could still provide performance on a par with an Arrow. Adding 75 pounds without a corresponding increase in gross weight, just to get 12-15 extra knots didn't seem to make a lot of sense. 15 knots when going 100 is a big percentage, but the difference between 180 and 195 isn't that great.

Fixed gear also eliminates failure points from a mechanical, electrical, hydraulic and human standpoint. Again, parts not there can't fail.

During your build, the company revised the design. What were those changes?

Yeah, this is a sore point, and I believe ultimately caused the demise of Stoddard - Hamilton. The story of the Glasair is one of innovation. They were the first to come out with pre-molded skins and wing panels, and everybody went wild over the original tail dragger design at Oshkosh. That was the Glasair I. They made the build easier by improving the process, and adding pre-welded fittings and other things while keeping the air frame the same. This was not a "quick build" kit that you see now. It was a refinement of the original to remove some of the items that were stumbling blocks. They called it the Glasair II.

Then they came up with the idea for a rocket ship, an IO-540 powered retractable that could set your hair on fire, the Glasair III. It's a gorgeous airplane. I have ridden in one powered by an engine with twin turbochargers, and we were doing 195 knots true airspeed at 2,500' MSL. I have no idea how fast the true airspeed would be at 17,000' in that beast with the turbos keeping the manifold pressure near sea level. To accommodate the big engine, they stretched the fuselage, and the extra room was welcomed.

The original Glasair I and II were fairly short-coupled. So they decided to stretch the Glasair II, and it became the II-S with the longer fuselage. Unfortunately they messed up the weight and balance calculations, and discovered the wing needed to be moved aft 1.5 inches, and the horizontal and elevators needed to be longer so the thing wouldn't get squirreley at the end of a flight with the fuel burned off and the CG shifting aft. So, less than 6 months after starting my build, I got a letter saying that my horizontal/elevators were too small and I'd need to move the wing aft.

Other than the wheel pants, the only thing I'd finished was the horizontal, and the elevators were within days of being completed. Bummer!!

At Oshkosh that year ('92) the president of the company faced a bunch of not-real-happy customers, and made things worse when he told us they couldn't afford to replace the horizontal/elevator kits and we'd have to buy the fixes from the factory. I commented to the guy next to me; "If they want to stay in business, they can't afford NOT to do the right thing by their customers."

So they hung 188 builders out to dry, while at the same time developing the Glas-star, which ultimately became the Sportsman. They subsequently went belly-up, and the assets were purchased by another gentleman who owned the company for a time then sold it to a Chinese outfit. Today the company called Glasair only sells Sportsmen, and if you want to buy a Glasair kit you have to go to another company, so you can't buy a Glasair from Glasair.

In my case, I bellied up to the bar and bought the bigger tail feathers, along with the wing move kit, and the airplane flies great in all possible CG configurations. It was one of the things I spent a bunch of time on during the Phase 1 testing period. Because of the wing move, all of the CG stations listed in the original data from the factory were off. So Jeff Paris and I borrowed a set of scales and re-calculated all of the stations when we did the weight and balance calculations. You have questions about W&B? I'm your guy.

When did you start building, how many hours, and when was the first flight?

The BIG BOX came in the door on 12/04/1991. I will send a picture of the thing hanging off the back of a Jerr-Dan car hauler/tow truck in the snow storm. I did not keep track of the number of hours in the build. Had to be in the thousands. First flight was 11/04/2013. 21 years and 11 months to the day after the BIG BOX arrived.



The Big Box Arrived December 4th 1991



Greg Kessel Checks the Horizontal Stabilizer Pre-closing



Phil Hazen spreading Resin



Whit and Dave brushing resin



Jeff Paris working on the Weight and Balance



Mounting Engine with Don Sims from EAA 44 and Carl Falkowski Jr

September Mystery Plane “The Galloping Ghost” - Wikipedia

The Galloping Ghost was built as a P-51D-15-NA, Army Air Force serial number 44-15651. It was later classified as surplus stock and offered to the public for around \$3,500 (\$46,600 today). Around that time, Steve Beville and Bruce Raymond were looking to compete in the National Air Races in Cleveland, Ohio, that were to be held in September. Beville was able to secure the aircraft from the WAA on July 22, 1946. The aircraft was the last to be sold to the public.

Beville and Raymond registered the plane as NX79111 and named it The Galloping Ghost after football star Red Grange. Raymond piloted the aircraft in its first race, the 1946 Thompson Trophy. Raymond took fourth place on the closed-course track, winning \$3,000. The following year, Beville piloted the aircraft in the Kendall Trophy race. He broke the record for fastest closed-course speed on August 31, 1947, with 384.6 miles per hour, breaking the record of 374 mph set by Alvin "Tex" Johnson in the Thompson Trophy race the previous year, winning \$2,500. Beville also raced for the 1947 Thompson Trophy, taking fourth. For 1948, Raymond raced in the Sohio (taking fourth), Thompson (second) and Tinnerman (first) Trophies. He won the Tinnerman by less than a second, taking \$3,150 and earning a total of \$11,850 for all three races. In 1949, Beville raced in the Sohio and Thompson Trophies, taking fourth for both and earning a total of \$3,700.

In 1963, the aircraft was purchased by Dr. Cliff Cummins as a stripped hulk. He restored the aircraft and had it modified for racing, included the addition of a lower-profile canopy and reducing the wingspan four feet. He first raced it at the Reno Air Races in 1969 as Miss Candace (named after his daughter) race number 69. At the 1970 races, he suffered an engine failure and landed short of the runway, damaging the aircraft.

The aircraft was rebuilt again, this time with a very small canopy taken from a Formula One air racer and a smaller belly cooling scoop. In this configuration, Cummins first raced the aircraft in 1972. In 1973 he qualified the airplane in the third position for the Unlimited Class Gold Race and he took second place behind Lyle Shelton's winning Bearcat. He did win the 1976 National Air Races at Mojave, California, with a speed of 422 miles per hour. After racing the aircraft for several years with limited success, he sold the aircraft in 1979 to Wiley Sanders of Sanders Truck Lines.

Sanders renamed the aircraft Jeannie, after his wife. The aircraft was rebuilt with an eye to weight reduction. In the end, 600 pounds were removed from the airframe. Roy "Mac" McLain flew the aircraft in 1979 at the Reno Air Races. Shortly before the 1980 air races, the aircraft was damaged in a crash at the Van Nuys Airport. In a frantic effort, the aircraft was rebuilt and again flown by McLain, winning the Gold Race at Reno just days later. At the 1981 Reno Air Races, Skip Holm piloted the aircraft to victory in the Unlimited Class Gold Race. The following year, the aircraft suffered an engine failure and did not participate in the Gold Race.

The aircraft was sold to Jimmy Leeward in 1983, shortly after the aircraft's wing span had been reduced another six feet. After an engine failure at the 1989 Reno Air Races forced Leeward to land the airplane on a dirt road, the aircraft did not appear at the races between 1990 and 2009.

In 2011, Leeward flew the aircraft again in the Reno Air Races. On September 16, 2011, The Galloping Ghost crashed into spectators at the races, killing Leeward and 10 spectators and injuring 69 others.

The aircraft had just rounded the last pylon when it pitched upward and then went inverted. While inverted, the plane suddenly pitched downward towards the ground and grandstands, crashing into the box seating area in front of the grandstands.

The NTSB examined whether the loss of a component of the tail played a role in the crash of The Galloping Ghost. News reports included a photograph taken right before the crash while the airplane was inverted show a missing left elevator trim tab.

In the NTSB investigation report, the cause was attributed to extreme pitch-up to 17 g+ caused by the loss of the port elevator trim tab due to wear in the trim tab mounts, exacerbated by lock-nuts on the mounting bolts losing their self-locking ability due to use past their normal life.



*The left elevator trim tab falls away from The Galloping Ghost.
(Julia Kirchenbauer, from NTSB Accident Brief AAB-12/01)*

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News around the Globe

Darrin Kenney in the Tailwind

Here is proof that a sixty something year old design powered by a 160 hp Lycoming can go like stink.

This screenshot from FLYQ EFB was taken while Darrin was at the controls of Earl's Tailwind flying around the Gaines Valley airfield.

We were having a grand old time tearing holes in the sky running in the rebuilt engine.



Ruben Alconero

Exciting news from Ruben is there is now a Super Decathlon based at KROC which is available for upset recovery and aerobatic instruction.

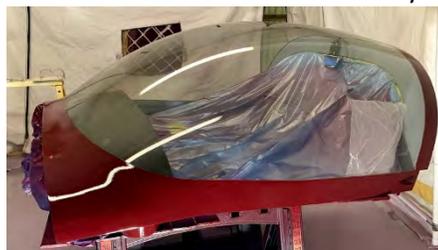
Details will be available soon.

It wasn't just a Super Day because we flew a Super Decathlon 700 miles home, it was a Super Day because this beautiful bird will very shortly be a part of Tango Whiskey Aviation based out of KROC and offer some specialized flight training not currently offered in the area. We look forward to sharing more details later and keeping you in the loop 🙄👨🏻🌭✈️



Editor

The longest RV paint job on record is almost complete. Next task is assembly. Remind me never to use water borne paint next time. Twice bitten three times shy.



Send articles to newsletter@eaa44.org.

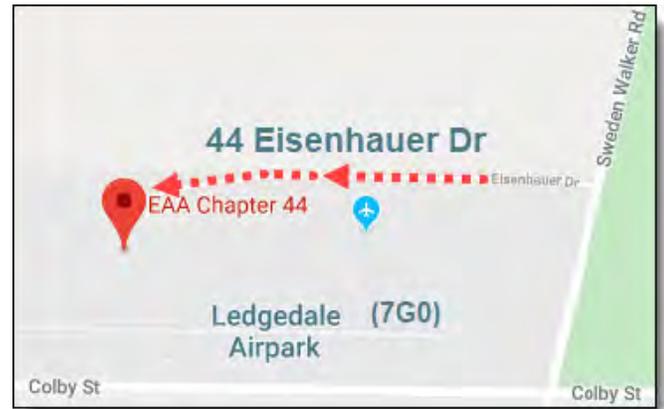
Chapter 44 Monthly Activities

All activities take place at the Sport Aviation Center (SAC) and are free and open to the public

Check the [website](#) for scheduled activities already there

Sport Aviation Center

44 Eisenhower Dr. 14420
Brockport's Ledgesdale Airpark (7G0)



Stunning cloud formation in the Sierra mountains south of Reno Nevada

His Day in Aviation

26 September 2008: Yves Rossy flew across the English Channel, 22 miles in 13 minutes, using his jet-powered wing. At 8,000 feet over Calais he jumped from an airplane and aimed for the cliffs of Dover. His only means of steering was by moving his head. After flying at speeds of 120 miles per hour, he parachuted to the ground at Dover.

Rossy was born in the Swiss canton of Neuchâtel in 1959. He served as a fighter pilot in the Swiss Air Force, where he flew Dassault Mirage IIIs, Northrop F-5 Tiger IIs, and Hawker Hunters. He piloted Boeing 747s for Swissair, and later for Swiss International Air Lines.

Rossy developed and built a wingsuit system comprising a backpack equipped with semi-rigid aeroplane-type carbon-fiber wings—with a span of about 7.9 ft —powered by four Jetcat P400 jet engines, modified from large kerosene-fueled model aircraft engines.

He was quoted as saying: "The idea is to have fun, not to kill yourself"



Reno Bonus Pictures - Editor



Miss America a perennial participant



Push the engines to hard and they break



RV-8 With a Lycoming O-540 installation



Elliot Seguin flew this Swearing SX-300 "Wasabinought"



STOL drag participant



Car towing a Cassutt back to the pits



North American Rockwell OV-10 Bronco



Spitfire on static display