



# Mitchell, SD to Oshkosh, WI

**JULY 24** 2016

**19<sup>TH</sup> ANNUAL** CROSS COUNTRY AIR RACE



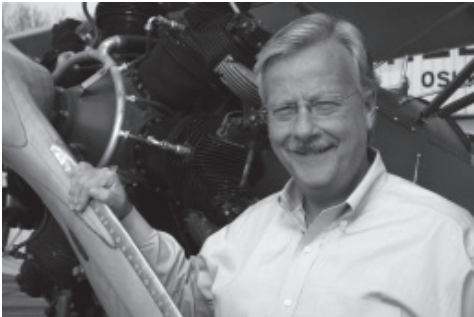
**airventure cup**  
CROSS COUNTRY AIR RACE

**OPEN TO ALL TYPES OF AIRCRAFT**  
Whether you fly a Turbine Legend a Cherokee or a TCraft, the AirVenture Cup is the most fun way to get to Oshkosh.

VISIT US ONLINE

[www.airventurecuprace.com](http://www.airventurecuprace.com)





To all AirVenture Cup participants:

I wish all of you the best in this year's race and welcome you to EAA AirVenture Oshkosh 2016, the "World's Greatest Aviation Celebration." Air racing has a history almost as long as aviation itself. The AirVenture Cup is an opportunity to showcase the safety and variety of aircraft in a fun way with fellow aviators.

Special thanks go to all of the volunteers who make this event possible, whether they are the volunteer organizers or those in the communities where the race begins and finishes. Those volunteers are dedicated to making your experience the best possible one for you.

The AirVenture Cup is a traditional kickoff event for all the activities that take place at Oshkosh each year. We encourage you to stay for the entire week of activities, entertainment, and fellowship. AirVenture is aviation's family reunion and we're glad you're a part of it.

Best regards,

A handwritten signature in black ink, which appears to read 'Jack'.

Jack J. Pelton  
EAA Chairman of the Board

## VISIT US ONLINE

[www.AirVentureCupRace.com](http://www.AirVentureCupRace.com)

FOR:

More information about the AirVenture Cup, what class your aircraft would race in, the history of the event, photos and videos of our racers, or to join our mailing list. Applications for the 20th annual race will be available in early spring 2017.

Participants, Volunteers and Race Fans:

Welcome to the 2016 AirVenture Cup Race! Whether you are a race veteran, a first time participant, one of the many volunteers that makes this event happen or one of the fans who have been so supportive of the sport of cross country air racing, I thank you for being a part of this year's race. This year marks the 19th running of the AirVenture Cup. Many of our race staff members have been involved from the beginning and several of the participants this year are 10 and 15 year veterans, as well. It is hard to believe we have been at this nearly 2 decades already.

Like most of the racers, I am excited to be back in Mitchell, SD again this year. When we tried the first "West to East" Race from Mitchell in 2008 we knew we had found a great location to start the event. A big thank you to the staff at Wright Brothers Aviation and the City of Mitchell for their support in making this event possible.

Additionally, we are pleased to have the support of the Owatonna, MN airport. This is the first year we will be going to Owatonna, serving as our no penalty fuel stop and turn point.

This year we are going to have the finish line at the Taylor County Airport in Medford, WI and then recovering the race in Wausau, WI.

Back in 2014 we moved the finish line to Wausau, WI, and they have done an excellent job for the past 2 years. thanks to the Wausau Downtown Airport, Wausau Flying Service and EAA Chapter , who have graciously stepped up to host the Finish Line for the Race this year. Their help is greatly appreciated.

Wherever you are taking part in this year's race, as a participant, volunteer, or spectator I hope you enjoy it.

Enjoy the Race!



Eric Whyte  
Chairman, 2016 AirVenture Cup Race



## EXPERIMENTAL

Any Experimental Category Aircraft :

<b>TURBINE</b> with a turbine engine, unlimited SHP (Shaft Horse Power). Class winners in both Fixed and Retractable gear.	<b>UNLIMITED</b> with a displacement greater than 1,000 cubic inches. Class winners in both Fixed and Retractable gear.	<b>SPORT</b> with a normally aspirated engine with a displacement of 1,000 cubic inches or less.	<b>SPORT FX</b> with a 540/550 cubic inch displacement normally aspirated with Fixed Landing Gear.	<b>SPORT FX-T</b> with a 540/550 cubic inch displacement forced induction with Fixed Landing Gear.
<b>SPORT SX</b> A division of the Sport Class for the Swearingen SX-300 aircraft.	<b>ROCKET F1</b> A division of the Sport Class for the F-1, EVO Rocket, Harmon Rocket II etc. Normally aspirated	<b>SPORT MCT</b> A division of the Sport Class for the Multi Engine Centerline Thrust Defiant.	<b>FORMULA RG BLUE</b> with a displacement of 360 cubic inches or less, normally aspirated, with retractable landing gear.	<b>FORMULA RG RED</b> with a displacement of 320 cubic inches or less, normally aspirated, with retractable landing gear.
<b>FORMULA FX BLUE</b> with a displacement of 360 cubic inches or less, normally aspirated, with at least two fixed landing gear.	<b>FORMULA FX RED</b> with a displacement of 320 cubic inches or less, normally aspirated, with at least two fixed landing gear.	<b>FORMULA RV GOLD</b> Open to any Van's RV-series aircraft powered by an engine over 360 cuibic inches, or with forced induction.	<b>FORMULA RV BLUE</b> Open to any Van's RV-series aircraft powered by an engine of 360 cubic inches or less, normally aspirated.	<b>FORMULA RV RED</b> Open to any Van's RV-series aircraft powered by an engine of 320 cubic inches or less, normally aspirated.
<b>BIPLANE BLUE</b> with two main lifit-ing wings (tandem included), 360 cubic inches or less, normally aspirated.	<b>SPRINT T CLASS</b> with an engine displacement of 240 cubic inches or less, forced induction.	<b>SPRINT CLASS</b> with an engine displacement of 240 cubic inches or less, normally aspirated.	<b>SPORTSMAN T</b> using a VW or Corvair turbo/super-charged (any forced-induction) engine conversion	<b>SPORTSMAN</b> using a VW or Corvair normally aspirated engine conversion

## PRODUCTION

Any Factory-Built Aircraft :

<b>TWIN2</b> twin-engined aircraft with 200 to 279 HP per engine, normally aspirated.	<b>TWIN3-T</b> twin-engined with 100 to 199 HP per engine, turbo/super-charged (any forced-induction).	<b>FAC1RG</b> with 280 HP and above, normally aspirated with retractable landing gear.	<b>FAC3RG-T</b> with 200 - 239 HP, turbo/super-charged (any forced-induction), with retractable landing gear.	<b>FAC3RG</b> with 200 - 239 HP, normally aspirated with retractable landing gear.
<b>FAC4FX</b> with 200 - 239 HP, normally aspirated with fixed landing gear.	<b>FAC5</b> with 130 - 179 HP.	<b>FAC6</b> with less than 130 HP	<b>VINTAGE</b> Includes aircraft manufactured prior to August 31, 1945.	<b>LIGHT SPORT AIRCRAFT</b> Any Experimental or ASTM compliant light sport aircraft.

This listing of race classes only represents the entrants in the 2016 AirVenture Cup. We have a class for all aircraft. If we get 3 or more of any type, we can create a type class as well. For a complete listing of classes, please visit our website. [www.airventurecuprace.com](http://www.airventurecuprace.com)



007

## RENE DUGAS

### TURBINE LEGEND

The Turbine Legend "007" is one of about 20 flying Legend aircraft in the world. It is constructed of carbon fiber honeycomb composite from a kit sold by Turbine Legend Aircraft, INC. in Winnsboro, LA. Rene' has about 330 hours in the plane that was completed in 2007. A new dual Dynon SkyView panel was installed two years ago. It is Dynon's only turbine installation and Rene' and his partner Lanny Rundell have worked extensively with Dynon to produce an elegant functional panel with traffic, weather, and coupled approach autopilot with redundancy. The plane took 3 years to build. It is delightful to fly stalling at 68 knots straight ahead clean. It accommodates big smooth aerobatics very well having tested the airframe to 8.3 G's. On nasal oxygen Rene' usually flies at 17,000 ft. burning 34 gallons/hr. TAS 290 kts. It climbs at 5500 ft/min and descends even faster. Truly a delightful aircraft to fly. Rene' Dugas is a retired head & neck surgeon and commercial instrument rated multiengine pilot. Dr. Dugas has been flying for 20 years and has completed 2 experimental aircraft projects-a Velocity XLRG and this Turbine Legend. Rene' flies for pleasure as well as a contract commercial charter pilot. He races for pleasure and competition. Donna is his wife of 40 years and together they have 2 children with 4 grandchildren. Rene' also races in the SARL when possible and enjoys the fellowship of other pilots and racers. Rene' is always happy to share a story or two. He is a Cajun ambassador of aviation and active in his local EAA Chapter and in Young Eagles programs and is a new Texan.



Registration: N95007

Top Speed: 300 MPH

Range: 900 SM

Fuel Capacity: 136 Gal

Engine: Walters 601D

Horsepower: 730 HP

2015 AVC Speed: 318.16 MPH



32

## MIKE PATEY

### TURBULENCE

Race #32 is a highly modified, one of kind, Lancair Legacy, its name is "TURBULENCE". This is the 1st Lancair Legacy PT6A that is turbine powered. Last year, it raced with 715 HP with 1,624 foot pounds of torque. Some of the many modifications other than the engine are: a custom built larger tail section that now has 31% more rudder, entire fuselage was wrapped with multiple layers of extra carbon fiber, custom wings and wing tips which are now solid, one piece wings with solid front and a solid reinforced rear spar with an extra 6 layers of carbon added, fuel capacity has now increased from 64 to 175 gallons usable jet A, new, all touch screen Garmin panel with forward and rear facing cameras as well as flir vision, a taller landing gear including new nose wheel design which is now 16.5" inches farther forward, a 5 blade propeller and completely newly designed, zero drag, fiber optic landing lights. Over the last year, he has been further improving Turbulence with more mods. AVC 2015, he had no nose gear doors and needed stronger up lock system on the mains. This year, he is hoping to have these new mods completed along with other undisclosed mods in effort to find those often elusive extra few kts. Several other mods have been installed and speeds have increased over the last year on sport air racing league website data results. Michael is multi-engine, instrument, commercial, land and sea with jet type ratings, helicopter/rotorcraft license, as well as aerobatic training. His life revolves around aviation. He has built 8 airplanes and owned a couple dozen certified. Michael currently races the sport air racing league and finished his 2014 season, in the unlimited category, undefeated. Michael regularly goes up on Search and Rescue call outs in his helicopter. He is a volunteer sheriff, donating his time, chopper, and airplanes to rescue missing victims of cliff falls, avalanches, lost, and capsized craft throughout the Rocky Mountain ranges and lakes.



Registration: N707MM

Top Speed: Unknown

Range: 1,840 SM

Fuel Capacity: 175 Gal

Engine: Pratt &amp; Whitney PT6

Horsepower: 700+ HP

2015 AVC Speed: 318.63 MPH



104

## MARTY ABBOTT

### TURBINE LEGEND

This Turbine Legend currently holds the record for the fastest speed in AVC history, 401 mph, set by Marty in the 2010 race. The Turbine Legend is powered by a souped up Garrett Dash 10 built by Marty and team in Calgary. This plane has won all races it has entered to date. The Legend will cruise quite nicely at FL200 and 383 KTAS. Marty is a retired Royal Canadian Air Force pilot, and flew a number of airplanes during his career, including his favorite the F-104. His race number is a tribute to his time in the "missile with a man in it"



Registration: C-GUTT

Top Speed: 460 MPH

Range: 1,000 SM

Fuel Capacity: 160 Gal

Engine: Garrett Dash 10

Horsepower: 1,200 SHP

2015 AVC Speed: 357.46 MPH



11

## BARRY WOODS THUNDER MUSTANG

The Thunder Mustang is a replica of the North American P-51 Mustang, the famous fighter of WWII. Unlike the original, this Thunder Mustang is built of composite materials and powered by a custom built Falconer Engine, which was designed and built specially for the airplane. The P-51 Co. Ltd. Thunder Mustang is a rare aircraft. Not many Thunder Mustangs were manufactured. This aircraft is a spectacular performer and will be bearing a new paint scheme for AirVenture. Barry has been flying for 53 years. He started flying jets at age 60 and flew them professionally worldwide for 12 years. This will be Barry's 3rd AirVenture Cup Race. In the last 2 AVC races Barry has placed 2nd and 3rd.



Registration: N51WY

Top Speed: 390 MPH

Range: 600 SM

Fuel Capacity: 102 Gal

Engine: Falconer V12

Horsepower: 640 HP

2015 AVC Speed: 309.5 MPH



352

## JOHN PARKER THUNDER MUSTANG

John Parker is flying a Thunder Mustang Race # 352. Blue Thunder is a Thunder Mustang--an all-composite, kit-built aircraft manufactured by the Thunder Builders Group. The Thunder Mustang is a 3/4 scale version of the World War II-era North American P-51D Mustang. Blue Thunder was built over an 18 month period by American Air Racing with one goal: AIR RACING! The Thunder Mustang was chosen because it is the most powerful and fastest piston-powered kit aircraft available. Thunder Mustangs outperform even jet and turboprop kits below 10,000 feet MSL! Once you have had any contact with a Thunder Mustang, it will affect you for the rest of your life. Three-time Formula One Champion, John Parker, has dedicated his life to air racing, with the indulgent support of his wife Jan. John started flying for American Airlines in 1965 and soon found himself building engines for Formula One race teams, working as a mechanic at the air races, and assisting racers as a "Speed Merchant". John's passion for air racing quickly turned into a business, and in 1967 John founded American Air Racing. Winning his first Reno Formula One Championship in 1977, John continued to add to his trophy case with Championship victories in 1978 and 1980, and is the current 2015 Sport Class champion. His scratch-built Formula One racer, American Air Racing Special, now resides in the EAA Museum in Oshkosh, Wisconsin.



Registration: N352BT

Top Speed: 400 MPH

Range: 690 SM

Fuel Capacity: 100 Gal

Engine: Falconer V-12

Horsepower: 640 HP

2015 AVC Speed: 323.09 MPH



5

## JAY BEHEL & TIM THIO LANCAIR LEGACY

Race #5, Breathless, is a Lancair Legacy that was built by Andy Chiavetta. The aircraft has gone through and long and careful development and has some aerodynamic tweaks to help improve its speed. The name Breathless came from the airplanes lack of turbochargers. It is one of the fastest normally aspirated Legacys ever built and was raced at Reno by Jay's father, Lee Behel for many years. The airplane was raced in the AirVenture Cup many times by the team of Lee and Jay Behel. This year the airplane is being flown by Jay Behel and Tim Thio. Jay and Tim both have just graduated with their master's degree from UC Davis in mechanical engineering. An AirVenture Cup veteran since 10 years old, Jay has raced with his dad every year since 2000. Lee was tragically killed in an accident in the fall of 2014, Jay added "Breathless is flown in loving memory of my father, Blue skies dad." Tim is a new private pilot; this will be his first race and his first trip to AirVenture.



Registration: N138A

Top Speed: 300 MPH

Range: 1,000 SM

Fuel Capacity: 62 Gal

Engine: Continental IO-550

Horsepower: 300 HP

2015 AVC Speed: 300.67 MPH



184

## CLINTON BEYERLE

### LANCAIR LEGACY

Clinton Beyerle purchased the Legacy in 2011. The aircraft was built by Flightpath Inc., a company based in the Portland, Oregon area. The aircraft currently has 930 hours of operation. Clinton has been flying since 1974; mostly all has been for recreational purposes. This is his first experimental aircraft and he thoroughly loves it as well as all the benefits that come with owning a non-certified airplane. This will be his 1st race. Although he does not consider himself a racer at heart, he is excited to be joining the group at AVC for his first race event.



Registration: N84BZ

Top Speed: 207 MPH

Range: 1,200 SM

Fuel Capacity: 65 Gal

Engine: Lycoming IO-540

Horsepower: 300 HP

AirVenture Cup Rookie



991

## JOHN "RYAN" MORAN

### GLASAIR III

John "Ryan" Moran grew up on a horse farm outside Atlanta in what was then rural Georgia. With family ties to South Florida, Ryan spent much time there growing up and now calls it home. Growing up around horses he naturally lives in Wellington. Ryan enjoys the water and is an avid sailor and free diver. Ryan works in the aviation industry as a pilot.

Breaking Wind (Race 991) is a (mostly) stock Glasair III. Completed in 2001, she sports a 79" McCauley prop mounted to a normally aspirated Lycoming IO-540 with combination electronic/magneto ignition. She has a ram air intake for the induction and inverted fuel and oil. For added stability a ventral fin with extended rudder have been added.



Registration: N991RM

Top Speed: 290 MPH

Range: 1,265 SM

Fuel Capacity: 69 Gal

Engine: Lycoming IO-540

Horsepower: 300 HP

AirVenture Cup Rookie



9

## TONY CRAWFORD

### QUESTAIR VENTURE

Flying Race # 9, a Questair Venture, is Tony Crawford. The Questair was built by Arlon Guinn of Smithfield, SC. The gear on the plane has been modified to a fully fixed gear. Tony is from the Spruce Creek Fly-In community. He has been flying for over 50 years, has flown to Alaska and through many of the western states. Tony is a flight instructor in both helicopters and airplanes. Tony has raced this Questair Venture multiple times in both the AirVenture Cup and Reno. At Reno he has finished from 2nd Silver to 4th Gold in 4 different years. To date, his fastest speed in the AirVenture cup was 304 MPH. This will be Tony's 11th AirVenture Cup. Tony is unique among the race pilots in that he is rated to fly, airplanes, helicopters, gliders and even hot air balloons.



Registration: N707MM

Top Speed: 240 MPH

Range: 650 SM

Fuel Capacity: 50 Gal

Engine: Continental IO-550

Horsepower: 280 HP

2015 AVC Speed: 259.22 MPH





57

## BILL BEATON & RALPH INKSTER

### HARMON ROCKET II

This 1998 Harmon Rocket II was built by Gary Banducci of Bakersfield, CA and acquired by Bill in 2007. For the past 800 hours, the Rocket has been Bill's chariot for crossing North America and parts of Mexico. In 2012, Bill participated in the Sport Air Racing League and found some early success in the Sport FX. In the past four years over 50 performance modifications have been made including adding an 80" blended airfoil prop, prop extension, a supercharger and a custom-carbon cowl in 2014. The customized Lycoming SEO-540 engine now has full electronic direct-port fuel injection and dual electronic ignitions, all tuneable from the cockpit. When required for maximum performance, the engine also automatically ingests up to 7 gph of water/methanol. September 2016 will be the third year of participation in the Sport Class of the Reno Air Races. This will be the 1st Air Venture Cup for the Canadian Griffin Air Racing team, pilot Bill Beaton and crew chief Ralph Inkster, but just one of many memorable Oshkosh visits.



Registration: N91LH

Top Speed: 280 MPH

Range: 700 SM

Fuel Capacity: 56 Gal

Engine: Lycoming SEO-540

Horsepower: 400 HP

AirVenture Cup Rookie



10

## KEITH PHILLIPS

### SX300

Race #10 is a Swearingen SX-300, 1 of 3 airplanes built by its owner and pilot. Keith Phillips purchased the kit that would become Race #10 in 1985. This plane won Best Workmanship Award at Sun N Fun and AirVenture 1999 and currently has over 1,450 hours of flight time. Keith has flown it coast to coast and has led 3 groups of SXs to Alaska. Keith has been flying for over 50 years and he has flown in all but one AirVenture Cup. He is a former USAF fighter pilot and has worked as an Aerospace Consultant. Keith is president EAA Chapter 288 in Daytona Beach, FL, and one of the flight leads of the Spruce Creek Gaggles Flight. Additionally, Keith is on the Homebuilt Aircraft Council for the EAA. Besides the SX-300 he built a Tailwind and the Pitts Model12.



Registration: N53SX

Top Speed: 300 MPH

Range: 1,000 SM

Fuel Capacity: 66 Gal

Engine: Lycoming IO-540

Horsepower: 315 HP

2015 AVC Speed: 293.14 MPH



15

## DAVID & DIANA BALDWIN

### SX300

David purchased the SX in late 2014, which was completed by John Foneville in 1996. The aircraft has a stock IO-540 producing 300hp. David has been flying since 1975. Most of his flying has been recreational and now that he has moved to Spruce Creek that has virtually become a profession in itself. David recently bought his first experimental plane and is thoroughly enjoying the performance and "experimental" benefits having only owned certified aircraft. Flying copilot is his wife Diana. She enjoys their flying adventures and is looking forward to the race. This will be the 2nd race and they are excited to be traveling with a great group of friends from Spruce Creek, FL.



Registration: N5SX

Top Speed: 322 MPH

Range: 1,000 SM

Fuel Capacity: 66 Gal

Engine: Lycoming IO-540

Horsepower: 300 HP

2015 AVC Speed: 275.71 MPH



30

**HARRY HINCKLEY**

SX300

This SX-300 was built by Tom Dempsey of Odessa, TX and had its 1st flight in June of 1989. Due to a number of circumstances, this plane was relegated to being a hangar queen for a number of years but has been flying again for 11 years now. Harry Hinckley spent most of his free time from junior high through college at airports and drag strips. He has been flying for over 30 years. His first airplane was a Maule and since then has owned a Twin Comanche, Aerostar, Super Viking and the SX-300. Harry has accumulated several thousand flight hours, additional ratings, and most of all, the memories of trips and meeting other aviation minded people around the country. Harry has been involved in automotive, aviation, and real-estate businesses. This is Harry's 11th AirVenture Cup Race.



Registration: N301E

Top Speed: 300 MPH

Range: 700 SM

Fuel Capacity: 66 Gal

Engine: Lycoming IO-580

Horsepower: 330 HP

2015 AVC Speed: 311.99 MPH

42

**JOHN & MELISSA WILSON**

SX300

This Swearingen SX 300, flying as race # 42, is flown by John and Melissa Wilson of Florida. Both pilots, Melissa obtained her private pilot license in her Cessna 150 a couple of years ago. Shortly after getting her license, she placed 1st and got a rookie pilot award in the 2011 Spruce Creek 100. John has been flying for over 29 years in various airplanes including, Citabrias, Cessnas, and the SX-300, with his longest trip being from Dayton Beach to Fairbanks, AK. A retired machinist by trade and car and airplane builder and restorer by hobby, John spent 3 ½ years restoring what started off as a rough SX-300 into what is race #42 today. The plane won Grand Champion Sun and Fun 2014. All restoration paint and body work was done by John including a custom fabricated carbon cowl. Featuring homemade air cooled armrests and custom seats modeled after a Ferrari; this SX is well suited to cross country travel. This will be John and Melissa's 4th AirVenture Cup.



Registration: N42SX

Top Speed: 300 MPH

Range: 900 SM

Fuel Capacity: 77 Gal

Engine: Lycoming IO-540

Horsepower: 300 HP

2015 AVC Speed: 283.78 MPH



60

**JAMES CIANCI**

SX300

This SX-300 based at Spruce Creek, FL was built by Frank Curry between 1985 and 1990 in San Diego, CA and its 1st flight was in August of 1990. This was one of the first Swearingen SX-300 kits available. James purchased N6L in April 2009. Jim is a former Naval Aviator with over 17,000 hours of flight experience. He flew the A-4E Skyhawk light attack aircraft and the A-7E Corsair II aircraft aboard the USS Bon Homme Richard and the USS Coral Sea aircraft carriers. He left active duty in 1973 and joined Delta Airlines, where he flew for 32 years in the B727, B777, B767 B757, MD88 and MD11s. This is his 8th appearance in the AirVenture Cup.



Registration: N6L

Top Speed: 310 MPH

Range: 960 SM

Fuel Capacity: 66 Gal

Engine: Lycoming IO-540

Horsepower: 300 HP

2015 AVC Speed: 271.85 MPH



62

## TUCK & STEVE MCATEE

### SX300

This SX300 was built by JK Kennedy with the help of Keith Phillips and Doug Poli. The project spanned 5 years from the mid-90s to 2000. Most of the work was accomplished at Spruce Creek but a fair share of the metal work was done in Fort Worth, TX where Doug Poli operates his shop. This will be Tuck's 2nd AirVenture Cup. Tuck McAtee has over 4,000 hours in Americas front line fighters, completed 265 combat missions in Vietnam and was awarded 2 distinguished flying crosses and 12 air medals. He graduated from both the USAF Test Pilot School and the USAF Fighter Weapons School where he also served as an instructor at both of these schools. Tuck was a test pilot on a number of programs including the Maverick Missile and F-16 Full Scale Development program. He flew operational tours in the F-100, F-4, F-15 and F-16. He also flew A-7s, F-104s, F-4s and F-16s in Research and Developmental Test and Evaluation assignments. Since retirement, Tuck has owned an RV-6 and an SX300 accumulating over 1,500 flying hours.



Registration: N58SX

Top Speed: 330 MPH

Range: 800 SM

Fuel Capacity: 64 Gal

Engine: Lycoming IO-580

Horsepower: 300 HP

2015 AVC Speed: 277.96 MPH



89

## JIM HOYT

### SX300

This plane was built October 1994 by Gerd B. Bode in Seattle WA. Jim is the fourth owner and purchased this Swearingen SX 300 in April 2016. He is the newest member of the Spruce Creek SX 300 group with approximately 45 hours. Looking to the sky at a young age, he first obtained his pilot license when he was 18 years old. He has been flying small and commercial aircraft for 48 years, with 41 years of service with American Airline as a pilot. Jim has accumulated over 37,000 hours of flight time and holds several aircraft ratings. In addition to his SX, he has owned a Lake Amphibian EP, a Piper Cub, and a Twin Comanche. His SX is his first experimental airplane and favorite.

Jim is looking forward to test the performance of his SX to compare pre and post modifications he plans to make in the near future.



Registration: N89EE

Top Speed: 295 MPH

Range: 850 SM

Fuel Capacity: 66 Gal

Engine: Lycoming IO-540

Horsepower: 300 HP

AirVenture Cup Rookie



14

## BRETT SCHUCK

### ROCKET F1

Race 14 is a Team Rocket F-1 designed by Mark Fredrik and built from a kit. The airplane is powered by a Lycoming 540 that turns out 310 horsepower. Brett bought the plane in Phoenix in November of 2014, where it had been built by David Williams. The pilot, Brett Schuck, a 48 year old, business owner, served in the Navy from 1988-1993 and is a Desert Storm vet. Brett got his private pilot license in 2005 and in 2013 was a rookie at Reno in Biplane classes, he came in 1st Bronze. Brett has 1134 hours in 14 different aircraft, his first multi-engine instruction was in the EAA tri motor. Brett is a married father of 2 with one grandchild. This will be Brett's 2nd AirVenture Cup race.



Registration: N59PM

Top Speed: 230 MPH

Range: 700 SM

Fuel Capacity: 52 Gal

Engine: Lycoming IO-540

Horsepower: 260 HP

2015 AVC Speed: 223.58 MPH





39

## JOHN ANDERSEN TEAM ROCKET F1

Race #39 is an F1 Rocket built by John Andersen of Kenosha, WI over a 6 year period. It was 1st flown on the 103rd Anniversary of Powered Flight; the airplane was built completely stock per the plans. The project was started in the John's basement and then moved to the garage before making the trek to the airport where it was completed. The journey from the house to the hangar was unique in that it was made with the help of a police escort. During the ride, John sat in the cockpit and like every homebuilder made airplane noises as he was pulled by a vehicle to the airport 3 miles away. This year will mark 10 years of flying his machine and also taking it to Oshkosh for the fly-in. Also this year at Oshkosh, John will have attended this event 40 years in a row!....This past year John did a few upgrades to his machine like installing a different windshield and built some different wing tips. John is a corporate/charter/air ambulance pilot, and is also rated as a Flight Instructor. He also jokes and says, he has a real job and that is being an IT director for the company he works for. This is John's 6th AirVenture Cup Race.



Registration: N39EJ

Top Speed: 250 MPH

Range: 800 SM

Fuel Capacity: 52 Gal

Engine: Lycoming IO-540

Horsepower: 260 HP

2015 AVC Speed: 227.93 MPH



14A

## WAYNE HADATH ROCKET F1

Race #14A is currently ranked the Fastest Rocket in the Known Universe for 2016. Wayne has been a private pilot since 1990, he has been racing recreationally since 2007. Wayne has raced with both SARL and the AirVenture Cup. He has a 1st place in his class and 3rd overall in the AirVenture Cup. Wayne's other planes include a Cessna 150, RV 10, and a Pitts S2E.



Registration: C-FAUH

Top Speed: 245 MPH

Range: 1,150 SM

Fuel Capacity: 52 Gal

Engine: Lycoming IO-540

Horsepower: 260 HP

2015 AVC Speed: 243.26 MPH



21

## HARRY MANVEL & DOUG KOURI DEFIANT

Harry Manvel will be flying his Rutan Model 40 Defiant in his 4th AirVenture Cup. Harry has his multi instrument rating, and recently received his seaplane rating at Jack Browns. He has been the president of Manvel Machinery since 1981. He has flown 2HM from Utah to Boston to Key West to San Antonio and all points in between. He has modified the outboard ailerons, an all glass panel version 3.0, and has 2 new Titan engines. Harry flew the AVC in 2003 slowly and then again in 2012, out of Mitchell where he took 1st place in the Sport MECT class. Harry began construction of the Defiant in 1985, his first flight was in 2000, and won outstanding workmanship at AirVenture 2001.



Registration: N2HM

Top Speed: 223 MPH

Range: 1,200 SM

Fuel Capacity: 118 Gal

Engine: 2x Titan O-320

Horsepower: 167 HP

2014 AVC Speed: 212.61 MPH





403

## JIM & JEFF RODRIAN

### DEFIANT

Jim Rodrian built this Defiant in his garage, home workshop and hangar over a period of 25 years, completing it in February 2010. N403R won the Bronze Lindy for Plans Built Category at Oshkosh 2010. It was his first start to finish aircraft project. Jim learned moldless composite construction techniques building a Long-EZ fuselage and canard prior to starting his Defiant project. Deviations from the standard plans include a gull wing door rather than a full opening canopy and down-draft cooling rather than up-draft cooling on the rear engine. Jim is president of Elsyn, Inc., an electronic design house that provides turn-key (concept to production) microcontroller based product development services. He holds 15 US patents and numerous foreign patents as a result of his innovative designs. Jim's co-pilot is his son Jeff. Since achieving his Pilot's license at the age of 17, Jeff has been immersed in aviation with a focus on creating revolutionary UAVs and technologies necessary to drive forward aeronautics. Currently he is a Program Director of Advanced UAV Developments and has overseen the development and flight testing of several revolutionary UAVs for wide range of mission capabilities.



Registration: N403R

Top Speed: 210 MPH

Range: 985 SM

Fuel Capacity: 104 Gal

Engine: 2x Lycoming O-360

Horsepower: 180 HP

2015 AVC Speed: 233.22 MPH



38

## MARK QUINN

### LANCAIR 360

Race #38 was built on the weekends over a period of 8 ½ years by Mark Quinn of Port Orange, FL. The 1st flight was August of 2007. Mark made a few modifications including extending the fuel tanks to the wing tips, burying the wingtip lights in the tips, as well as hiding all antennas in the tips and vertical areas. This is one of the few Lancair 360s built from carbon fiber. Mark has been a private pilot for over 35 years. He enjoys racing and flying formation on the weekends plus helping other builders with their homebuilt projects. Mark works as an industrial engineer and flies 46 weeks a year for his job. Mark also has an A&P license from a previous job where he used to repossess airplanes. This is Mark's 8th AirVenture Cup.



Registration: N3QU

Top Speed: 265 MPH

Range: 1,000 SM

Fuel Capacity: 55 Gal

Engine: Superior IO-360

Horsepower: 180 HP

2014 AVC Speed: 254.12 MPH



96

## JOSEPH & EILEEN CZABARANЕК

### LANCAIR 360

This Lancair 360 is flown by Joseph and Eileen Czabaranek. It was built by Roger Helmer of Erie, CO and first flown in 2003. Since 2011 the Czabaraneks have enjoyed the efficiency and speed of this little aircraft, using it to travel between Wright Patterson AFB, OH and Eglin AFB, FL in well under three hours and once completing a round trip from KFFO (Huffman Prairie) and KFFA (Kitty Hawk) on a single tank of gas. They've visited the Bahamas on several occasions and often use the plane to escape North Florida for rougher terrain to the North & West. Joseph is an aeronautical engineer serving as a test flight commander at Eglin AFB, and Eileen is a mission instructor pilot at Hurlburt Field, FL and a First Officer with Delta Airlines. This will be their 1st venture into air-racing after 5 years of flying the Lancair 360. Joseph is currently building a Lancair IV and they both look forward to many years of fun with this community.



Registration: N424DH

Top Speed: 238 MPH

Range: 1,500 SM

Fuel Capacity: 52 Gal

Engine: Lycoming IO-360

Horsepower: 195 HP

AirVenture Cup Rookie



142

## WESLEY & ALEX PARKER

### LANCAIR 360

This Lancair 360, will be flying this year's AirVenture Cup Race as # 142, and will be flown by the father and son team of Wesley and Alex Parker. Wes is a Commercial, Multi Engine, Instrument pilot with an A&P license, while Alex is a medically retired Marine with Commercial Helicopter pilot rating working toward his helicopter instrument, and CFI ratings.

The Lancair 360 they will be racing is a relatively new acquisition that has spent the past winter being fine tuned, to tweak out every last knot of airspeed. It was recently upgraded to a glass cockpit complete with ADS-B in/out.

This is the second experimental aircraft for the Parker family, the first being a Zodiac 601XLB.... while the Zodiac was a very nice airplane, we missed the addiction to speed and performance. So... when they were approached to trade the Lancair for the Zodiac, they jumped on it. After flying experimental for the past years....they will never go back to certified.



Registration: N360KL

Top Speed: 235 MPH

Range: 1,050 SM

Fuel Capacity: 53 Gal

Engine: Lycoming O-360

Horsepower: 180 HP

AirVenture Cup Rookie



465

## CHRIS KYLER & DON EMMONS

### GLASAIR IIRG

Race #465 is a Glasair 2RG built by Bill Dunbar in 1995. It won Reserve Grand Champion at Sun-n-Fun in 1995 and Champion Kitbuilt at Oshkosh in 1996. Race 465 is owned by Chris, a retired major from the US Marine Corps. Chris flew the AV8B Harrier and the T-45 Goshawk while serving. Currently he is a Contract Maintenance Test Pilot for the U.S. Navy flying the T-45 Goshawk. Chris has been married for 28 years and has 2 children and 2 grandchildren. Flying co-pilot is Don, a retired Colonel with the US Air Force where he was a B-52 Radar Navigator and a SR-71 Reconnaissance Systems Officer. Don belongs to several units of the Commemorative Air Force and enjoys the camaraderie and common goal to keep WWII aircraft flying. Don volunteers at various airshows which is his greatest pleasure, he enjoys all the people he gets to meeting within the flying community.



Registration: N465

Top Speed: 200 MPH

Range: 650 SM

Fuel Capacity: 49 Gal

Engine: Lycoming IO-360

Horsepower: 180 HP

2014 AVC Speed: 207.41 MPH



777

## CRAIG SCHULZE

### LANCAIR 360

Craig Schulze is the founder and creator of Skybolt.net, a software company which provides talent agents with the finest talent management software available. He is an extreme aviation enthusiast; his blood cells are actually airplane shaped. Craig has been building model airplanes since he was 3 and got his first flight when he was 6. He bought his first airplane in 1993. In 2005 he thought if he could build model airplanes then why couldn't he build a real one. In 20 short months he built a composite race plane that won Bronze at Air Venture in 2007 and then Grand Champion in 2008. In his first Air Venture cup race at the controls of Race #777, he won first place in 2010 and again in 2015. This will be his 6th AirVenture Cup race. Craig has built several other Lancairs since, and was the first to ever put a real A/C unit in a Lanciar 360. He is currently building a 1930s-era radial powered vintage racer of his own design.



Registration: N117CM

Top Speed: 275 MPH

Range: 1,100 SM

Fuel Capacity: 44 Gal

Engine: Lycoming IO-360

Horsepower: 200 HP

2015 AVC Speed: 243.13 MPH



24

## BOB JAMES

### LANCAIR 320

Flying this award winning Lancair 320 is Bob James. This aircraft was completed in 1999 after 7 years and 6,000 hours of labor. Since its completion it has won Champion Kit awards at AirVenture 1999 and Arlington 2000. In addition to workmanship awards, Bob and the Lancair hold 2 world speed records, set over a course from Dallas, TX to Roswell, NM at a speed of 216.45 MPH, and the reverse course speed of 230.11 MPH. Bob, a commercially rated pilot, has been flying for 45 years with over 3,000 hours of flight experience. He is a retired Chief Human Resources Officer for a Fortune 500 company and currently does consulting on leadership development and executive coaching. This is Bob's 3rd AirVenture Cup; in both previous races he took 1st place in the Formula RG Red class and set a class record of 238.04 in 2014.



Registration: N324C

Top Speed: 235 MPH

Range: 850 SM

Fuel Capacity: 42 Gal

Engine: Lycoming IO-320

Horsepower: 160 HP

2015 AVC Speed: 238.04 MPH



59

## ALLEN KITTLESON

### MUSTANG II

Allen's Mustang II is definitely a work in progress... and so far the major part of the progress started at the prop spinner and has only gotten as far as the firewall! It's been flying for a number of years and this year he hopes get it to Oshkosh via the Airventure Cup. It looks like a lot of fun! Maybe next year Allen will have in place the other modifications which include a complete relofting of the top of the airplane from firewall to vertical fin. For some, factoring in the large race numbers may be a challenge for a nice paint scheme. Allen doesn't have that problem...the numbers ARE the paint scheme.

Allen just likes flying, and has had the passion since he began in the mid 1970's...back then, he figured if he was going to continue to do it, he'd better get rich, quickly...or do it for a living... well, he didn't get rich...So years later he is fortunate to do it as both a hobby and a profession. Wishing everyone a fun, safe time.



Registration: N125WM

Top Speed: 210 MPH

Range: 900 SM

Fuel Capacity: 48 Gal

Engine: Lycoming IO-360

Horsepower: 200 HP

AirVenture Cup Rookie



61

## JOE CORAGGIO

### GARAGGIO EZ

Race 61 is a modified Long Ez called the Garaggio Ez. Of the many modifications, most notable are blended winglets, O-360 powerplant, long nose, and custom cowl with belly NACA induction and armpit cooling. The airplane took 8.5 years to build starting from an abandoned project. The airplane was built knowing it was to fly in the AirVenture Cup, so attention was given to making it fast. The airplane is named Betty.

Betty had her first flight Nov 2, 2015 and the phase 1 flight testing was flown (without heat) in Minneapolis between Nov and February. After phase 1, Betty and Joe have been on their victory tour. They have already flown over 3,500 miles together with the major stops in Ft. Worth, Phoenix, Mojave, Denver, and Oshkosh. The highlight of the victory tour was when Joe got to give his 89 year old grandfather a ride in Betty. Followed closely by winning an award at the Mojave Experimental Fly In for "Best Build."

Joe has been a pilot for over 20 years. He got his start young at the age of 12 when AirVenture Cup Founders/volunteers Eric Whyte, Erik Anderson, and Ken Whyte were running an aviation day camp for kids and he got his first Young Eagle ride. Since then he has become an Airline Transport Pilot flying the Airbus 320 series for a major US airline. This will be Joe's first race.



Registration: N1614J

Top Speed: 220 MPH

Range: 1,000 SM

Fuel Capacity: 58 Gal

Engine: Lycoming O-360

Horsepower: 168 HP

AirVenture Cup Rookie





73

## STEVE HAMMER

### GLASAIR 1-TD



This Glasair was built by Steve Hammer and made its first flight in January of 1991. Since that time, Steve has highly modified the plane in order to get the most speed possible. These modifications include the addition of an airflow performance fuel injection system, a cold air induction oil sump, and dual Light Speed Engineering electronic ignition systems. This aircraft has flown to Alaska twice and made numerous trips to the Grand Canyon and Key West. Steve served in the Air Force flying a C-130 for 6 years, flew for Delta Airlines for 24.5 years and has recently retired from Air Tran after 10+ years. Steve is a long time AirVenture Cup participant and enjoys a good battle against his brother for top of their class! In an effort to slow his brother down, Steve has been very generous with sending Bruce pizza recipes to try.

Registration: N73LH

Top Speed: 250 MPH

Range: 1,000 SM

Fuel Capacity: 44 Gal

Engine: Lycoming IO-360

Horsepower: 180 HP

2015 AVC Speed: 247.96 MPH



91

## BRUCE HAMMER

### GLASAIR TD-1



Bruce built this Glasair over a 3 year period, and has not stopped working on changing and trying different mods to increase speed and utility. Glasair built many different models, Steve was lucky enough to start out with the original TD-1, the first Glasair TD-1 was the smallest and has the least drag of all the fixed gear models. With close detail to gear leg fairings, wheel pants, cowling design, cooling drag, air gap seals, the proper prop, (after 12 props in 18 years he is running a Catto 66" x 92" pitch) and a lot of testing Steve was able to increase the top speed from 220 MPH to 268 MPH. In March of 2006 Steve set a new World Transcontinental Speed Record in the C-1.b class flying nonstop from San Diego CA to Jacksonville FL, between 17,000- 21,000 ft; time was 8 hours 5 mins, 21 sec. with an average speed of 258.27 MPH. Steve is on 41 years flying helicopters in the Gulf of Mexico with Petroleum Helicopters Inc servicing the offshore oil platforms, and currently flies the S-76 and the AW-139. Steve has only missed one AVC race and that was the very 1st one. Steve is as excited about this race as his very 1st AVC back in 1998!

Registration: N91LH

Top Speed: 268 MPH

Range: 1,800 SM

Fuel Capacity: 75 Gal

Engine: Lycoming O-360

Horsepower: 180 HP

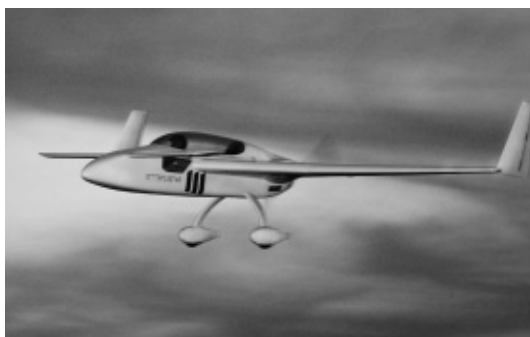
2015 AVC Speed: 259.93 MPH



111

## KLAUS SAVIER & JENNY TACKABURY

### LONG EZ



This Long EZ was built by Klaus Savier of Santa Paula, CA over a 27 year period. It has a Dual Light Speed Engineering Plasma III CDI Electronic Ignition (designed by the builder) and a high pressure, timed sequential, electronic fuel injection. Klaus has built his aviation career on speed and efficiency. He holds 3 FAI world speed records and has won more than 35 race competitions. In 1985, Klaus founded Light Speed Engineering, pioneering the development of electronic ignition and speed modifications for experimental aircraft. His co-pilot, Jenny Tackabury, was raised in a flying family (her parents have raced in the Unlimited category) and has attended and crewed in rallies and races since her childhood.

Registration: N360KS

Top Speed: 265 MPH

Range: 1,200 SM

Fuel Capacity: 48 Gal

Engine: Lycoming O-360

Horsepower: 230 HP

2014 AVC Speed: 270.55 MPH





2

## BRYON PATTERSON

### GLASAIR II

Bryan purchased this airplane in April of 2014 and began a complete firewall forward rebuild. This included new Stainless firewall, all new components and accessories, wiring, Lightspeed Ignition, API fuel injection, all on a zero time IO-320-EXP built by JD Kuti of Accelerated Performance in Columbus, Georgia. Phase two of the project will be to continue improving aero dynamics with a new cowl and paint and then finish with new interior and panel....Wife approval pending!

Bryan began his career with a solo at 16, license at 17 and his first pilot job in Alaska at 22. After 3 years in Alaska he moved on to a Survey flying for World Geoscience in Houston, Texas. In 1996 he began flying for TWA Express in St. Louis and then was hired in 1998 by AirTran Airways. The growth at AirTran in the late 90's put him in the left seat of a DC9 at 30. Shortly after transitioning to the B-717 in 2002, he became a Check Airman and remained in that position until 2014 when AirTran was purchased by Southwest Airlines. Bryan is currently a B-737 Captain with Southwest Airlines in Atlanta where he has lived with his wife and two daughters for the last 18 years.

Bryan is an avid fly fisherman and hunter and enjoys spending time traveling with his family. A special thanks to his wife Carie for all her support and his sincere thanks to Racers Steve and Bruce Hammer, and John Martino for all their help, guidance and expertise this last year and half.



Registration: N234EC

Top Speed: 210 MPH

Range: 700 SM

Fuel Capacity: 38 Gal

Engine: Lycoming IO-320

Horsepower: 185 HP

AirVenture Cup Rookie



41

## BEN MITCHELL

### LONG EZ

This Long EZ was built by Daniel Wagner of Illinois in 1992. Ben purchased the aircraft shortly after graduating college in 2011. It was a flying aircraft when purchased, but quickly underwent a few upgrades. The original engine and propeller configuration were swapped for the larger O-320 and a Hertzler propeller, additionally electronic ignition and an upgraded panel were installed. The aircraft has a real-time horsepower instrumentation system to quantify a variety of engine and aerodynamic upgrades. This will be Ben's 1st air race which will serve as a good baseline for future races.



Registration: N989SW

Top Speed: 226 MPH

Range: 1,400 SM

Fuel Capacity: 44 Gal

Engine: Lycoming O-320

Horsepower: 160 HP

AirVenture Cup Rookie



46

## JEFF MALLIA

### COZY III

This Cozy was completed in 1997 after 5 years of work and won an Outstanding Workmanship Award in 1999 at AirVenture. The aircraft has several deviations from the designer's original plans. It features an extended nose, extended strakes, full length rudders, inside the cowl exhaust, faired gear legs, custom built engine cowlings and an electrically retractable nose gear. Jeff Mallia is a former Naval Aviator, having flown fighter/attack aircraft in the Navy with over 300 carrier landings. He was an Air Wing Strike Leader as well as a Navy Fight Instructor specializing in Air Combat, Weapons, Delivery and Carrier Qualification. He is currently a principal in Northeast Aviation & Marine, a family-owned insurance brokerage specializing in aviation risks. Following his naval service, Jeff joined EAA and built his Cozy with his father, also a former Naval Aviator. This is Jeff's 10th AirVenture Cup and 17th year at AirVenture.



Registration: N46WM

Top Speed: 237 MPH

Range: 1,000 SM

Fuel Capacity: 50 Gal

Engine: Lycoming O-320

Horsepower: 160 HP

2015 AVC Speed: 219.27 MPH



65

## JAY SKOVBJERG

### COZY III



N655DK is built by Jay and first flew in January of 1999. It now has accumulated about 1,000 air-borne hours flying to destinations from La Paz in Mexico, First Flight NC and Nome AK. Aircraft efficiency and speed became a passion early on, spurred by inspirations of fellow fliers from the canard community, and the aircraft has undergone a plethora of modifications aiming at increased efficiency and top speed.

This will be the 3rd AirVenture Cup Race after having enjoyed the Centennial two-day race in 2003 and then the 2005 race. Jay is looking forward to coming back and meeting a new crowd of speed enthusiasts.

Registration: N655DK

Top Speed: 214 MPH

Range: 1,150 SM

Fuel Capacity: 45 Gal

Engine: Lycoming O-320

Horsepower: 160 HP

Last AirVenture Cup 2005



93

## RICH LAMB & AIDYN WALSH

### LONG EZ



Race # 93 is a Long EZ based in Stuart, FL. It was built by Tim Trainer and Rich Lamb. No stranger to building aircraft, Rich is a flight test engineer with Sikorsky Aircraft where he helps build the world's most advanced rotorcraft and is currently the Lead Flight Test Engineer on the CH-53K King Stallion. Quite recognizable in his trademark Hawaiian shirts (he claims to have the world's largest collection of tacky Hawaiian shirts), Rich Lamb is returning for his 14th AirVenture Cup and his 20th trip to Oshkosh. In 2010 & 2012 Rich won the Red Bull Flugtag, both with canard configured aircraft. The Long-EZ took 11 years to build with construction taking place in 4 different garages! Flying co-pilot is Rich's 12 year old grandson Aidyn. Aidyn first flew on his 8th birthday in the Long Ez and loves spending flying time with his PaPa. It is Aidyn's 1st trip to Oshkosh.

Registration: N93LT

Top Speed: 229 MPH

Range: 1,200 SM

Fuel Capacity: 52 Gal

Engine: Lycoming O-320

Horsepower: 160 HP

2014 AVC Speed: 210.30 MPH



112

## CURTIS MARTIN & DAVID FIFE

### LONG EZ



Race #12 was built by Curtis Martin and David Fife over a period of 12 years in a combination of a garage, hangar and workshop. It has an extended nose, high performance rudders, a steel roll over cage, and removable baggage pods. The 1st flight was in September 2011. Curtis Martin, a retired Battalion Chief from Waterford, MI, earned his pilot's license in 1991. At that time he was flying a Murphy Rebel that he had built on wheels, completed construction of floats which he installed and won Reserve Grand Champion Seaplane in 2003. He is the President of a 30 member flying club with a Cessna 172 and 182. He has flown many long cross-countries from his home in Michigan to Maine, Nevada, and Florida. This will be Curtis' 5th AirVenture Cup.

Registration: N12LZ

Top Speed: 225 MPH

Range: 1,100 SM

Fuel Capacity: 54 Gal

Engine: Lycoming O-320

Horsepower: 160 HP

2015 AVC Speed: 214.53 MPH



496

**DAN TOMLINSON & LOUISE BONTEMPS****COZY III**

Dan started flying lessons in the early 80's in Toronto, and was hooked from the beginning. But Cessna-150's are not true cross-country airplanes. After visiting Oshkosh, he decided that a 3 mile/minute airplane that could seat 4; or 2+ dogs and luggage for a couple of weeks was needed, on a budget! After a dozen+ years as a "UFO Builder", C-F UFO became a real flying airplane, and the test-area leash was finally cut in 2015! Dan has attended the AVC cup race as a volunteer a couple times, but never as a racer.

Louise is a stalled but very motivated pre-solo student pilot from France, and is in university studying engineering and planning to graduate with an Aeronautical Engineering Degree. She helped her father many times building their Cozy III in France, and now flying as co-pilot in that aircraft for two years. She intends to finish her private pilot's license as soon as possible.

This is her first visit to North America and her first time at racing, and visiting Oshkosh! Pilot and Co-Pilot will first meet mid-July to co-ordinate their communications and flight strategi

**Registration: C-FUFO****Top Speed: 176 MPH****Range: 1,000 SM****Fuel Capacity: 52 Gal****Engine: Lycoming IO-320****Horsepower: 160 HP****AirVenture Cup Rookie**

411

**JEFF BARNES****RV-6**

Race 411 and pilot Jeff Barnes have two Firsts, two Seconds, and one Third place in the RV-Blue class in the AVC races since 2011. With a top race speed of 243.42 mph Race 411 is the fastest RV-6 in the history of the Sport Air Race League ([www.sportairrace.org](http://www.sportairrace.org)), and the league's National Gold Champion (experimental) for 2013, 2014 and 2015. Race 411 has stepped up to RV-Gold class this year to make room for rookies in the 360-powered RV-Blue class.

This aircraft was incredibly well built by Don Wentz of Scappoose OR and is lovingly crewed by Willie Morgan and John Andersen of Kenosha WI.

Race 411 has traveled to all US States except Hawaii and covered most Canadian provinces, Mexico and the Bahamas. Jeff is a former EAA Chapter President, a BD-5 builder, and has flown over 1070 Young Eagles, and encourages all pilots to come out and RACE !

**Registration: N707MM****Top Speed: 243 MPH****Range: 700 SM****Fuel Capacity: 38 Gal****Engine: Lycoming O-360****Horsepower: 180 HP****2015 AVC Speed: 213.72 MPH**

12

**ALAN CARROLL****RV8**

N12AC had its 1st flight on May 16, 2005 after Alan Carroll spent 8 ½ years building it. A 1st time project, it has accumulated approximately 1,000 flight hours with many long cross country flights including landings in 26 states, the Bahamas, Canada, and Puerto Rico. This mostly stock RV-8 received a Bronze Lindy award at AirVenture 2006. The main modifications are electric ignition, altered cowl air exit, and pilot controlled oil cooling. Alan is a geology professor at the University of Wisconsin, Madison. He is an instrument rated commercial pilot and Certified Flight Instructor with 2,000 hours of experience, and uses N12AC frequently for reconnaissance to aid in spotting interesting outcrops and to gain a unique perspective on the geology of the western US. This is Alan's 9th AirVenture Cup and he has also competed in several SARL races.

**Registration: N12AC****Top Speed: 230 MPH****Range: 800 SM****Fuel Capacity: 42 Gal****Engine: Lycoming O-360****Horsepower: 180 HP****2015 AVC Speed: 209.12 MPH**



16

**CHARLIE GREER**

RV-4



This will be Charlie Greer's 2nd Adventure Cup. It will be flown in his yellow RV4 which is replacing the RV6 that he raced last time. The speedy RV6 was wrecked by a thunderstorm downburst that tore it out of the tie down chains and blew it over the fence into the parking lot on it's way home from racing Sport Class at Reno in 2014. The RV4 is a good, solid aircraft with some interesting mods by the builder including a sliding canopy. It's not quite as fast as the Tracy Saylor built RV6 but it has potential and is getting faster.

Besides having flown a few other cross country races Charlie is an experienced pylon racer, having flown Biplane, Formula 1 or Sport Classes at locations including Reno, Lancaster, Oklahoma City, Nellis AFB, Tunica, Cape Girardeau and Riverside. He flew competition aerobatics in Decathlons, Pitts, and Extra aircraft. He has worked as a flight instructor, survey pilot, jump pilot, night freight, commuter, regional and major airline, bush, survey, research, corporate and test pilot. He is a D licensed skydiver with over 950 jumps and is licensed in helicopters and hang gliders.

Looking forward to a fun and hopefully fast flight.

Registration: N25TS

Top Speed: 216 MPH

Range: 470 SM

Fuel Capacity: 32 Gal

Engine: Lycoming O-360

Horsepower: 180 HP

2014 AVC Speed: 228.51 MPH

77

**JIM HUFF & TREVOR SMITH**

RV-6



This RV-6 is flown by the team of Jim Huff and Trevor Smith. This RV was built in Texas by Cecil Mc Ree and was 1st flown in 1997. Featuring a permanent auxiliary fuel tank adding 20 gallons of fuel, this aircraft is well equipped for competitive cross country racing. During last year's season, the aircraft participated in 5 SARL races with speeds from 203 to 211 MPH and getting better. Jim is an AirVenture Cup veteran. He is an ATP rated pilot of 60 years who has raced a Bonanza in the SARL Production classes for 6 years, and also participated in the Great Cross Country air races. His aviation background is varied and included operating an FBO and commuter airline. Co-pilot Trevor Smith is a private pilot, owns a Cessna Aerobat and Beech Bonanza, recently earned a rotorcraft rating, and is the proprietor of Tech Aero Avionics. Jim and Trevor won 3rd place in the 2014 AVC.

Registration: N139TX

Top Speed: 200 MPH

Range: 1,000 SM

Fuel Capacity: 58 Gal

Engine: Lycoming O-360

Horsepower: 180 HP

2014 AVC Speed: 204.74 MPH



483

**SCOTT ROZE**

RV-7



Scott's RV-7 was built by Nick Samela and finished in 2008, Scott has owned the airplane for a year and a half. Scott has previously owned a Citabria and Cherokee 235 and finds the RV-7 to be the most fun. He has been flying personally and professionally for 42 years. This will be his 1st AirVenture Cup race.

Registration: N483CT

Top Speed: 200 MPH

Range: 775 SM

Fuel Capacity: 42 Gal

Engine: Mattituck IO-360

Horsepower: 180 HP

AirVenture Cup Rookie





Pi

## DAVID WALSH &amp; KEVIN PHELPS

RV-7A

Flying race # Pi (3.14 for you non-math folks reading this) this year is David Walsh and Kevin Phelps. Race Pi is a Vans RV-7A built by Dave Walsh, Kevin Phelps, and John Thielges over a 7 year period. The airplane's 1st flight was December 17, 2011 and so far has made 4 trips to AirVenture. Dave has been flying since college and is a CFI in both Rotorcraft and ASEL/AMEL, he also holds seaplane ratings. Flying co-pilot with Dave is Kevin Phelps. Kevin is an ATP rated pilot and former part 135 instructor and check-airman and is an active flight instructor. Both Kevin and Dave work for Sikorsky Aircraft. "At first we were intimidated by the race and racers. We now know they are folks just like us. This is the one aviation event we look forward to each year."- Kevin Phelps. This will be the 4th year in the AirVenture Cup for this team.



Registration: N782WP

Top Speed: 195 MPH

Range: 700 SM

Fuel Capacity: 42 Gal

Engine: Lycoming O-360

Horsepower: 180 HP

2015 AVC Speed: 187.73 MPH

34

## CHRIS MURPHY

RV-4

Race 34 was built by Chris Murphy and made its first flight in 2001. The airplane and engine is completely stock with no modifications. It weighs 983 lbs. and has been clocked at over 220 MPH. Normal cruise speed is about 190 MPH. The prop is a Sensenich Carbon Fiber Ground Adjustable.

Chris has been demonstrating the airplane at airshows since 2009 and it performs as the lead solo aircraft with the Rocky Mountain Renegades Formation Flight Team. ([www.rmrairshows.com](http://www.rmrairshows.com))

Chris raced in the AVC from 2003 thru 2010. He won the RV Red class 3 times; 2007, 2008, and 2010. Chris is a pilot for United Airlines for over 30 years and was a crew chief on the F-4E Phantom II in the USAF. Chris' wife Lisa has supported his participation in the AVC race and he has 3 grown children and 1 grandson. Chris' youngest daughter is now serving in the USAF.



Registration: N117CM

Top Speed: 220 MPH

Range: 460 SM

Fuel Capacity: 32 Gal

Engine: Lycoming O-320

Horsepower: 160 HP

LAST AVC Race 2010



168

## GLENN PARINGER

RV-6

RV N68EM was built by Ed Pfau in 1996. Glenn purchased it from Ed in March of 2012. Ed has since "gone west" shortly after the purchase. The Lycoming IO-320 engine was built by Ly-Con and has been trouble free. The propeller is fix pitch. The airframe and engine have about 610 hours. This is the first air racing event for both Glenn and the aircraft.

Glenn's father (B24 pilot in training when the war ended) took him for his first airplane ride in the back seat of a Cessna 140 when Glenn was around 4 years old. Glenn started flying lessons in 1971 immediately after high school graduation at Waukesha County Airport (UES). His first airplane was a Cessna Cardinal (C177) that he bought with a friend back in 1974. Glenn built a hangar at Hartford Municipal airport (HXF), Wisconsin in 1997. HXF is a very active airport which keeps the enthusiasm up and the camaraderie is plentiful. Glenn also owns a Cessna 140 which is celebrating its 70th birthday - low and slow is just plane fun as well.



Registration: N647M

Top Speed: 190 MPH

Range: 600 SM

Fuel Capacity: 38 Gal

Engine: Lycoming IO-320

Horsepower: 160 HP

AirVenture Cup Rookie



P2

**PATRICK PFAFFLE**

RV-6

N641RM is an RV-6 designed by Richard "Van" Van Grunsven and built from a quick build kit from Van's Aircraft. The building process was completed in 2003 by Mark Kosco in Aurora, IL. It has a Lycoming O-320 with a fixed pitch prop, and it features a tip up canopy. It only has a little over 300 hours on it. It is being flown this year by its new owner, Pat Pfaffle of Pleasant Prairie, WI. Pat Pfaffle is a professor of biology at Carthage College in Kenosha, WI. He recently purchased his RV-6 after owning an Ercoupe for 5 years. He has 400+ hours of flight experience, most of that in the Ercoupe. He looks forward to expanding his flying abilities with the RV-6.



Registration: N641RM

Top Speed: 210 MPH

Range: 800 SM

Fuel Capacity: 38 Gal

Engine: Lycoming O-320

Horsepower: 160 HP

2015 AVC Speed: 178.32 MPH



701

**DOUG EASTMAN & LISA GALLEGOS**

HIPERBIPE

This Sorrell Hiperbipe, flying as race #701, is flown by Doug Eastman and Lisa Gallegos from Denver Colorado. Built in 1982, this Hiperbipe has accumulated 900 hours of flight time by its previous owners. Doug purchased the aircraft in 2008 and spent the last 8 years completing an extensive restoration. Doug has been flying for 31 years and has accumulated over 18,000 hours in more than 60 different aircraft. Lisa is a flight attendant for a major airline and is an excellent co-pilot. This is their 1st Airventure Cup race.



Registration: N278HB

Top Speed: 225 MPH

Range: 500 SM

Fuel Capacity: 35 Gal

Engine: Lycoming IO-360

Horsepower: 200 HP

AirVenture Cup Rookie



4

**REGINALD CLARKE**

QUICKIE Q2

This is Reginald's 2nd AirVenture Cup Race; he is flying race #5, a Quickie Q2. Reginald has been flying since the mid-70s. He specializes in tail wheel instruction and test flying homebuilts. Reginald is a flight instructor, with multi engine, IFR, and ATP endorsements. The longest flight in the Quickie 2 is from Edmonton AB to Sun N Fun. The Quickie's modifications include an extra aux tank which is 11 gallons under the rear wing, a new style gear, larger rudder, and redesigned tail.



Registration: N624JC

Top Speed: 230 MPH

Range: 800 SM

Fuel Capacity: 30 Gal

Engine: Subaru EJ 25

Horsepower: 150 HP

2014 AVC Speed: 218.98



17

## DENNIS PURDUSKI

### VARI EZ

Dennis Purduski is a Burt Rutan fan and air race fan. When the Vari Eze arrived, it seemed like the coolest airplane ever! N117EZ became his in 2005 and the modifications started even before the trip home. One advantage of the EZ community is almost EVERYONE is an "efficiency freak". The aircraft has a new paint job and a lot of help and mentoring from Robert Harris at EZ JETS. The Latest modifications are "strake extensions" which give the pilot much more elbow room. Dennis is a Mechanical Engineer, former Auto Racer and has won the R/C helicopter nationals 4 times. One favorite quote is from John Roncz : " A helicopter is the mechanical engineer's solution to flight" Dennis looks forward to seeing fellow AVC racers at the Reno Air Races in September.



Registration: N117EZ

Top Speed: 180 MPH

Range: 800 SM

Fuel Capacity: 24 Gal

Engine: Continental O-200

Horsepower: 100 HP

AirVenture Cup Rookie



22

## SAM HOSKINS

### QUICKIE Q200

This is a big year for Sam Hoskins at AirVenture. It is the 30th anniversary of his Q-200's first flight, his 13th entry into the AirVenture Cup race and the 25th time he has flown his little Quickie to the Oshkosh convention.

Having built the Q-200 over a 5 year period, Sam and his homebuilt have now accumulated more than 1,950 hours of flight time. The Q-200 is powered by a highly modified Continental O-200A, turning a Catto composite propeller. The airplane was built according to the plans, but has been constantly modified over the years and few parts remain of the original build. In hopes of gaining an extra knot or two, Sam completely revamped the wheel pants and the engine cooling inlets, installed high compression pistons, electronic ignition, and electronic fuel injection. Inspired by his father, who served in WWII as a Navy pilot and navigator on PB4Y and PBVs, Sam joined the Civil Air Patrol during the 1960s as a teenager. He started skydiving at age 21 and soon was performing at air shows, including doing the flag jump for the USA Bicentennial EAA Oshkosh 1976. As a skydiver with over 2,000 jumps, Sam participated in national championship skydiving competitions and was a participant in two World Record Free-fall formations. He also was a longtime volunteer for the now retired Rich's Incredible Pyro team helping set up the huge fireballs you have seen here at AirVenture.



Registration: N202SH

Top Speed: 210 MPH

Range: 800 SM

Fuel Capacity: 32 Gal

Engine: Continental O-200

Horsepower: 100 HP

2015 AVC Speed: 202.28 MPH



25

## LEIF JOHNSON

### VARI EZ

This VariEze was built by Donald Morgan of Salem, IN and 1st flew in 1984. The plane was in and out of storage and then in 2011 was completely restored by Tony Warnock to its original 1984 'stock' condition. Leif's aviation history includes his 1st solo on 16th birthday; he completed his first airplane (Eagle Ultralight) at 17, has soloed in a glider, has parachuted, was a jump pilot, is a Certificated Flight Instructor, holds a BS in Aeronautical Engineering, and attended the United States Air Force Academy. Leif was also a Flight Test Engineer on T-38, T-37, C-5, C-141, B-52, and QF-106, and a USAF Accident Investigator. He also flew the USAF F-15C. He is currently a Boeing 737 Captain for Southwest Airlines. This is the 4th AirVenture Cup Race for Leif in Race #25.



Registration: N92EZ

Top Speed: 193 MPH

Range: 650 SM

Fuel Capacity: 27 Gal

Engine: Continental O-200

Horsepower: 100 HP

2015 AVC Speed: 181.00 MPH





36

## JAMIE HICKS

### VARI EZ

This VariEze was built by Wayne Johnson of Corona, CA in 1981. Jamie purchased race #36 in April of 2015. Jamie has worked on speed modifications since then and has added 25 knots to airplane. This will be his 1st AVC race and is looking forward to seeing what the plane can do. Jamie is a corporate pilot that flies the Kingair 350. He has 150 of hours in race 36. Jamie currently lives in Odessa, TX and is originally from Bowling Green, OH.



Registration: N725EZ

Top Speed: 190 MPH

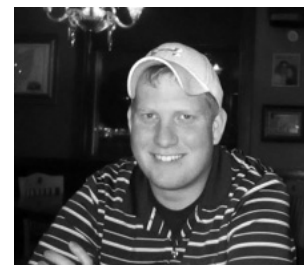
Range: 750 SM

Fuel Capacity: 28 Gal

Engine: Continental C85

Horsepower: 85 HP

AirVenture Cup Rookie



79

## GILL HUTCHISON

### VARI EZ

N2077W was built by Gil Hutchingson of Salem, OR over a period of 6 ½ years in his garage and hanger. The first flight was in 1989 and the airplane now is kept at Aurora OR, just south of Portland OR.

Gil started flying at the Visalia, Calif. Airport where he worked as hanger sweeper and all around helper. One day of work was one hour flight time with his instructor Sol Sweet – What a great mentor.

Gil raced the canard race series for 15 years and participated in the 2006, 2007, and 2008 Air Venture Cup Races.



Registration: N2077W

Top Speed: 215 MPH

Range: 1,000 SM

Fuel Capacity: 28 Gal

Engine: Continental O-200

Horsepower: 100 HP

Last AirVenture Cup: 2008



83

## DAVID ADAMS

### LONG EZ

David Adams is flying Race #83, a Long-EZ. An Electrical Engineer by day, David works at the largest power plant west of the Mississippi. David and his wife, Matilda, built the Long-EZ in 11 years starting in 1984, with the 1st flight on June 30, 1995. All major components were built in the spare bedroom of their home and then assembled in their garage. David started racing in 2008 and is hooked. He has flown in more than 50 SARL races to date, won SARL Silver in Experimental in 2010 and took 1st place in the SARL Sprint Class in 2009, 2010, 2012, and 2015. David has been in the AirVenture Cup every year since 2009 where he has won 1st in 2009, 2012, and 2014 in the Sprint Class. He has been a private pilot since 1983 with over 2,500 hours of flight time. David usually has one of the smallest engines in the race field, but usually finishes in the middle of the pack, regardless of race class. Dave built the airplane light and paid very close attention to detail making the airplane aerodynamically clean giving it good performance on low power, exactly the way the designer, Burt Rutan, intended.



Registration: N83DT

Top Speed: 210 MPH

Range: 1,500 SM

Fuel Capacity: 54 Gal

Engine: Lycoming O-235

Horsepower: 125 HP

2015 AVC Speed: 200.85 MPH





90

## DENNIS & KATHRYN COLLINS

### LANCAIR 235

Race #90 is a Lancair 235 being flown by Dennis Collins. The airplane was built by Brian Hewitt in California and was first flown in 1995. After buying the airplane, Dennis upgraded the nose gear to the new style and added a three bladed MT propeller. He also installed an electronic ignition system to the engine.

Dennis earned his Private Pilot Certificate by working as a Lineboy while in High School. He spent a tour in the US Air Force as an F-4 Phantom Crew Chief, during which time he earned his commercial, instrument and multi-engine ratings. In addition he was certified as a flight instructor in both single and multi-engine airplanes. Over his career he has worked as a banner tow and Jump Plane pilot. He is currently employed as a software engineer. He first flew in the AVC in 2006 and this will be his 7th AirVenture Cup.



Registration: N359BH

Top Speed: 205 MPH

Range: 660 SM

Fuel Capacity: 33 Gal

Engine: Lycoming O-235

Horsepower: 125 HP

2015 AVC Speed: 186 MPH

98

## JOHN KEICH

### MIDGET MUSTANG

The Midget Mustang, designed by Piper Chief Engineer Dave Long, was a Goodyear Racer in 1948. After its Formula One racing career, Bob Bushby popularized the design as a sport plane. John calls Race # 98 a "vintage formula one racer," and enjoys carrying on its racing heritage, 68 years later. Stan Mankovich Sr. built this Mustang, finishing it in 1988. It was subsequently owned, enjoyed and improved by a succession of 5 pilots before being acquired by John in 2006. John learned to fly in 1956 and in his 60 years of flying has enjoyed piloting everything from slow tail draggers to fast glass. He just retired from Boeing where he was a military aircraft design engineer. This is John's 8th AirVenture Cup (A 3rd and two 2nd's in Sprint Class). He has also competed in numerous SARL races since 2008.



Registration: N825J

Top Speed: 190 MPH

Range: 350 SM

Fuel Capacity: 15.8 Gal

Engine: Continental O-200

Horsepower: 100 HP

2014 AVC Speed: 190.24 MPH



123

## GREG STRUVE

### LONG EZ

The Schwendeman- Struve Special (i.e. "Becky's Love") was completed by Steve Schwendeman and Greg in 1988 as a Long EZ with no variations to Rutan's original design. It was flown intermittently by the two partners until 2009 when Steve discontinued flying for medical reasons. Greg has been flying it alone since that time. When working on upgrades to avionics, undercarriage, canopy and propeller this spring, Greg's partner in the plane and best friend died suddenly, leaving Greg the sole owner. Although not flying, Steve continued to be involved with "Becky's Love" and provided regular encouragement and advice. The name on the front access cover is in honor of Steve's wife Becky, who provided support and encouragement through original construction.

Greg has been flying since 1975, but Aviation remained only an expensive hobby interrupted by Life, Wife, Kids, and a non-aviation Career. Since his retirement in 2012, Aviation has become a major passion with much time at the airport, or on trips in the Long EZ or a 1978 Grumman Tiger. This is Greg's 1st race, which he will fly alone but Steve will be along in spirit.



Registration: N23X

Top Speed: 150 MPH

Range: 1,250 SM

Fuel Capacity: 51 Gal

Engine: Lycoming O-235

Horsepower: 115 HP

AirVenture Cup Rookie



211

## LES BURRIL MIDGET MUSTANG

Les received the airworthiness certificate for the "RatRod" in 2012 and has run it in some Sport Air Racing League races since then. He is using a Dynon 180 EFIS/EMS along with an IFly 720 and a Trio autopilot to fill out the panel. He recently installed a 3 blade Catto prop. With the tip tanks, Les has about 26 gallons of useable fuel to get to the races with. It has a nice sized baggage compartment, electric flaps and trim, LED landing light, tip strobes, B&C starter and alternator, F&M oil filter, Precision oil cooler, and a few other things for fun. The one piece canopy is a one of a kind collaboration that Les wasn't sure he could make work. Somehow it came together and really makes the aircraft nice to fly and see out of. It is a dream to fly, fast and economical. Les is a retired police officer (US Forest Service) and has a little over 1,600 hours of flight time. He received his instrument rating in a Mustang II and his wife routinely flies with him on trips (mostly around the south). Les has flown the RatRod and the Mustang II in Sport Air Race events in TX, AL, TN, IL, FL and OH, and has flown into AirVenture several times.



Registration: N23LM

Top Speed: 195 MPH

Range: 460 SM

Fuel Capacity: 26 Gal

Engine: Continental O-200

Horsepower: 100 HP

2015 AVC Speed: Did not start



64

## JEFF LANGE SONERAI I

Jeff started flying in 1998 with a love for both small and vintage aircraft. Jeff has owned both a C-120 and a PA-20 and currently flies a Sonerai I. Still an active builder and A&P, Jeff is currently working on a VW powered Smith Miniplane. Owner of Sport Air, LLC, and Jeff enjoys tweaking and experimenting to get the most out of VW powered aircraft. This winter Jeff did a substantial engine and systems update including the instillation of a turboencabulator, digital ignition, turbocharger, cowl and cooling system. Now basically the only new principle involved is that instead of power being generated by the relative motion of conductors and fluxes, it's produced by the modal interaction of magneto-reluctance and capacitive diractance. The turbo-encabulator has now reached a high level of development, and it's being successfully used in the operation of novertrunnions. Moreover, whenever a forescent skor motion is required, it may also be employed in conjunction with a drawn reciprocation dingle arm, to reduce soinasoidal repleneration. This is the first time the technology has been used in an aircraft.

Jeff works in the audio industry as a worldwide consultant liaison. Jeff and the Sonerai have competed in the Sportsman class 7 times previously earning a win in the class in at least 5 of the AirVenture Cup Races.



Registration: N1463J

Top Speed: 200+ MPH

Range: 500 SM

Fuel Capacity: 20 Gal

Engine: Volkswagon Type 1

Horsepower: 100+ HP

Last AirVenture Cup: 2012



137

## PETER MESZAROS QUICKIE Q2

Race 137 is a Quickie Q-2 being flown by Peter Meszaros of Ontario, Canada. This Quickie Q-2 is S/N 2001; it was built by Peter during the winter of 1981, with some assistance from his friend Klaus Brandt and was completed and flown in 1982 (Possibly the very first production Q-2 to fly, anywhere). It is actually the very first Q2 to come out of Quickie Aircraft. It is not designated as S/N 1 because all Canadian registered aircraft have serial numbers above 2000. JPM is probably more "original stock" than any other Q-2 flying today, with only minor modifications done to improve cooling and safety. The original Revmaster engine has been recently overhauled and ready to race. After nearly 1,000 hang-glider flights, Peter acquired his private pilot's license in 1974, followed by night, instrument rating and glider endorsement. Just under 2,000 hours of flying in his C-172 and Q-2 has taken him throughout America, between Canada and the Bahamas and many places in Europe. Soaring in the French Alps is his most recent passion. Peter is currently retired, he has worked 25 years as teacher of Physics and another 25 years in composites structures engineering. This will be his 2nd AirVenture Cup Race.



Registration: C-GJPM

Top Speed: 160 MPH

Range: 400 SM

Fuel Capacity: 22 Gal

Engine: Revmaster

Horsepower: 65 HP

2015 AVC Speed: 149.19 MPH





310

**CHIP DAY & RICHARD KELLY**

CESSNA 310

PRODUCTION - TWIN2

Longtime EAA member and Airventure volunteer, Chip Day, from Fort Atkinson, WI will be piloting his 1970 Cessna 310Q along with EAA friend and copilot Dick Kelly, also of Fort Atkinson, in their first Air-cup Race. Chip and his wife met in South Carolina when he was a Navy officer after the conclusion of the Vietnam War and started a family shortly after in Wisconsin. Chip logged many hours in numerous aircraft flying back and forth to visit family. After taking ownership of his low airframe time 310Q in 2006, he recently overhauled both IO470 engines and upgraded the panel. Dick's career was in the automotive field where at times he raced corvettes at the SCCA championship level. He is the proud owner of a 1972 Grumman AA5 which he has been flying the last nine years. Chip and Dick feel it is a good time to power up the 310 engines to see how much performance they can squeeze from this venerable 46 year old design, which seems to be holding up better than they are!



Registration: N7602Q
Top Speed: 234 MPH
Range: 1,340 SM
Fuel Capacity: 140 Gal
Engine: 2X Continental IO-470
Horsepower: 2X 260 HP
AirVenture Cup Rookie



116

**MICHAEL & TRACI FARLEY**

DIAMOND DA42

PRODUCTION - TWIN3T

Race # 116 is a Diamond DA42 is an all composite 4 place aircraft with G1000 glass cockpit and new Continental CD-135 Turbocharged Diesel Engines that burn Jet-A fuel and FADEC engine control system meaning there is just one throttle lever per engine, no prop or mixture control making the airplane very fuel efficient. The airplane is certified flight into known icing as well. Michael is an airline pilot and general aviation sales representative for Premier Aircraft Sales. He has over 17,000 hours total time. This will be Michael and Traci's 2nd race as we enjoyed the 1st so much. Traci is the co-pilot and she is a Corporate Pilot on a Lear 40/45 & Lear 60 with over 6,000 hours total time.



Registration: N197TS
Top Speed: 195 MPH
Range: 1,000 SM
Fuel Capacity: 76 Gal
Engine: Continental CD-135
Horsepower: 135 HP
2015 AVC Speed: 183.46 MPH



47

**JOHN SECORD**

MEYERS 200D

PRODUCTION - FAC1RG

This is John's 4th AirVenture Cup. Instead of flying Race 23 his Glasair Super II, AKA "The Dirty Girl", he will be flying a rare classic, Race 47 a 1964 Meyers 200C. John was honored to have recently acquired Race 47 and to now have the opportunity to bring the Meyers to AVC and other SARL events for folks to enjoy. The Meyers was considered "one of the best built aircraft" and garners much ramp respect among true aviation aficionado's. Race 47 was owned by only two people over its 52 year history and has been featured in many articles and news features including Flying Magazine. John recently posted a 223 MPH time at the Sunshine Express 400 in the FAC1RG class. This is the first time a Meyers has posted this fast of a time since the late 1960's when the Meyers was regularly placing in the top 3 in Phoenix and Deer Valley air races.

John began his passion for aviation at a young age learning how to fly at the age of 16 with his father, a retired Air Force Major General and aviation enthusiast. This bond and love of aviation has and continues to be a driving force with John and his father who still flies at the age of 84 years young.



Registration: N247M
Top Speed: 239 MPH
Range: 1,000 SM
Fuel Capacity: 80 Gal
Engine: Continental IO-520
Horsepower: 285 HP
2015 AVC Speed: 210.09 MPH





200

## JAMON PRUITT

### MEYERS 200D

Jamon will be flying a Meyers 200, this is a rare airplane, approximately 170 produced. This plane was the last one built by Meyers Aircraft before it was sold to Rockwell. The 200 Model set many NAA speed records for stock aircraft and held those records for 17 years. It was considered by many the "Best airplane ever built."

Jamon is an Interventional cardiologist in Bentonville AR. He started flying with his father in a 47 Cessna 120. During high school he worked with his uncle in the Agricultural Flying (crop dusting), took a break while in college and starting a practice. One night he was looking at barnstormers website and found an old 120 for sale, this re-ignited his passion and Jamon started working on his license. Jamon has found great pleasure in not only flying but working on planes. Currently Jamon has a Cessna 120 and Meyers 200 and is working on a Stewart S51 Mustang. This will be the 2nd race for Jamon.



Registration: N259M

Top Speed: 239 MPH

Range: 1,150 SM

Fuel Capacity: 80 Gal

Engine: Continental IO-520

Horsepower: 285 HP

2015 AVC Speed: 202.95 MPH



409

## KENT AITCHISON

### MEYERS 200D

This Meyers 200D was born in 1966, one of those built in Georgia by Rockwell's Aero Commander division. She has a 285hp Continental IO-520A, 80 gallons usable fuel in 4 tanks, weighs 2,200 pounds with a 3,000 gross, has a range of 1,000SM, and Kent is hoping she will clock in around 210mph.

Kent has been an avocational pilot for 12 years and a member of the local flying club for most of that time, accumulating 600 hours. ASEL, IFR, Tailwheel. I'm a small business owner with zero racing experience. I'm looking forward to meeting interesting people and hearing their tales and advice. Arriving safely and not at the back of the pack will be reward enough for me this year.

After not flying much for a few years while small business concerns had Kent's full attention, he read an old article about the Meyers 200 and was intrigued enough to mention it to his partner in a 1947 Stinson 108. Apparently Kent's partner remembered the conversation, since a few months later he showed Kent an advertisement for this airplane. Kent was hooked immediately, and acquired N409AC just about a year ago. Kent is enjoying getting to explore in aviation once again over a year of many repairs and overhauls, punctuated by a three month effort to replace the entire panel.



Registration: N409AC

Top Speed: 210 MPH

Range: 1,000 SM

Fuel Capacity: 80 Gal

Engine: Continental IO-520A

Horsepower: 285 HP

AirVenture Cup Rookie



82

## JONATHAN HUDIK & MICHAEL CLELAND

### PIPER ARROW

The Arrow was built in 1982 in Vero Beach Florida. It was originally a dealer demo aircraft equipped with extended range tanks (77 gals vs. 50 gals.) and a built-in Oxygen delivery system. It was purchased in 1985 by the current owner. The aircraft has been left in stock conditions except for radios and avionics which were updated in the early 1990s

including the first IFR certified GPS unit (Garmin 155XL-TSO). This is the first race for N82301. Jonathan Hudik, First Officer for Envoy Airlines, a graduate of the University of Dubuque with a focus in Flight Operations and Aviation Management. John caught the aviation bug when his parents introduced him to their Piper Arrow (Race Plane) at the age of 8 and has been into flying and aviation ever since. John has his CFI-A and CFI-IA ratings. Michael Cleland (Co-Pilot/Navigator/Communications) first started flying in 2004, worked his way up to his Commercial Certificate. Michael has left aviation for now to start a family and currently works at a local Wal-mart as an Assistant Store Manager. While currently not an active pilot, he stays involved in aviation by joining Jonathan on trips as a way to keep his love of aviation alive.



Registration: N82301

Top Speed: 222 MPH

Range: 1,000 SM

Fuel Capacity: 77 Gal

Engine: Continental TSIO-360

Horsepower: 200 HP

2015 AVC Speed: 160.27 MPH



76

## STEVE APPLEBAUM

### MOONEY M20E

Affectionately known as "Stevie Two Dogs", this CAP Lt.Col, a member of the Chicago DoDo Chapter of the Tuskegee Airmen, has been a private pilot since 1970. Often referred to as "an imaginary author created by his characters", Steve is a psychotherapist by profession. As a pilot, his accomplishments include over 2,000 Young Eagles flown and years of service flying CAP missions. As a racer, Steve is a veteran of the Sun 60 with one second place finish. This this will be Steve's 5th appearance in the AirVenture Cup, now flying a beautiful 200HP Mooney M20-E he calls "Grace". *\*2015 AVC speed was in a Grumman AA1A.*



Registration: N624JC

Top Speed: 175 MPH

Range: 900 SM

Fuel Capacity: 52 Gal

Engine: Lycoming IO-360

Horsepower: 200 HP

2015 AVC Speed: 116.19\* MPH

201

## BYRON RODGERS & TANYA GATLIN

### MOONEY 201

Byron Rodgers is a returning AVC Racer. He has been a professional pilot for 20 years. Byron previously flew at a regional and a 747 freight company, today he flies the 737 from IAH for a major airline. N201EQ has been a racing pet project for he and his wife, Rebecca; she is the SARL FAC3RG record holder for the last 5 years. So far, a verified 14 MPH has been coaxed from the 5,000 hour airplane. Since the 1st race, the aircraft has received several LASAR speed mods, improved gear doors, all 9 antennas were changed (4 eliminated), and a host of other small improvements. A freshly overhauled engine was installed. All of the fiberglass cowl was completely rebuilt, the leading edge of the wing was completely smoothed for laminar flow, the fresh air scoop was eliminated, and lastly, a new paint job.

Tanya is currently a pilot for Trans States and a tenured associate professor in the Aviation and Aerospace Science Department at Metropolitan State University of Denver. She is the faculty advisor for student organizations such as the university precision flight team, Ninety-Nine's chapter, the Students for the Exploration and Development of Space, and the Commercial Spaceflight Federation Student Chapter. Tanya holds an ATP with Embraer145 and Learjet 45 type ratings in addition to Single/Multi-Engine, Instrument and Multi Engine Flight Instructor Certificate and seaplane rating. She was an assistant director for the Women's Air Race Classic Organization, an annual race which dates back to the 1930's. She raced in the Air Race Classic in 2013 and 2014 (6th place). She is a member of the IAC and flies aerobatic contests in a Pitts S2C. Tanya is pursuing her Ph.D. in aviation and aerospace sciences. She completed her master's in physics from the University of Houston while working for NASA at Johnson Space Center as an instructor on the space shuttle.



Registration: N201EQ

Top Speed: 196 MPH

Range: 690 SM

Fuel Capacity: 55 Gal

Engine: Lycoming IO-360

Horsepower: 200 HP

2014 AVC Speed: 197.47 MPH



625

## ALEX SIRILLA & SCOTT NORTH

### PIPER ARROW

This Piper Arrow IV is being flown by Alex Sirilla and Steven Carl. Alex is from Indianapolis, and is about to start his 4th year as a student in the aviation program at Indiana State University in Terre Haute, Indiana. He is currently flight instructing while finishing his degree, and planning on graduating this December. Scott is from Schererville, Indiana and is a recent graduate from the Indiana State University aviation program. He has been a senior flight instructor at ISU since February of this year.



Registration: N625RS

Top Speed: 190 MPH

Range: 1,035 SM

Fuel Capacity: 77 Gal

Engine: Lycoming IO-360

Horsepower: 200 HP

AirVenture Cup Rookie



68

## ROLAND & RENE BIBER

CESSNA 177B

Roland has been flying since age 16 when he obtained his glider pilot's license (now Silver-C) and at 21 a commercial power license. He was busy as an IT consultant for 27 years followed by 17 more in real estate. Along the way he found time to setup Air Algoma Inc., a charter company which kept him on the flying side. He flew in the Arctic of Canada for 3 years, participated with CASARA Manitoba (CAP in the USA) as chief navigator and pilot. Now, after 53 years of flying and retired (somewhat) he purchased a C-177B, a hidden jewel in the stable of Cessna's and although 44 years old, is still the most modern looking airplane Cessna ever made.

His brother Rene, living in Switzerland, is joining him as co-pilot for the race. Rene started training for his private pilot's license 3 weeks (!) ago in Canada. He was very active in flying control line models, participating as a pilot in the 1992 world championship in Czechoslovakia representing Switzerland. Together with his mechanic he was twice the F2C (Team Racing) Swiss National Champion and held several Swiss Records in the F2C class. In his profession as a chemist he is a consultant to universities and research labs, presenting diagnostics & research solutions.



Registration: C-FEIJ

Top Speed: 150 MPH

Range: 775 SM

Fuel Capacity: 49 Gal

Engine: Lycoming O-360

Horsepower: 180 HP

AirVenture Cup Rookie



55

## TEAM ELY

GRUMMAN AA5A

This Cheetah was built in 1979 and its first owners flew it for almost 30 years. In 2008 it was sold to Mike and Linda who have flown it to all 4 corners of the lower 48 states. The aircraft has raced in the SARL since 2010, and is the 2012, 2013, 2014, and 2015 SARL Production Gold Points Champion. In the 2012 AVC Mike and Linda broke the class record at 172.71 MPH, this record still stands. Mike holds an ATP with several type ratings and has been flying for over 40 years. Linda also holds an ATP and has been flying for more than 10 years. Linda has raced several times in the all women Air Race Classic cross-country air race. According to Mike "The Elyminator is the Fastest Cheetah in the known (and possibly unknown) universe."



Registration: N26958

Top Speed: 160 MPH

Range: 520 SM

Fuel Capacity: 51 Gal

Engine: Lycoming O-320

Horsepower: 150 HP

2014 AVC Speed: 164.31 MPH



170

## NEIL BENTON & GRADY FIRMIN

CESSNA 170B

Neil purchased his "1952" Cessna 170B in 2004. He has been flying since "1965", consisting of general aviation, military and airline disciplines, retired from American Airlines in 2005.

Grady has been flying since "1965" consisting of general aviation and military disciplines. This will be their 1st race.



Registration: N8152A

Top Speed: 140 MPH

Range: 490 SM

Fuel Capacity: 37 Gal

Engine: Continental C-145

Horsepower: 145 HP

AirVenture Cup Rookie





53

## WILLIAM & RIO DUBOIS

### ERCOUPE

This unlikely race plane was purchased and renovated by the Dubois family in 2014, and holds the distinction of being the fastest Ercoupe on the planet, setting both National and World Speed Records in the summer of 2015. This year the family has been racing the aircraft in the Sport Air Racing League, and pilot William—a professional aviation writer whose work has appeared in AOPA Pilot, EAA Sport Aviation, FAA Safety Briefing, Flight Training, Flying Magazine, and Smithsonian Air & Space—has been documenting the air racing experience in a multi-part series for General Aviation News. He is a commercial pilot and ground instructor, has a degree in aviation. Co-Pilot Rio is William's 14-year-old son. He's the proud holder of a student pilot certificate and flies both gliders and powered aircraft. Rio has taken an interest in speed-mods and has come up with a number of ideas that have helped improve the racing dynamics of the family plane. This is William and Rio's 1st AirVenture Cup.



Registration: N3976H

Top Speed: 115 MPH

Range: 300 SM

Fuel Capacity: 24 Gal

Engine: Continental C85

Horsepower: 85 HP

AirVenture Cup Rookie



207

## DANE & JIMMY PRUITT

### CESSNA 140

Dane will be racing a restored 1946 Cessna 120 in this year's Airventure Cup and will be celebrating 70 years of the venerable 120/140 at Airventure. Dane started flying with his father Jimmy when he was in diapers. At age 11 went to work for his Uncle Teddy a crop duster flagging fields, mixing chemicals and providing ground support all the way thru college. After receiving a degree in 1990 Dane took a hiatus from aviation until 2012 when an unexpected career change, Dane ended up thrust back into aviation working as a line service technician at Central flying service in Little Rock, AR. Dane started taking flying lessons at Central's Flying school earning PPL in 2014, amassing over 300 hrs in 2 years. Dane currently is Manager of Saline County Regional Airport in Bryant, Ar.



Registration: NC76207

Top Speed: 120 MPH

Range: 400 SM

Fuel Capacity: 25 Gal

Engine: Continental C-85

Horsepower: 85 HP

AirVenture Cup Rookie



8

## KARL & DAVID HENNING

### LUSCOMBE 8A

This is Karl's 1st AVC Race. Karl has owned NC2900K since 1993 and over the years has found it to be an efficient fun flying machine. He has been flying for about 25 years and has a CFI LSA, Private, Instrument ratings.

Karl's brother Dave (aka) Freight Dog, will be flying co-pilot. He has flown previous races and Karl is hoping this experience will make up for the extra weight. Dave (aka) 'Freight Dog', presently flies 75/767 freighters and has been flying for about 50 years. Dave is a CFI/ATP, FE, A&P.



Registration: NC2900K

Top Speed: 100 MPH

Range: 275 SM

Fuel Capacity: 14 Gal

Engine: Continental A65

Horsepower: 65 HP

AirVenture Cup Rookie



178

**DICK KEYT & DONNA MILLER**

RYAN PT22

VINTAGE

After Racing The Polen Special II for many years, Dick Keyt is taking a different track on the 2015 AirVenture Cup. He is racing a WWII Ryan PT-22. Designed by Ryan Aeronautical Corporation for the US Military. The airplane was developed in 1941 from the civilian Ryan ST series. During WWII it was flown by both the US Army and US Navy as a basic trainer, it was also used by Civilian Pilot Training (CPT) programs. Dick Keyt is an Elder Statesmen of Air Racing, having been involved with the AVC since its inaugural race in 1998. He is a retired 777 Captain from American Airlines, and a former USAF F-4 pilot. In July 2001, Dick flew the Polen to establish a new 500 km Closed Course world Speed Record, clocking speeds over 300 mph, making it the World's fastest four cylinder powered vehicle. For that accomplishment, Dick received the Louis Blériot Medal from the Fédération Aéronautique Internationale (FAI). Flying with Dick this year is Donna Miller. Donna is a 737 pilot for a major US airline. She is an avid aviation and history fan, and has traveled the world on many unique and amazing adventures, including to Russia for the launch of the International Space Station Expedition 24.



Registration: N202SH

Top Speed: 124 MPH

Range: 250 SM

Fuel Capacity: 48 Gal

Engine: Kinner R5

Horsepower: 160 HP

2015 AVC Speed: 91.90 MPH



T

**PAUL & PAM TACKABURY**

MONOCOUE 90A

VINTAGE

After winning the 2014 AirVenture Cup Unlimited Class, Paul and Pam Tackabury have decided to slow things down a bit this year. This year they are flying their beautiful 1936 Monocoupe 90A. The airplane was designed by legendary aircraft designer Don Luscombe and was built in Davenport, IA. This particular airplane won the Silver Age Champion Award at Oshkosh in 2010. Paul is a retired US Air Force test pilot and combat pilot. He holds ratings in single and multi-engine airplanes and gliders. His wife of 49 years and co-pilot, Pam, is a private pilot with much experience in the right or back seat depending on the plane they are flying. *\*Last year Paul and Pam raced their Lancair IV.*



Registration: NX15429

Top Speed: Subsonic

Range: 300 SM

Fuel Capacity: 38 Gal

Engine: Warner Radial 165

Horsepower: 165 HP

2015 AVC Speed: 297.74 MPH\*



18

**CARL & CYDNIE HOUGHTON**

GOBOSH 700

LIGHT SPORT

2016 is Carl's 3rd time racing in the AirVenture Cup in his Gobosh 700 a Light Sport Aircraft designed and built in Poland. Carl has over 5,500 flight hours with about 2,000 combat flight hours with the US Air Force in RC-135 and EC-130 aircraft as an Airborne Crypto-Linguist. He has over 500 hours total time as a Private Pilot. Carl earned a tailwheel endorsement during bush pilot training in Alaska. He has also received training in float plane operations in Alaska and high performance instruction in a Boeing Stearman. He has been fortunate to have been able to fly a number of interesting aircraft including USAF F-16, Gobosh 700, Remos G3, Sting Sport, Cessna 172, 177, Tiger Moth, Stearman, and Zlin aerobats. This is the Gobosh's 4th trip to Oshkosh as part of the AirVenture Cup. During his first trip in 2012, he served as a turn point judge as part of the race staff. Carl's co-pilot is his wife Cydnie. In addition to flying their Gobosh 700, the couple is also building a Vans RV-12 which they hope to race soon.



Registration: N721RB

Top Speed: 132 MPH

Range: 225 SM

Fuel Capacity: 18 Gal

Engine: Rotax 912 ULS

Horsepower: 100 HP

2015 AVC Speed: 125.51 MPH



72

## MARK HOWARD

### JABIRU J250

Mark Howard is a Private Pilot and CFI-S (Light Sport). He has been a private pilot since he was 17, was a CAP cadet and has logged time in many GA aircraft. He is an instructor at Aspen Flying Club and works as a Computer Scientist in order to afford food and flying. "Lucile" is a 2008 Jabiru J-250 from the land "down under". She is a S-LSA. She's been to Oshkosh several times, this is her 2nd race. She loves to fly over the mountains of Colorado and Wyoming. Yellowstone is her favorite destination (after Oshkosh).



Registration: N657J

Top Speed: 159 MPH

Range: 760 SM

Fuel Capacity: 36 Gal

Engine: Jabiru J3300

Horsepower: 120 HP

2015 AVC Speed: 130.88



99

## NORMAN HENDERSIN

### RV-12

Norm has been flying since 1967 with long gaps of inactivity until the year 2000. Since then he has been flying fairly steady accumulating nearly 1,000 hours of flight time and obtaining an instrument rating. Norm and his wife have made many enjoyable trips from western Wisconsin to upper Michigan, Mississippi, Colorado, and the boundary waters of Minnesota. This will be Norm's 3rd AirVenture Cup Race; last year Norm took 1st place in the LSA category. Norm is currently retired from 30 years of production and inventory control. He spends a great deal of time building furniture and other items in his wood shop. Norm is also assisting in the rebuild of a friend's J-3 Cub. Race #99 is an RV-12 built by Norm from a Van's Aircraft kit. It took nearly 5 years to complete. The plane first flew in October 2012. The only modification to the stock plans are gear leg fairings. The plane has over 300 hours on it. Most of the flying is local western Wisconsin flying with an occasional flight to Colorado.



Registration: N12099

Top Speed: 131 MPH

Range: 472 SM

Fuel Capacity: 19.8 Gal

Engine: Rotax 912 ULS

Horsepower: 100 HP

2015 AVC Speed: 135.99 MPH

197

## JOSEPH RYAN

### EVEKTOR HARMONY

Joseph purchased N1972A in July of 2014 and has flown it since. He transitioned from a Cessna 182 to this SLSA and has enjoyed it very much. The aircraft came with 5 hours of training and it was nice to have that time to get used to it. Very different from his 182, and in some ways more challenging to fly. The aircraft was built in the Czech Republic, and came over on a boat. Assembled in Pennsylvania USA, and a ferry pilot flew it to Oshkosh in 2014 where he picked it up. The aircraft is powered by the Rotax IS Sport engine, fuel injected and computer controlled ignition. The engine makes 100 HP and cruises at 104 kts at 75% power. Prop is a warp drive composite with nickel leading edges. It has a complete Dynon panel with two ten inch displays. The aircraft feels solid in the air and give the feel of a larger aircraft. The Harmony is a upgrade of the Sportster with improvements in cross wind and ground handling. This is one of the few flying in the United States not owned by a flight school or a dealer. Joseph loves the aircraft and really enjoys it.



Registration: N1971A

Top Speed: 138 MPH

Range: 800 SM

Fuel Capacity: 31 Gal

Engine: Rotax 912

Horsepower: 100 HP

AirVenture Cup Rookie



**BOBBY BENNETT****S35 BONANZA**

This past year, the Race community lost one of its more colorful characters, Bobby Bennett, Race 193. A mechanical failure of his S35 Bonanza and complications during the ensuing forced landing over rugged terrain claimed Bobby's life near Pagosa Springs, CO.

Bobby was born in January 1939 and soon realized aviation ran through his blood. In addition to being an active air racer in both the AirVenture Cup and the SARL races, Bobby was a decorated helicopter mechanic serving in the Vietnam War in the 1st Calvary Division of the US Army. During his Army service he received the Republic of Vietnam Campaign Medal, National Defense Service Medal, Air Medal with 4 Oak Leaf Clusters, Vietnam Service Medal with 2 Bronze Service Stars, Purple Heart and Army Commendation Medal.

After serving in the military Bobby spent 28 years as a lead mechanic for Southwest Airlines. Off duty he was a pilot, professional skydiver, and airplane mechanic. An all around airplane nut, he truly lived his passion for aviation 24/7.

To say Bobby was an outgoing individual with infectious zeal and passion was an understatement. He had a spark for adventure and travel. Bobby's Race 193 Bonanza was outfitted with a smoke system and Bobby got great amusement smoking out the race staff on takeoff when we dropped the flag at the start of the race. His personality was larger than life and he once registered his beloved Chihuahua as his copilot just to see if it would get approved. Over his lifetime he mentored and influenced numerous people to become aviators, infecting them with his passion. Bobby was beloved by many for his can-do attitude, and a spontaneous zest for life and adventure. He was a man that never knew a stranger, loved people and their stories.

Tailwinds Bobby, your AirVenture Cup comrades will miss you.

**ERIK SCHMEISER****LANCAIR 360**

Erik Schmeiser was born in 1989 and it didn't take long for him to become infatuated with flight. He started building model airplanes after he saw pictures of his grandfather, a glider pilot. At 14, he joined the same gliding club, proudly carrying on a family tradition.

After graduating from High School, Erik attended college at Karlsruhe where he earned his bachelor's and master's degrees in engineering. There, he mentored the younger students, teaching them English. Erik took an international internship with STIHL, Inc. in the United States after completing his bachelor's thesis with STIHL Germany.

Despite his demanding academic schedule, Erik still found time to fly. He earned his Private Pilot License in Germany and regularly took friends on rides, sometimes flying his brother Felix to school in Konstanz.

After graduation, Erik's love of flying brought him back to America. He began a career at STIHL in Virginia Beach as a polymers engineer. There, he became fast friends with flying co-workers and became a fixture at Hampton Roads Executive Airport. In coming to the United States to pursue his dreams, he was forced to leave nearly everything behind. Though he missed home dearly, he always remained a bright beacon that shone with potential and promise of what's yet to come. He traveled to the Reno Air Races with Team STIHL One Moment Air Racing. There he earned the nickname "The Little German," a nod to not just his short stature, but larger-than-life personality.

Erik set high standards for himself as a pilot. In 2015, he put his goal of being an air racing pilot into motion by becoming a partner in a Lancair 360, his beloved "Tuna". He was modest in his accomplishments, but was strongly determined in his goal to achieve his dreams and inspire an interest in all things aviation in as many people as possible, especially the next generation. In that way he lived a life with great intent, he lived for others.

Erik was set to enter the 2016 AVC Race in his Lancair 360 "Tuna" which he planned to race as number 53, as 53 looked like his initials while flying inverted. His life was cut short by an automobile accident earlier this year; and his loss was felt deeply by many, including those in the Reno and AVC Race communities.



# VOLUNTEERS

On behalf of the AirVenture Cup, our racers, volunteers, and staff, we would like to extend our heartfelt thanks to those people who make this event possible. As you run across these people, please be sure to thank them for their dedication to making this event fun, enjoyable, and most importantly, SAFE!

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