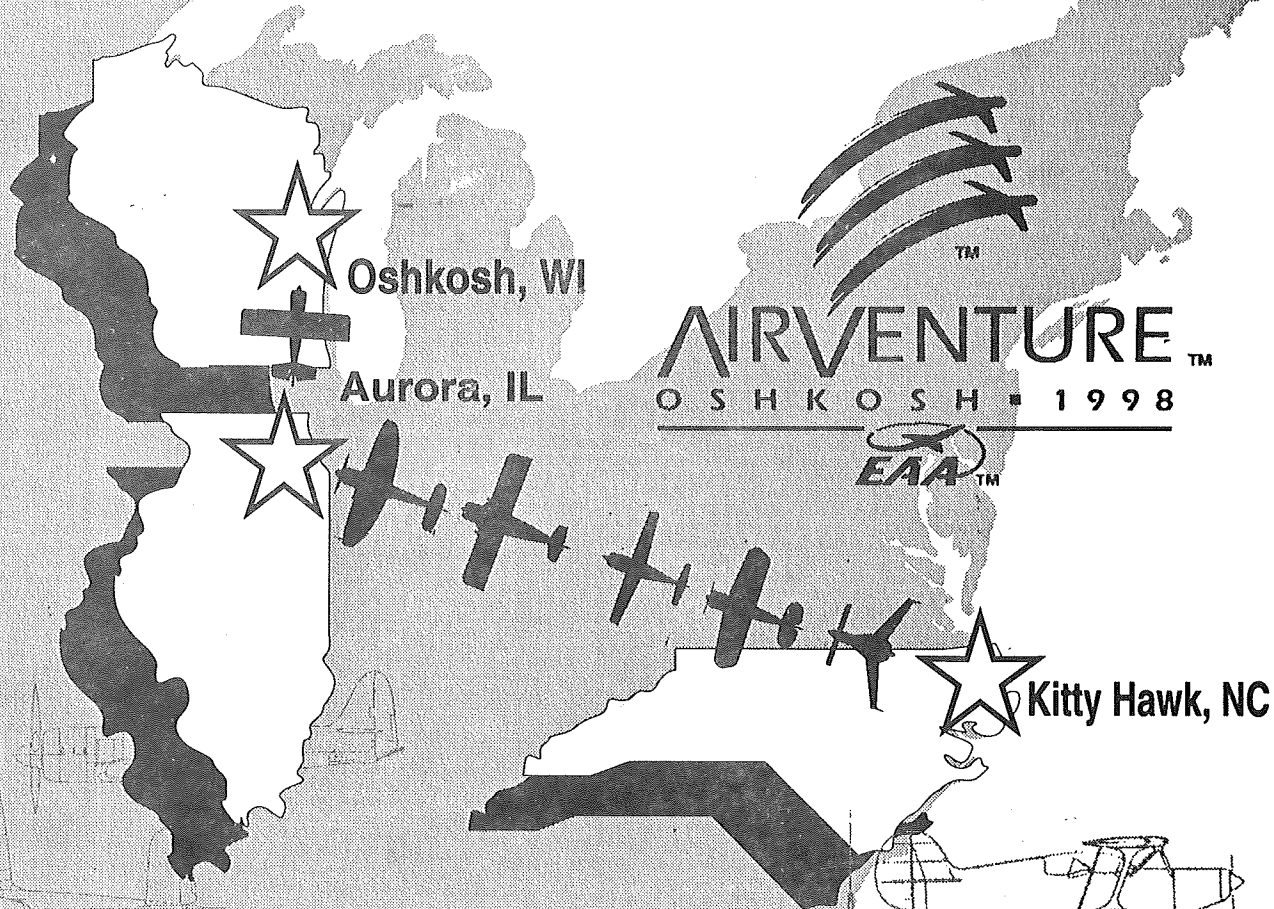


AIRVENTURE™

Cup '98'



Oshkosh, WI

Aurora, IL

AIRVENTURE™
OSHKOSH • 1998



Kitty Hawk, NC

JULY 27 1998

Kitty Hawk to Oshkosh



Dear EAA Members and Air Racing Enthusiasts,

It is my pleasure to welcome you to the inaugural EAA AirVenture Cup – an air race uniting two of aviation’s most historic places: Kitty Hawk, North Carolina, and Oshkosh, Wisconsin. From the site of aviation’s first level, powered flight to the “world of flight” at EAA AirVenture, this event recalls the excitement, speed and drama of cross country air racing.

We look forward to welcoming participants to Wittman Regional Airport on July 27. We encourage you to attend a special evening program at AirVenture’s “Theater in the Woods” to recognize the race, its organizers and award-winners on Wednesday, July 29, at 8:15 p.m.

On behalf of EAA’s 170,000 members, I extend congratulations to all racers and best wishes for a safe flight.

Sincerely,

A handwritten signature in black ink that reads "Tom Poberezny". The signature is fluid and cursive, with a large, looping "y" at the end.

Tom Poberezny
EAA President and
AirVenture Chairman

July 29 - August 4

EAA Aviation Center
P.O. Box 3086
Oshkosh, WI 54903-3086
(920) 426-4800
fax (920) 426-4873
www.eaa.org



July 14, 1998

Dear Air Race Fans and Pilots,

Welcome to the first Annual EAA AirVenture Cup Race. It is hard to believe that last year at this time, a cross country air race between Kitty Hawk and Oshkosh was only a dream.

The race began as an effort to recreate the excitement of the old Bendix Trophy Race, a cross country challenge that was flown between the 1930's and the 1960's. The course, uniting the birthplace of powered flight with the current home of sport aviation seemed only natural. Additionally the course offers its own unique challenges including airspace, terrain and of course the weather that occurs when you fly over eight hundred miles. The addition of a verified turn pylon at Aurora Airport located near Chicago, Illinois makes the race a little bit more of a challenge, so strategy, not just speed will play a part in determining this years winner.

The AirVenture Cup would still be a dream if many people did not come forward and make it happen. Many thanks go the people at EAA for supporting the race and to the people at the starting line. The support and help we have received from the First Flight Society and the Dare County airport has been exceptional. Without their help, starting the race at the site of the Wright Brothers first flight would have been nearly impossible.

Whether you are a pilot about to participate in the inaugural AirVenture Cup, or a race fan that came out to watch the race, thank you for your interest and support. I look forward to seeing you at the finish line!

Eric K. Whyte
Chairman, 1998 EAA AirVenture Cup Committee

July 29 - August 4

EAA Aviation Center
P.O. Box 3086
Oshkosh, WI 54903-3086
(920) 426-4800
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Formula FX

<i>Race #</i>	<i>Type</i>	<i>Horsepower</i>	<i>Fuel Capacity (gal)</i>	<i>Range (miles)</i>	<i>Top Speed (mpg)</i>
20	Vans RV-4 (N120CT) Pilot Claudio Tonnini	160	69	1,100	195
29	Rutan Long EZ (N20GJ) Pilot Gus Sabo	160	48	1,500	230
23	Skybolt (N683JS) Pilot Peter J. Lach	180	29	375	135
24	Wittman Tailwind (N4JB) Pilot Dennis Flamini	180	70	1,200	180
27	Riley Long EZ (N1701X) Pilot Richard L. Riley	180	52	1,500	230

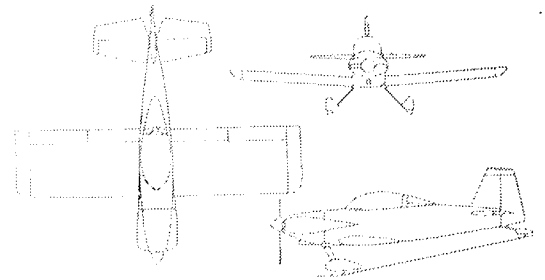
Formula RG

<i>Race #</i>	<i>Type</i>	<i>Horsepower</i>	<i>Fuel Capacity (gal)</i>	<i>Range (miles)</i>	<i>Top Speed (mpg)</i>
38	Berkut (N38AS) Pilot John R. Daniels	200	54	1,100	252
34	Glasair IIS-RG (N24TX) Pilot Thomas Taylor	200	61	1,150	260

Unlimited

<i>Race #</i>	<i>Type</i>	<i>Horsepower</i>	<i>Fuel Capacity (gal)</i>	<i>Range (miles)</i>	<i>Top Speed (mpg)</i>
11	Lancair IV-P/ LC30 (N420HP) Pilot James D. Rahm	420	120	2,100	385
15	Questair Venture (N48VR) Pilot Rittner E. Will	300	71.5	1,315	306
16	Berkut 540 (N600SE) Pilot Dave Ronneberg	307	58	1,100	282
14	Glasair Super III (N401KT) Pilot Bob Gavinsky	350	115	1,725	400+
12	Lancair IV-P (N124KM) Pilot Charles Coleman	350	105	1000+	350
19	Hawker Sea Fury (N62143) Pilot Robert Gibson	2,800	368	950	360
18	Questair Venture (N425V) Robert Schmidt	350	94	1,000+	300+

Race Class Formula FX
Race Number 31
Aircraft Registration Number N120CT
Aircraft Make / Model Vans / RV 4
Color Purple



Pilot Claudio Tonnini

Empty Weight 1,150 lbs.

Hometown South River, NJ

Gross Weight 1,800 lbs

Background The pilot has more than 2,200 hours of flight experience. He has Participated in the "Great Cross Country Race" (Denver to Oshkosh) and "Sun 100" at Lakeland, FL. with three trips to South America as cross country experience.

Number of Seats 2

Fuel Capacity (US Gal) 69

Range (Statute Miles) 1,100

Pilot Certificates / Ratings Private / Instructor

Top Speed (MPH) 195
 Engine Type / Model Lycoming / D26
 Non Turbocharged, Non Supercharged

Owner Claudio Tonnini
 Builder(s) Claudio Tonnini
 Where Aircraft was Built In a garage

Displacement (cubic inches) <360

Time to Build 19 months

Horsepower 160
 Propeller Hartzell

Cost to Build Approximately \$30,000

Ignition Type Magneto

Total Time on Aircraft (hours) 400

Home base 3N6

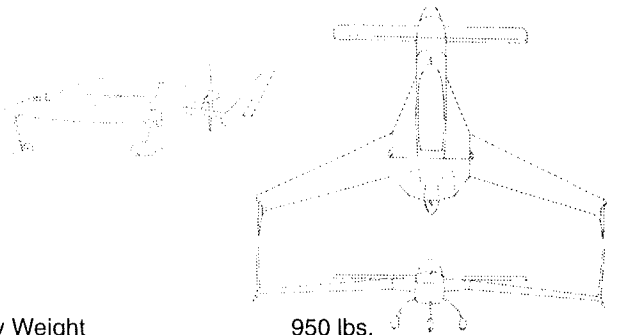
Special Features or Modifications Extra capacity fuel tanks built into the wings. Fuel is in 4 tanks.

Comments--- Six time participant in "Sun 100" race and also a Denver to Oshkosh, the "Great Cross Country Race" participant.



Claudio Tonnini
 N120CT

Race Class Formula FX
Race Number 29
Aircraft Registration Number N20GJ
Aircraft Make / Model Color Rutan / Long EZ
 White with Red and Blue strips



Pilot Gus Sabo

Hometown Las Vegas, NV

Background The pilot has more than 2,400 hours of flight experience and he soloed on his 16th birthday. He has participated in over twenty R.A.C.E. (Rutan and Composite Enthusiast) events and placed in the top three in over half of the races. Competed twice in the Haywood to Bakersfield to North Las Vegas Air Race winning rookie of the year one year. He is the manager for North Las Vegas Airport (VGT), Overton Airport (UO8) and Searchlight Airport (1L3). He has flown his Long EZ since 1983 and has over 1,900 hours in this aircraft. He flew with the Glass overcast formation of EZ's at Oshkosh in 1995.

Pilot Certificates / Ratings Private / Single Engine Land

Owner Gus Sabo

Builder(s) Gus Sabo

Where Aircraft was Built In a garage.

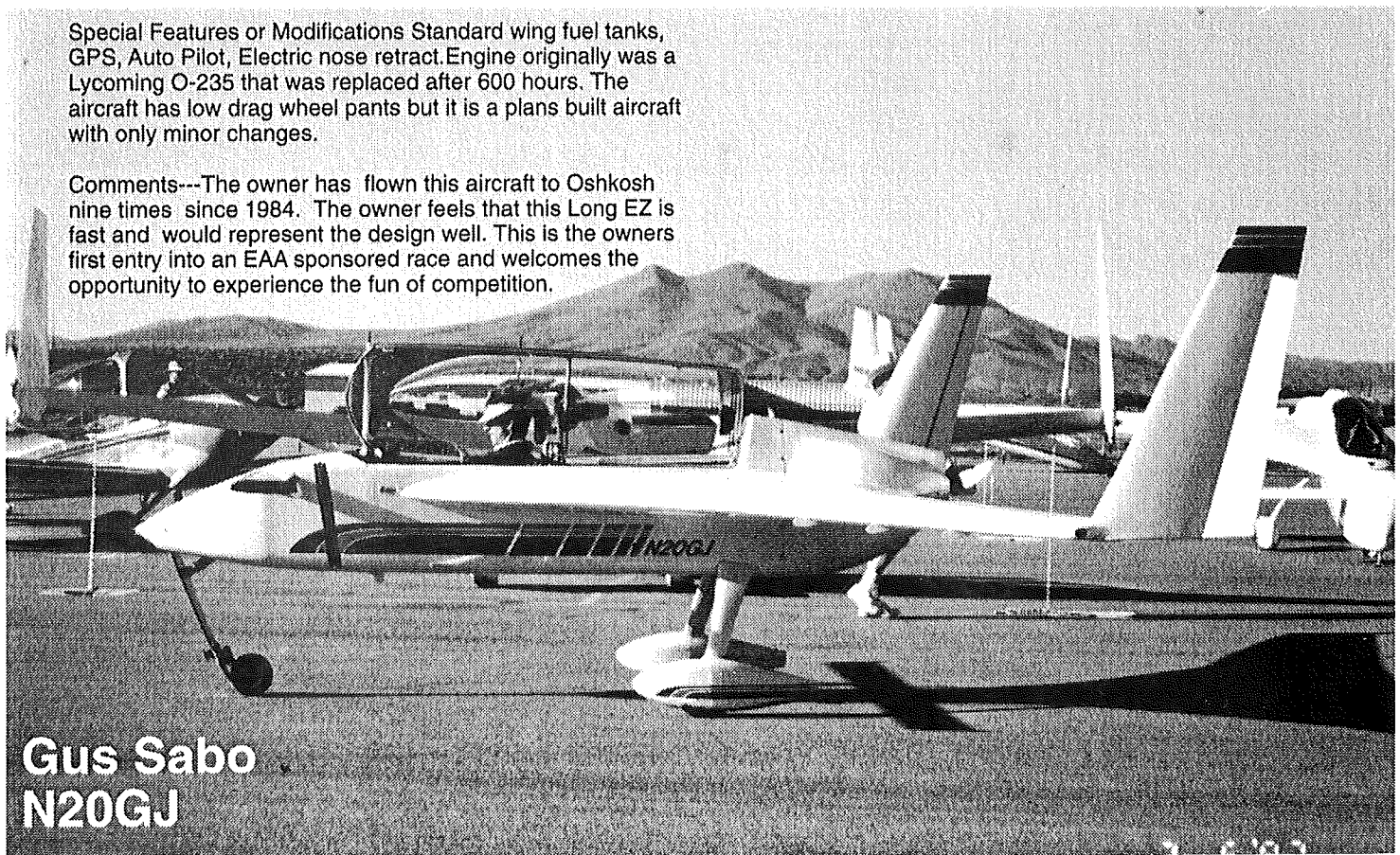
Time to Build 2,400 hours

Cost to Build \$24,000 in 1983

Empty Weight 950 lbs.
Gross Weight 1,650 lbs.
Number of Seats 2
Fuel Capacity (US Gal) 48
Range (Statute Miles) 1,500
Top Speed (MPH) 230
Engine Type / Model Lycoming / D2G
Displacement (cubic inches) 320
Horsepower Propeller 160 Composite
Ignition Type Electronic and Magneto
Total Time on Aircraft (hours) 1,900
Home base Las Vegas, NV

Special Features or Modifications Standard wing fuel tanks, GPS, Auto Pilot, Electric nose retract. Engine originally was a Lycoming O-235 that was replaced after 600 hours. The aircraft has low drag wheel pants but it is a plans built aircraft with only minor changes.

Comments---The owner has flown this aircraft to Oshkosh nine times since 1984. The owner feels that this Long EZ is fast and would represent the design well. This is the owners first entry into an EAA sponsored race and welcomes the opportunity to experience the fun of competition.



Gus Sabo
N20GJ

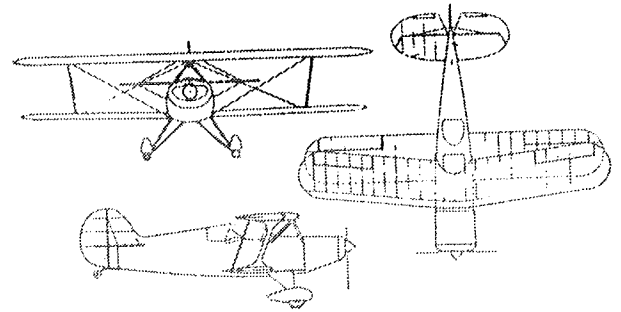
Race Class Formula FX

Race Number 23

Aircraft Registration Number 683JS

Aircraft Make / Model Color Skybolt Beige

Pilot Peter J. Lach



Hometown Detroit, MI

Background The pilot works for Detroit Edison Co. as a supervisor for line crews. He is strictly a sport aviation pilot who likes to fly his homebuilt. He competed in the "Great Cross Country race" in the unlimited category.

Pilot Certificates / Ratings Private / Single Engine Land

Co-Pilot Ron Mira

Hometown Mt. Clemens, MI

Background He participated in the 1996 "Great Cross Country Race." His cross country experience includes three trips to Sun N Fun in Lakeland, FL. He first flew with the Civil Air Patrol at age 14 and earned his private license at 18 years of age.

Pilot Certificates / Ratings Private / Single Engine Land

Owner Peter J. Lach

Builder(s) Peter J. Lach
Where Aircraft was Built In a garage.

Time to Build 3000+ hours

Cost to Build \$19,000

Empty Weight 1,200 lbs.

Gross Weight 1,680 lbs.

Number of Seats 2

Fuel Capacity (US Gal) 29

Range (Statute Miles) 375

Top Speed (MPH) 135

Engine Type / Model Lycoming / O-360-A1A

Displacement (cubic inches) 360

Horsepower 180

Propeller Fixed Pitch Metal

Ignition Type Magneto

Total Time on Aircraft (hours) 340

Home base Detroit, MI

Special Features or Modifications Aircraft has been slightly customized to suit the builder with only slight modifications from the plans.

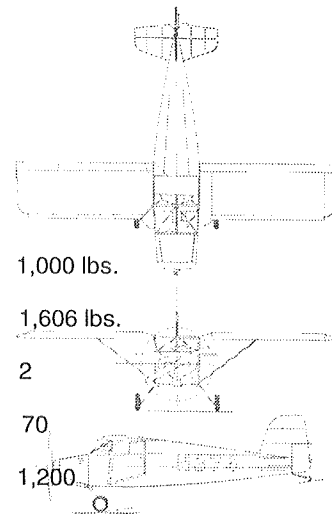
Comments---Winner of the 1991 Champion Plans Built trophy at Oshkosh. Best of type at Oshkosh 1996 and Grand Champion Custom at MERFI 1991. The pilot feels that since air racing started with open cockpit biplanes a separate class should be made for this type of plane. The pilot wishes to compete for the sake of tradition.



Peter J. Lach & Ron Mira
S83JS

Race Class	Formula FX
Race Number	24
Aircraft Registration Number	N4JB
Aircraft Make / Model	Wittman / Tailwind W9
Color	White
Pilot	Dennis Flamini
Hometown	Frankfort, IL
Background	More than 2,000 hours of flight experience.
Pilot Certificates / Ratings	Private / Single Engine Land
Co-Pilot	Matt Flamini
Hometown	Plainfield, IL
Background	More than 2,100 hours of flight experience
Pilot Certificates / Ratings	Commercial, ATP, CFI / Multi, Instrument, CE525, PA30T, Lear 24
Owner	Dennis Flamini
Builder(s)	Bill Hansen
Where Aircraft was Built	In a garage in Minneapolis, MN.
Time to Build	3 years
Cost to Build	\$15,000 in 1968.

Empty Weight	1,000 lbs.
Gross Weight	1,606 lbs.
Number of Seats	2
Fuel Capacity (US Gal)	70
Range (Statute Miles)	1,200
Top Speed (MPH)	180
Engine Type / Model	Lycoming / O0360-A1A Non Turbocharged, Non Supercharged
Displacement (cubic inches)	360
Horsepower	180
Propeller	Hartzell Constant Speed
Ignition Type	Dual Magneto
Total Time on Aircraft (hours)	1,500
Home base	Sanger Airport, Monee, IL. C56

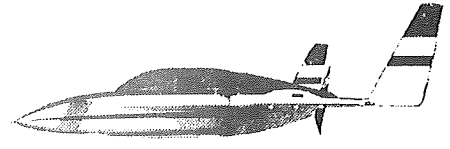


Special Features or Modifications - Fuel is contained in two tanks of 35 gal each. One tank is behind the Fire Wall and the other behind the seats. This is an I.F.R. equipped aircraft with HSI and DME. Plans were modified to give 4 inches more width and height in the cabin. Wings were moved 4 inches forward on the spars. The vertical fin is enlarged.

Comments--- Flight testing was done by Steve Wittman. Steve Wittman also provided the engine. At Rockford in 1969 it was registered as N374G and was painted red.



**Dennis Flamini & Matt Flamini
N4JB**



Formula RG

Race Number 38

Aircraft Registration Number N38AS

Aircraft Make / Model Berkut / Berkut
Color White / Red

Pilot John R. Daniels

Hometown Pacific Palisades, CA

Background The pilot has more than 3,000 hours of flight experience but no previous race experience. He is a Professor of Medicine at the University of Southern California.

Pilot Certificates / Ratings Private / Single Engine Land, Rotorcraft, I.F.R.

Owner John R. Daniels

Builder(s) Mr. Price

Where Aircraft was Built In a hanger.

Time to Build 4 years

Empty Weight 1,140 lbs.

Gross Weight 1,140 lbs.

Number of Seats 2

Fuel Capacity (US Gal) 54

Range (Statute Miles) 1,100

Top Speed (MPH) 252

Engine Type / Model Lycoming / I. O.- 360
 Non Turbocharged,
 Non Supercharged

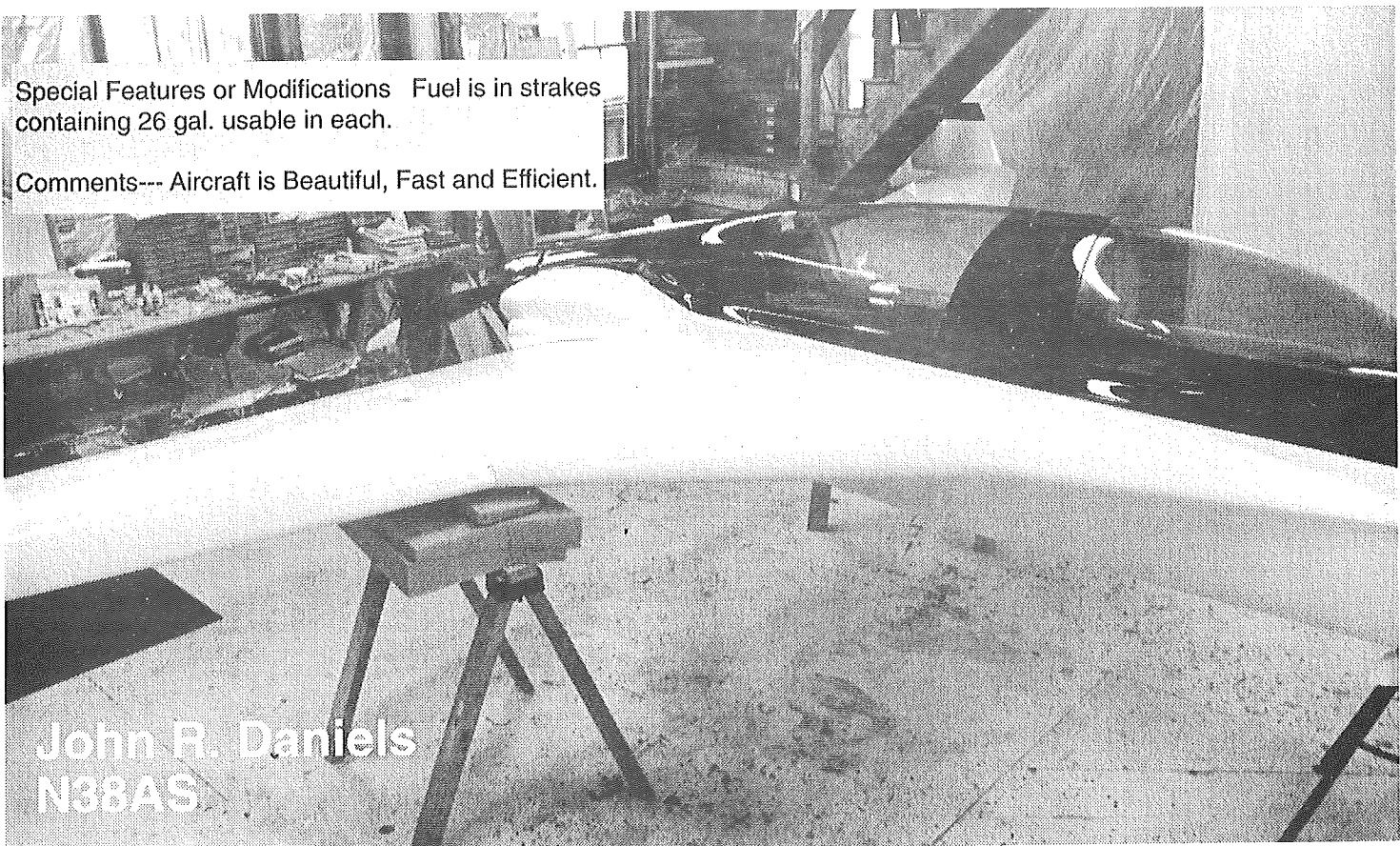
Displacement (cubic inches) 360

Horsepower 200

Propeller Light Speed

Ignition Type Light Speed Engine
 Magneto

Total Time on Aircraft (hours) 76



Special Features or Modifications Fuel is in strakes containing 26 gal. usable in each.

Comments--- Aircraft is Beautiful, Fast and Efficient.

John R. Daniels
N38AS

Race Class Formula RG

Race Number 34

Aircraft Registration Number N24TX

Aircraft Make / Model Stoddard-Hamilton Aircraft, Inc. / Glasair IIS-RG
Color White / Red, Solid Stripes

Pilot Thomas (Tom) Taylor

Hometown La Crescenta, CA.

Background With more than 1,170 hours of flight experience the pilot has experienced six 100 mile races, two kilo trials, and two Denver to Oshkosh races. He is crew chief for unlimited racers at Reno Air Races. His cross country experiences include flights from Cubo San Lucas, Baja, Mexico to Katchikan, Alaska and California to Oshkosh, Wisconsin. He is a 37 years employee at Jet Propulsion Laboratory- wind tunnels and spacecraft flight operations. Owner of Aeroprime Technology-experimental aircraft systems and service.

Pilot Certificates / Ratings Commercial / Single Engine Land, Instrument

Owner Thomas Taylor

Builder(s) Thomas Taylor

Where Aircraft was Built In a Garage.

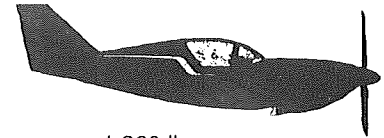
Time to Build 5,700 hours

Cost to Build \$100,000

Empty Weight	1,360 lbs.
Gross Weight	2,100 lbs.
Number of Seats	2
Fuel Capacity (US Gal)	61
Range (Statute Miles)	1,150
Top Speed (MPH)	260
Engine Type / Model	Lycoming / I.O.-360-CIC Non Turbocharged, Non Supercharged
Displacement (cubic inches)	360
Horsepower	200
Propeller	Hartzell Constant Speed
Ignition Type	Electronic Direct
Total Time on Aircraft (hours)	365
Home base	Reno, NV.

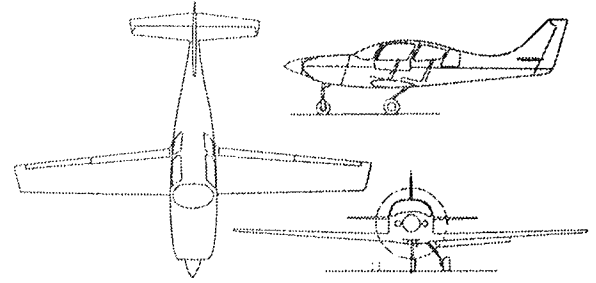
Special Features or Modifications Lightweight starter and alternator. Custom Oil cooling system, standby vacuum system, mechanically actuated wing lift spoilers, slotted flaps, pulse landing lights, 3-axis electronic trim, King avionics-GPS Prime, slaved HSI, Lift Reserve angle of attack indicator, G-meter, S-Tec Sys 50 two axis with altitude hold autopilot, vision Microsystem ECO instrument and Sony Peltor PM 2000 intercom with stereo CD system. 27 gal. main tanks in each wing with selection of either or both. 7 gal. aux. located in forward fuselage in the standard Glasair configuration.

Comments--- Placed in the 1996 and 1997 R.A.C.E. (Rutan and Composite Enthusiasts) 100 mile Races. in November 1996 this aircraft set a 261.2 mph record at R.A.C.E. Kilo trials. Third place in the "Great Cross Country Flying Race" (Denver to Oshkosh) in 1997. Arlington, WA. Winner of the EAA Northwest Fly-In, Best of Fly-In Kit built in 1996 and Oshkosh Grand Champion Kit built in 1996. The aircraft has many innovative safety and performance features. The owner believes that this aircraft represents the best of modern aircraft construction.



**Thomas Taylor
N24TX**

Race Class Unlimited
Race Number 3
Aircraft Registration Number N420 HP
Aircraft Make / Model Lancair IV-P / LC30
Color White & Blue
Pilot James D. Rahm



Hometown Daytona Beach, FL
Background The pilot has more than 13,000 hours of flight experience including taildrager and aerobatics. This pilot has a love of "water flying" and fast airplanes.
Pilot Certificates / Ratings Private / Single Engine Land, Seaplane, Multi engine, Instrument, Glider.
Owner James D. Rahm
Builder(s) James D. Rahm
Where Aircraft was Built In a hanger.
Time to Build 6000 hours
Cost to Build \$400,000

Empty Weight 2,264 lbs
Gross Weight 3,600 lbs
Number of Seats 4
Fuel Capacity (US Gal) 120
Range (Statute Miles) 2,100
Top Speed (MPH) 385
Engine Type / Model EngineAir Chevrolet / 400+T Turbocharged
Displacement (cubic inches) 400
Horsepower 420
Propeller MT 5 Blades
Ignition Type Solid State
Total Time on Aircraft (hours) 330
Home base 44J



Special Features or Modifications Turbocharged liquid cooled V-8 Engine with geared propeller speed reduction unit. 60 Gallon fuel tanks in each wing for a total of 120 gal. fuel capacity.

Comments--- The owner feels that this is the fastest airplane in the race.

James D. Rahm
N420HP

Race Class Unlimited

Race Number 15

Aircraft Registration Number N48VR

Aircraft Make / Model Questair /
Venture

Color Silver

Pilot Rittner E. Will

Hometown Sevierville, TN

Background This pilot has more than 1,550 hours pilot in command time, and over 175 hours of formation time in T-34, and beginner aerobatics experience. Owner of Family Recreation Centers (go- Karts, Mini Gold, Kiddie Rides, Arcades, Bungee Jumps etc.

Pilot Certificates / Ratings Commercial, Multi,
Instrument

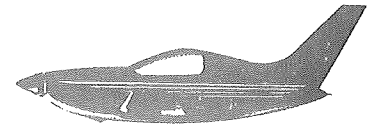
Owner Rittner E. Will

Builder(s) Vic Barrett and Rittner Will

Where Aircraft was Built In a basement and a hanger.

Time to Build 5,500 hours

Cost to Build \$200,000



Empty Weight 1,290 lbs.

Gross Weight 2,000 lbs.

Number of Seats 2

Fuel Capacity (US Gal) 71.5

Range (Statute Miles) 1315

Top Speed (MPH) 306

Engine Type / Model Continental / I. O. 550 G
Non Turbocharged,
Non Supercharged

Displacement (cubic inches) 550

Horsepower 300

Propeller McCauley

Ignition Type Magneto

Total Time on Aircraft (hours) 170

Home base Sevierville, TN., GKT

Special Features or Modifications P.R.C. Sealed Wet Wings.

Comments--- Winner-Unlimited Class Lakeland "Sun 100" race in 1995 and 1996. 2nd place-Unlimited Class Lakeland "Sun 100" race in 1998. 3rd place-Unlimited Class Lakeland "Aeroshell Time to Climb"



Rittner E. Will
N48VR

Race Class Unlimited

Race Number 16

Aircraft Registration Number 600SE

Aircraft Make / Model Berkut / 540
Color White / Orange

Pilot Dave H. Ronneberg

Hometown Los Angeles, CA

Background The pilot has more than 3,500 hours of flight experience. Three time participant in the Lakeland "Sun N Fun Race". Twenty time participant in the Shirl Dickey Club races. Participant in Formula one style race near Denver, CO.

Pilot Certificates / Ratings Private / Single Engine Land

Owner Misha Kayan

Builder(s) Misha Kayan

Where Aircraft was Built Experimental Aviation Inc.

Time to Build 3000 hours

Cost to Build \$55,000

Empty Weight 1,250 lbs.

Gross Weight 2,100 lbs.

Number of Seats 2

Fuel Capacity (US Gal) 58

Range (Statute Miles) 1,100

Top Speed (MPH) 282

Engine Type / Model Lycoming / E 46B
Non Turbocharged,
Non Supercharged

Displacement (cubic inches) 540

Horsepower 307

Propeller Light Speed

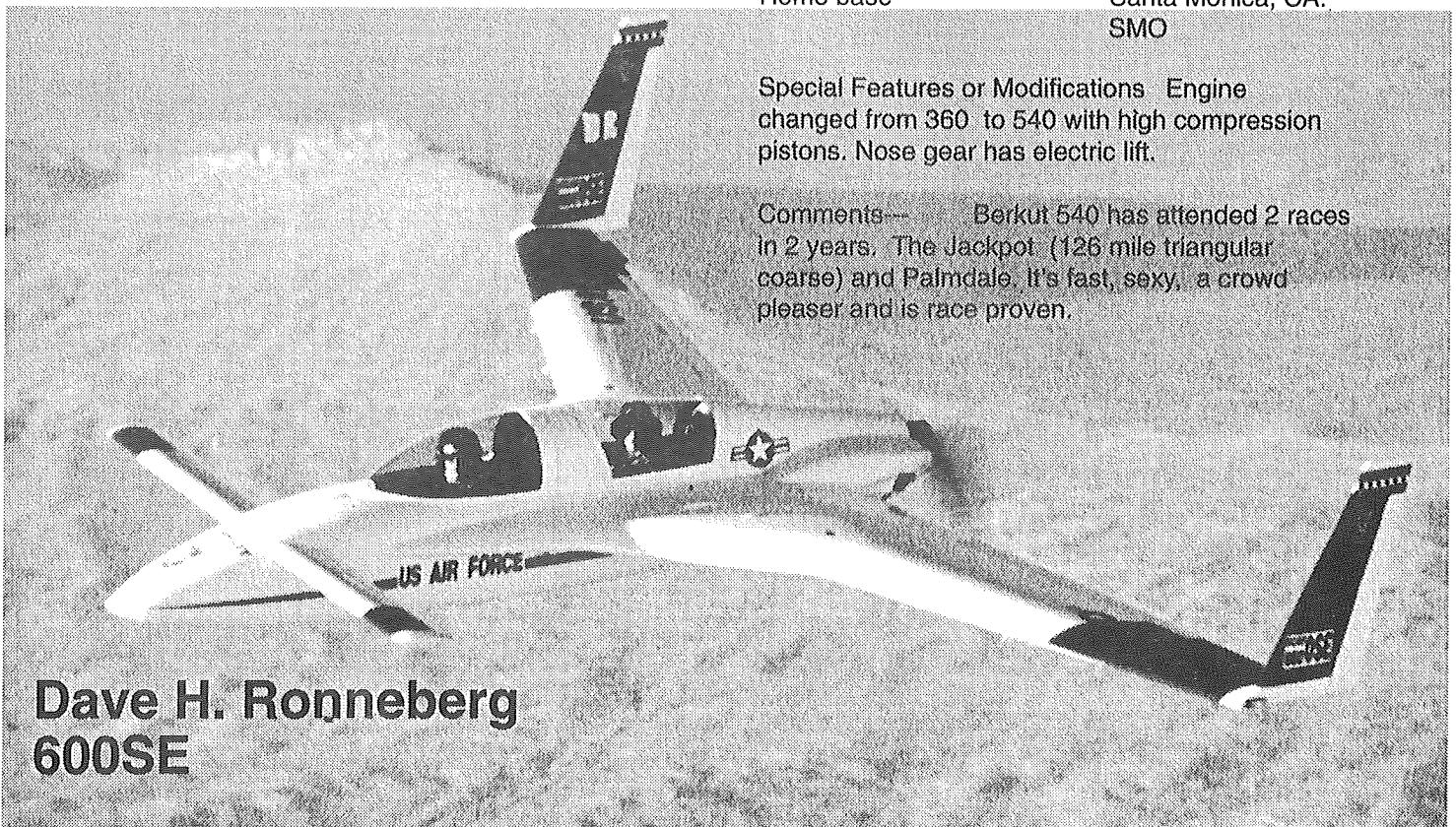
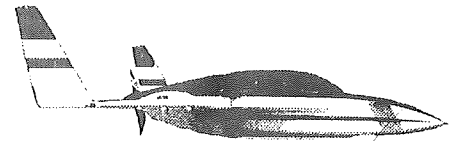
Ignition Type Light Speed Engine
Magneto

Total Time on Aircraft (hours) 320

Home base Santa Monica, CA.
SMO

Special Features or Modifications Engine changed from 360 to 540 with high compression pistons. Nose gear has electric lift.

Comments-- Berkut 540 has attended 2 races in 2 years. The Jackpot (126 mile triangular course) and Palmdale. It's fast, sexy, a crowd pleaser and is race proven.



Dave H. Ronneberg
600SE

Race Class Unlimited

Race Number 14

Aircraft Registration Number 401 KT

Aircraft Make / Model Stoddard-Hamilton Aircraft, Inc. / Glasair Super III

Color White / Red

Pilot Bob Gavinsky

Hometown Snohemish, WA

Background Pilot has more than 3,500 hours of flight experience and is a professional pilot for Horizon Air in the Pacific Northwest. He is a President of and an Engineer for Stoddard-Hamilton Aircraft. He is a designer and Test Pilot for the Glasair III aircraft line.

Pilot Certificates / Ratings Commercial / I.F.R.

Owner Stoddard-Hamilton Aircraft, Inc.

Builder(s) Stoddard-Hamilton Aircraft, Inc.

Where Aircraft was Built Research and Development Hanger in Arlington, Washington.

Time to Build 3,000 hours

Cost to Build \$120,000

Empty Weight 1,800 lbs.

Gross Weight 2,800 lbs.

Number of Seats 2

Fuel Capacity (US Gal) 115

Range (Statute Miles) 1,725

Top Speed (MPH) 400+

Engine Type / Model Lycoming / T-510-540-AA/B5 Turbocharged

Displacement (cubic inches) 540

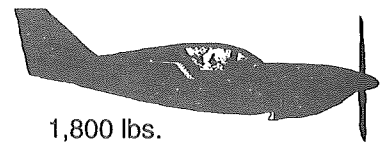
Horsepower 350

Propeller Hartzell

Ignition Type Magneto

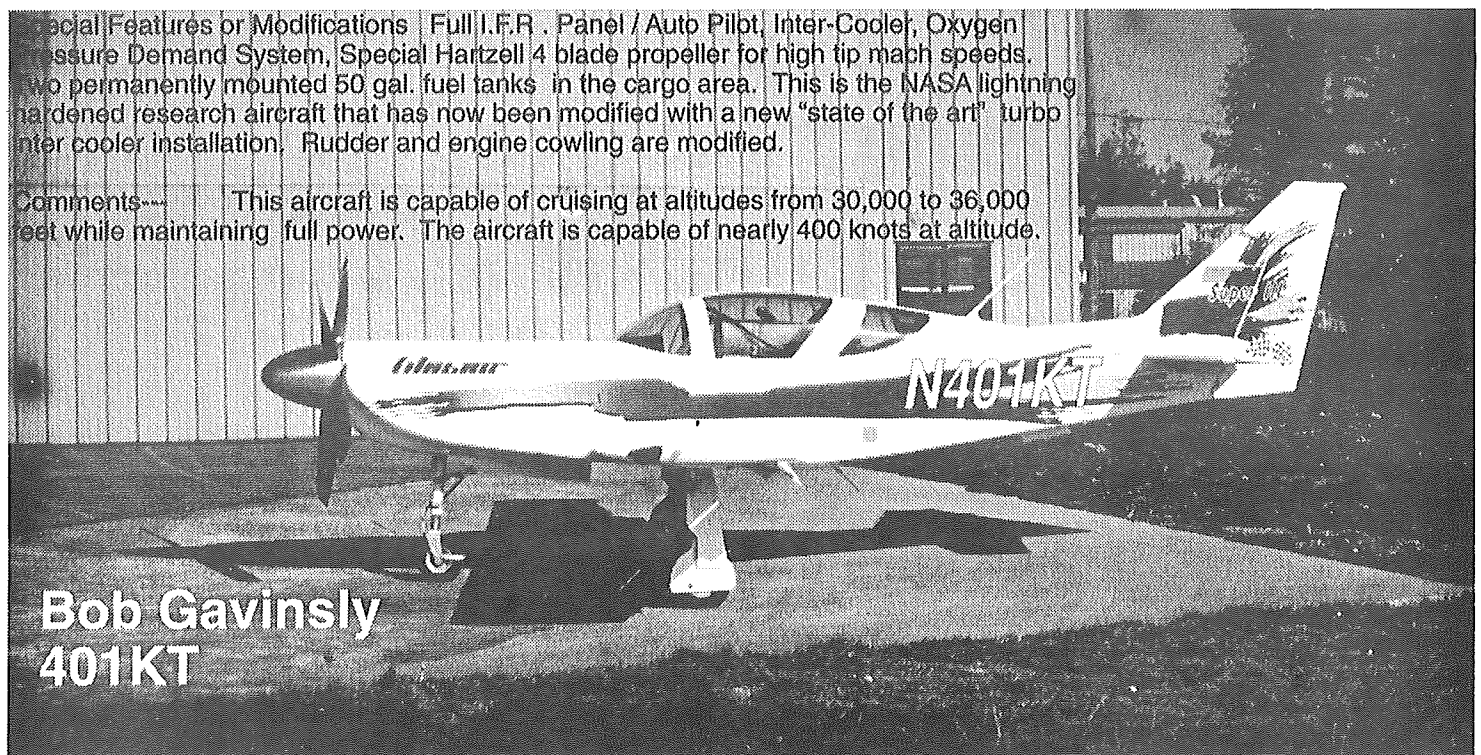
Total Time on Aircraft (hours) 1,000

Home base Arlington, WA. S88



Special Features or Modifications Full I.F.R. Panel / Auto Pilot, Inter-Cooler, Oxygen Pressure Demand System, Special Hartzell 4 blade propeller for high tip mach speeds. Two permanently mounted 50 gal. fuel tanks in the cargo area. This is the NASA lightning hardened research aircraft that has now been modified with a new "state of the art" turbo inter cooler installation. Rudder and engine cowling are modified.

Comments--- This aircraft is capable of cruising at altitudes from 30,000 to 36,000 feet while maintaining full power. The aircraft is capable of nearly 400 knots at altitude.



Bob Gavinsky
401KT

Race Class Unlimited

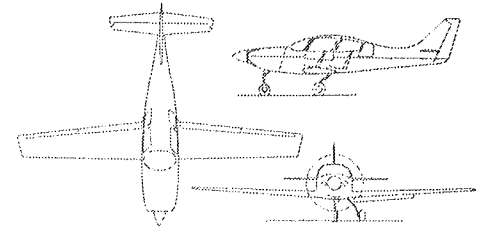
Race Number 12

Aircraft Registration Number 124KM

Aircraft Make / Model Color Lancair / IVP White / Green / Gold

Pilot Charles T. Coleman

Hometown Chesterfield, MO.
St. Louis, MO for the last 13 years.



Empty Weight 2,160 lbs.

Gross Weight 3,200 lbs.

Number of Seats 4

Fuel Capacity (US Gal) 105

Range (Statute Miles) 1000+

Top Speed (MPH) 350

Engine Type / Model Continental / TSIO550 Turbocharged

Displacement (cubic inches) 550

Horsepower 350

Propeller Hartzell

Ignition Type Magneto

Total Time on Aircraft (hours) 300

Home base Spirit of Saint Louis Airport, SUS

Background The pilot has over 2,300 total flight experience with more than 1,000 hours in experimental aircraft. He holds a B.S. in Aerospace/Mechanical Engineering from the University of Michigan. He has built five experimental aircraft and has flown over 100 aircraft types. He has flown his personally built aircraft to Oshkosh for 7 consecutive years. He is a professional Aerospace Engineer currently working at VisionAire Corp. in advanced design. He holds the course record for the Denver to Oshkosh "Great Cross Country Race" with a speed of 321 knots in 1997. He finished in third place in 1996. He is a competition aerobatic pilot and past flight test engineer of Bede Jet Corp. He worked on the first single engine, two place high performance personal jet, the BD-10 turbojet. He performed the first flight test of the BD-12. He was the Senior engineer with McDonnell Douglas Aircraft involved in the development of a three dimensional thrust vectored control system for the NASA- High Alpha Research Aircraft at NASA Dryden/Edwards Air Force Base. He worked on the design of new components for the Northrop F/A -18 as indicated by fatigue studies on the aircraft. He also worked on the design and development of components for upgraded versions of the F/A-18, F-15, AV8B and the prototype A-12.

Pilot Certificates / Ratings	ATP / Multi engine Land, Commercial, Single Engine Land, Certified Instrument Instructor, Airframe and Powerplant License	Special Features or Modifications Wing Tanks with 52.5 gal usable on each side. Its basically a stock aircraft per lancair plans with a stock Continental engine. Comments First place Great Cross Country Race 1997. 321 Knots Denver to Oshkosh. Third Place "Great Cross Country Race" 1996 with 291 Knots Denver to Oshkosh. The Lancair IV's are the fastest prop airplanes available today. An all carbon-fiber, 300 knot, pressurized aircraft is a tribute to the EAA movement. The pilot wishes "to make the race fun and memorable."
Owner	Charles T. Coleman	
Builder(s)	Charles T. Coleman	
Where Aircraft was Built	In a basement, garage and hangar	
Time to Build	3,500 hours	
Cost to Build	"A Lot"	

Charles T. Coleman
124KM

Race Class Unlimited
Race Number 19
Aircraft Registration Number N 62143
Aircraft Make / Model Hawker / Sea Fury
Color Red / White
Pilot Robert L. "Hoot" Gibson
Hometown Murfreesboro, TN

Background This pilot has more than 9,000 hours of flight experience over a 35 year span. He graduated with a degree in Aeronautical Engineering from California Polytechnic State University in San Luis Obispo, California. He entered the United States Navy and served as a Fighter Pilot in F-4 "Phantom" and F-14 "Tomcat" Aircraft and flew combat missions in Southeast Asia, making more than 300 carrier landings. After attending the Navy Fighter Weapons School "Topgun", and the Navy Test Pilot School, he served as a Flight Test Pilot prior to being selected as an Astronaut in 1978 in the first Space Shuttle Astronaut selection.

In 18 years as an Astronaut he flew 5 Space Flights, 4 of them as the Mission Commander, aboard the Space Shuttles "Challenger", "Columbia", "Atlantis", and "Endeavour". His final Space Flight was the first mission to rendezvous and dock with the Russian Space Station "Mir" in 1995. Flight experience includes more than 60 different types of military and civilian aircraft including T-34B, T-2, TA-4J, F-4, F-14A, Boeing 737, Space Shuttle Orbiters, A-7, Mig-15, Mig-21, T-33, Fouga Magister, Hawker Sea Fury, F-101, X-26, civilian lightplanes, sailplanes and aerobatic aircraft.

He is the holder of World Record, Altitude in Horizontal Flight, Airplane Class C-1A, 1991, World Record, Time to Climb to 9000 Meters, Airplane Class C-1A, 1994. He received the Federation Aeronautique Internationale "Yuri Gagarin Medal", in 1996 and has numerous other records and awards. He was host and co-anchor of the TV show "Today in Space", a daily television update during Space Shuttle mission STS-40 in 1992. He is a First Officer for Southwest Airlines flying Boeing 737 in scheduled and unscheduled Airline operations.

Pilot Certificates / Ratings ATP / Multi Engine Land, B-737, Glider Tow,
Back-up Pilot Mike Keenum
Hometown Palos Park, IL

Background The pilot has more than 4000 hours flight experience. He is a physical therapist who is owner and president of Orthosport, Inc. which operates physical therapy clinics in the Chicagoland area. He is a Certified Orthopedic Specialist and member of the American Physical Therapy Association. He currently is flying an F-86 Sabre jet in air shows. He is active in Lifeline Pilots of Illinois, a not-for-profit charitable organization, donating time and airplanes for the transportation of needy patients. He is a member of the American College of Sports Medicine, Warbirds of America, CJAA and National Air Racing Group.

Pilot Certificates / Ratings Commercial / Single and Multi engine land, Instrument, rotorcraft/helicopter. Type rated in B-25 and King Air 300-350 series.

Owner Aileron, Inc
Builder(s) Venturecraft, Incorporated
Where Aircraft was Built In a hanger in Eagle River, Wisconsin
Time to Build 2 years

Cost to Build Over \$400,000

Empty Weight 4,673 lbs.

Gross Weight 12,147 lbs.

Number of Seats 2

Fuel Capacity (US Gal) 368

Range (Statute Miles) 950

Top Speed (MPH) 360

Engine Type / Model Wright / R3350
 Non Turbocharged,
 Non Supercharged

Displacement (cubic inches) 3350

Horsepower 2,800

Propeller Hamilton Standard

Ignition Type Magneto

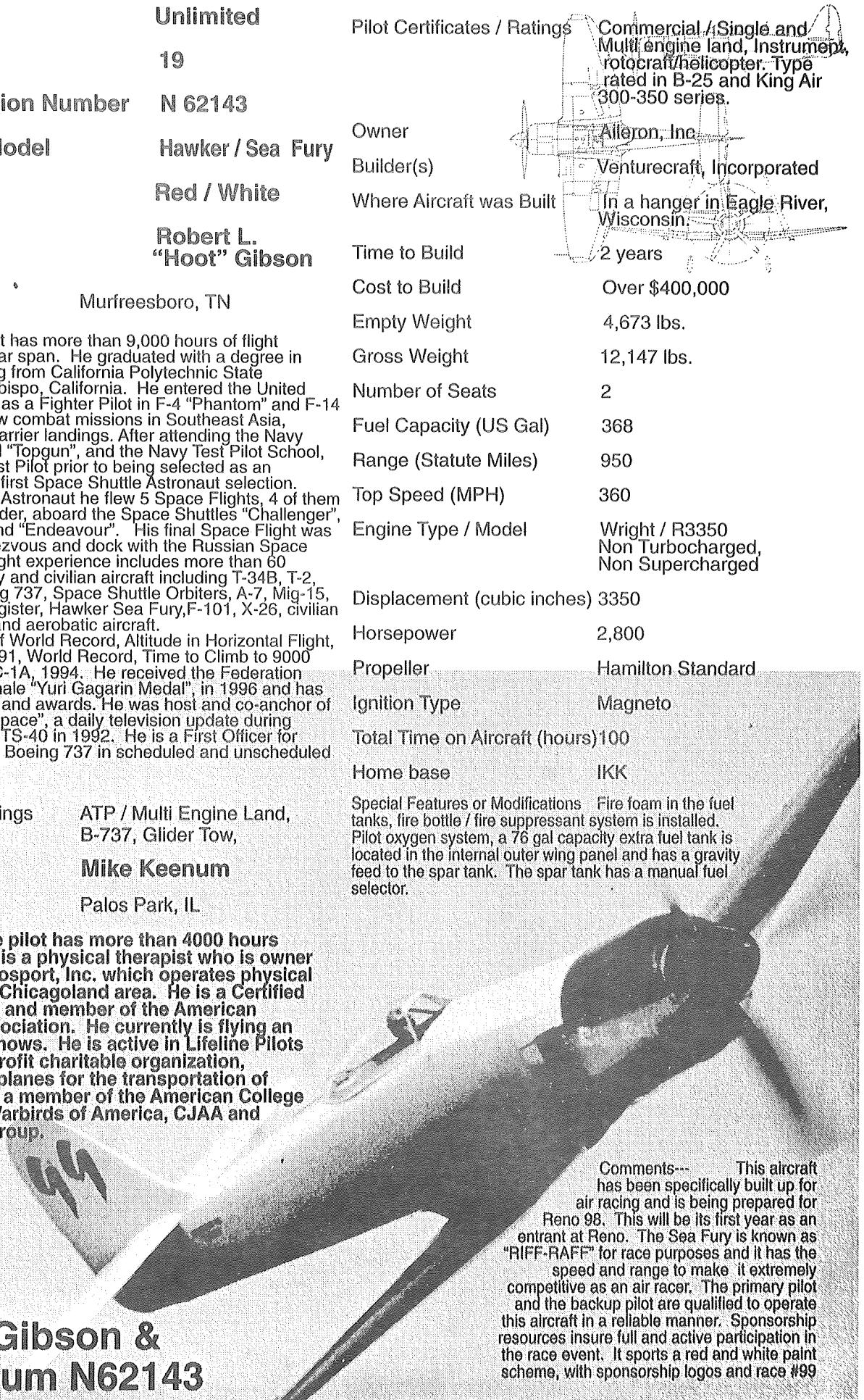
Total Time on Aircraft (hours) 100

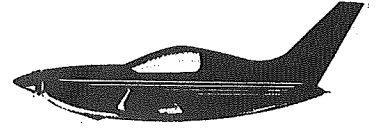
Home base IKK

Special Features or Modifications Fire foam in the fuel tanks, fire bottle / fire suppressant system is installed. Pilot oxygen system, a 76 gal capacity extra fuel tank is located in the internal outer wing panel and has a gravity feed to the spar tank. The spar tank has a manual fuel selector.

Comments--- This aircraft has been specifically built up for air racing and is being prepared for Reno 98. This will be its first year as an entrant at Reno. The Sea Fury is known as "RIFF-RAFF" for race purposes and it has the speed and range to make it extremely competitive as an air racer. The primary pilot and the backup pilot are qualified to operate this aircraft in a reliable manner. Sponsorship resources insure full and active participation in the race event. It sports a red and white paint scheme, with sponsorship logos and race #99

Robert L. Gibson & Mike Keenum N62143





Race Class Unlimited

Race Number 18

Aircraft Registration Number N425V

Aircraft Make / Model Questair / Venture
Color Silver

Pilot Robert (Bob) Schmidt

Hometown Ft. Worth, TX

Background The pilot is a retired American Airlines and Retired Air Force National Guard Pilot with more than 30,000 hours of flight experience.

Pilot Certificates / Ratings ATP / Boeing 727, 707, 767, & 727

Owner Robert (Bob) Schmidt

Builder(s) Robert (Bob) Schmidt

Where Aircraft was Built In a Garage.

Time to Build 7,000 hours

Cost to Build ?

Empty Weight 1,354 lbs.

Gross Weight 2,000 lbs.

Number of Seats 2

Fuel Capacity (US Gal) 94

Range (Statute Miles) 1,000+

Top Speed (MPH) 300+

Engine Type / Model PMA Experimental 550TTV Turbo-Charged

Displacement (cubic inches) 550

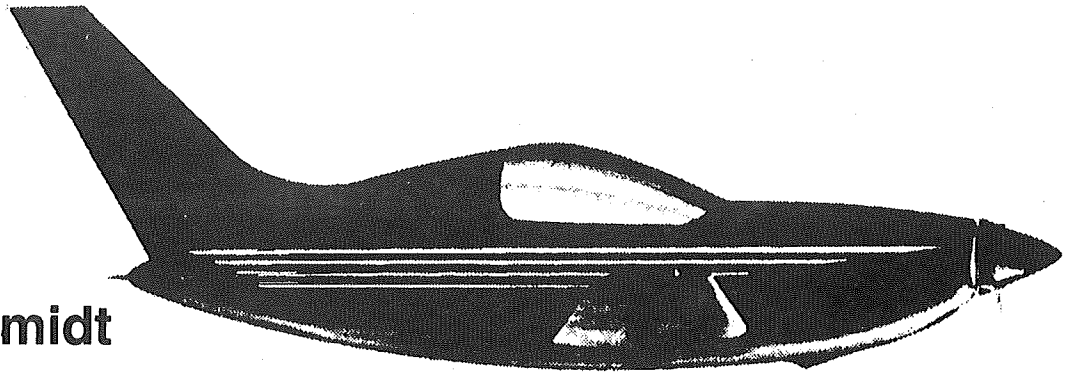
Horsepower 350

Propeller 69" McCauley

Ignition Type 2 Magnetos

Special Features or Modifications Archangel Avionics, Electronic Flight Instrument System (EFIS), 6.5" X 8.5" Color Touch Screen Displaying all flight and engine instruments. The fuel is carried in the wings.

Comments - This aircraft has no previous race history. "I've been working full time during the last seven years building this airplane. I am looking forward to having a very nice and very fast plane."



Robert Schmidt
N425V (no picture available)

Acknowledgment

This race would not be possible if not for the cooperation and support of the following people and agencies.

The 1998 AirVenture Race committee--

Eric Whyte

Ken Whyte

Tim Bass

Eric Anderson

Dennis Gaulden

Aurora Judges--

Earl Pingel

Mike Felske

The Aurora Airport Manager--

Bob Reisser

EAA Staff--

Tom Poberezny

Shirley McQuillan

Ben Owen

Karen Kryzaniac

Bob Maki

Joe Schumacher

Aurora Airport Tower--

Doreen Adams

First Flight Society--

Al Jones

North Carolina Aquarium--

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Tim Gaylord

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