

Monday July 26th 1999
Official Program



Kitty Hawk, NC **Oshkosh, WI**
To **To**
First Flight **The World of Flight**

Adventure
1999

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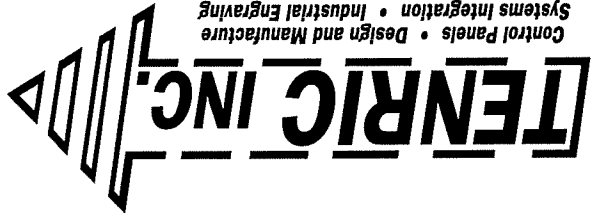
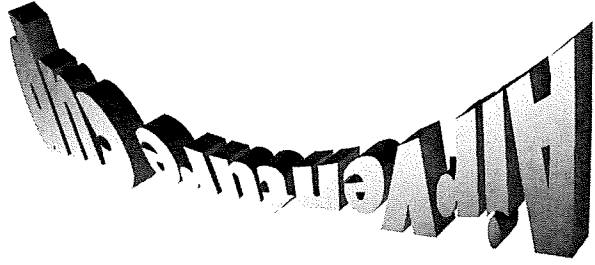
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EAA is proud to present the 1999 AirVenture Cup Race. This race brings together two significant cities in the history of aviation . . . Kitty Hawk, North Carolina and Oshkosh, Wisconsin.

Kitty Hawk is home of the first flight. Oshkosh is home to the world of flight. Each summer, EAA AirVenture Oshkosh becomes the focus of worldwide aviation attention. What better way to "kick-off" this premiere event than with a race from the home of aviation.

To the participants, I wish good luck and a safe flight. To all who have worked hard to make this event possible, my sincere thanks.

With best regards,

EXPERIMENTAL AIRCRAFT ASSN.

Tom Poberezny
 President

JULY 28 - AUGUST 3

EAA Aviation Center, PO Box 3086, Oshkosh, WI 54903-3086
 920.426.4800 - fax 920.232.7772 - www.airventure.org



Dear EAA Members and Air Racing Enthusiasts

Welcome participants and race fans to the second annual EAA Air Venture Cup Race linking historic first flight Kitty Hawk North Carolina, with the premier capitol of aviation, Oshkosh Wisconsin.

During the golden age of air racing, people from all walks of life experienced the excitement and pageantry of cross-country air racing. Some of the most famous names in aviation have participated in cross-country events such as the legendary Bendix Trophy Race.

Recreating all the pageantry of the golden age of air racing allows both participants, and spectators the opportunity to experience the excitement and competition made famous by the Bendix Races of the past when names like Doolittle, Turner and Newman were American heroes. This year more names will be added to Cross Country Air Racing's rich history.

Last year's inaugural event was very successful in that participants and spectators alike experienced the excitement and competition which only cross-country air racing can offer. Unlike closed course events such as the National Air Races at Reno, weather, navigation, pilot, and airplane endurance all factor into the cross-country challenge.

Thank you for participating this year either as a pilot or spectator, as the air racing experience this year will last for a lifetime.

Fly safe,
Eric K. Whyte

Eric K. Whyte
Chairman, 1999 Air Venture Cup Committee

JULY 28 - AUGUST 3
EAA Aviation Center, PO Box 3086, Oshkosh, WI 54903-3086
920.426.4800 - fax 920.232.7772 - www.airventure.org

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

The 1999 AirVenture Race Committee

Eric Whyte
Ken Whyte
Tim Bass
Erik Anderson
Dennis Gauden
Mike Felske
Bob Whitehouse

Starting Line Judges

Eric Whyte
Erik Anderson
Joe Corraggio
Bob Whitehouse

Finish Line Judges

Ken Whyte
Jeanie Lawrence

The Aurora Airport Manager

Bob Reisser

Aurora Airport Tower

Jim Sagen

First Flight Society

Al Jones

The National Park Service

Mary Doll
Bob Trick
Warren Wrenn

EAA Staff

Tom Poberezny
Sue Smick
Theresa Books
Karen Kryzaniak
Randy Halberg
Joe Schumacher

North Carolina Dept. of Transportation

Jay Pate

The Raleigh Flight Service Station

Program Design
Joe Corraggio

All of the participating pilots, volunteers at Dare County Airport and the volunteers at Oshkosh, and race fans.

1998 AirVenture Cup Results

AirVenture Cup History

The 1999 EAA AirVenture Cup Race is being flown to unite aviation's rich history with its promising future. The Race course brings together Aviation's most historic place, the site of the first powered flight, with the current home of Sport Aviation, the EAA Fly-In Convention in Oshkosh, Wisconsin.

The 1999 Race will attempt to replicate the excitement of the Bendix Trophy Races of the 1930s, by providing a well organized race open to EAA members.

Cross Country Air Racing is a fun and exciting sport for any pilot. The EAA AirVenture Cup was a new event in 1998. The AirVenture Cup is sponsored by the Experimental Aircraft Association, and is an official part of the 1999 Oshkosh Fly-In Convention. Below is a description of the aspects of the race.

Start

The race will start at the Dare County Airport (MQI) in Manteo, North Carolina, approximately 6 miles south-west of the Wright Brothers National Monument. The racers will depart Dare County (MQI) and proceed direct to the starting line. The starting line will be located on a line between the First Flight Airport (FFA) and the Wright Memorial. The race will begin when the aircraft cross the starting line, not when they take-off.

The Course

The race covers a distance of 825 nautical miles. The race begins at Kitty Hawk, North Carolina and proceeds direct to Aurora, Illinois. At Aurora, the racers make a low pass over a pylon. All aircraft are required to overfly the turn pylon at Aurora. Race officials will be on site at Aurora to verify the crossing. From Aurora the course turns North to Oshkosh, Wisconsin and the finish line. The Race pylons will be a predetermined point on the airport.

Finish

The finish line will be marked appropriately at Oshkosh's Wittman Regional Airport. For the finish the aircraft will advise the tower at least 20 miles out that they are part of the AirVenture Cup. The aircraft will make a pass south to north over Warbird island on lake Winnebago. Finish times will be taken as the aircraft passes the north end of the island. Following crossing the finish line, the aircraft will then re-enter the traffic pattern to land as per Oshkosh Tower's instructions.

En Route

During the Race all FARs and race rules will be observed. All racers will file flight plans, VFR or IFR. Arrangements will be made with Air Traffic Control (ATC), to allow racers to use the name of the race and their race number as their official ATC call sign for the duration of the race.

Timing

The race will be timed by Official race judges at the starting line, finishing line, and at the pylon at Aurora. The judges will use the atomic clocks on the GPS satellites at all locations to ensure accuracy. The start, and Pylon crossing times will be phoned, faxed, and/or emailed to the finish line. By emailing/faxing these times the race times and speeds can be computed as soon as the airplane crosses the finish line. The original hard copies of the times will be brought to the finish line by the race officials and will serve as verification.

Race Scoring

There will be several trophies awarded during the race. The race is a timed race, therefore the aircraft with the shortest time is the overall winner. Also the aircraft with the shortest time in each category will be the winner of that category. Prizes will be awarded to the top three places in each category.

Formula FX

Name/ Aircraft Place Time

29 Rutan Long EZN20GJ 1st 4-44-3

20 Vans RV-4 N120CT 2nd 5-12-56

27 Riley Long EZ N1701X 3rd 5-13-44

53 Wittman Tailwind N4JB 4th 5-43-58

23 Skybolt N683JS 5th 10-32

15 Questair Venture N48VR 3rd 3-32-31

16 Berkut 540 N600SE 4th 7-47-30

19 Hawker Sea Fury N62143 1st 3-11-9

11 Lancair IV-PLC30 N420HP 2nd 3-17-9

James Rahm

Rittner Will

Dave Ronnenberg

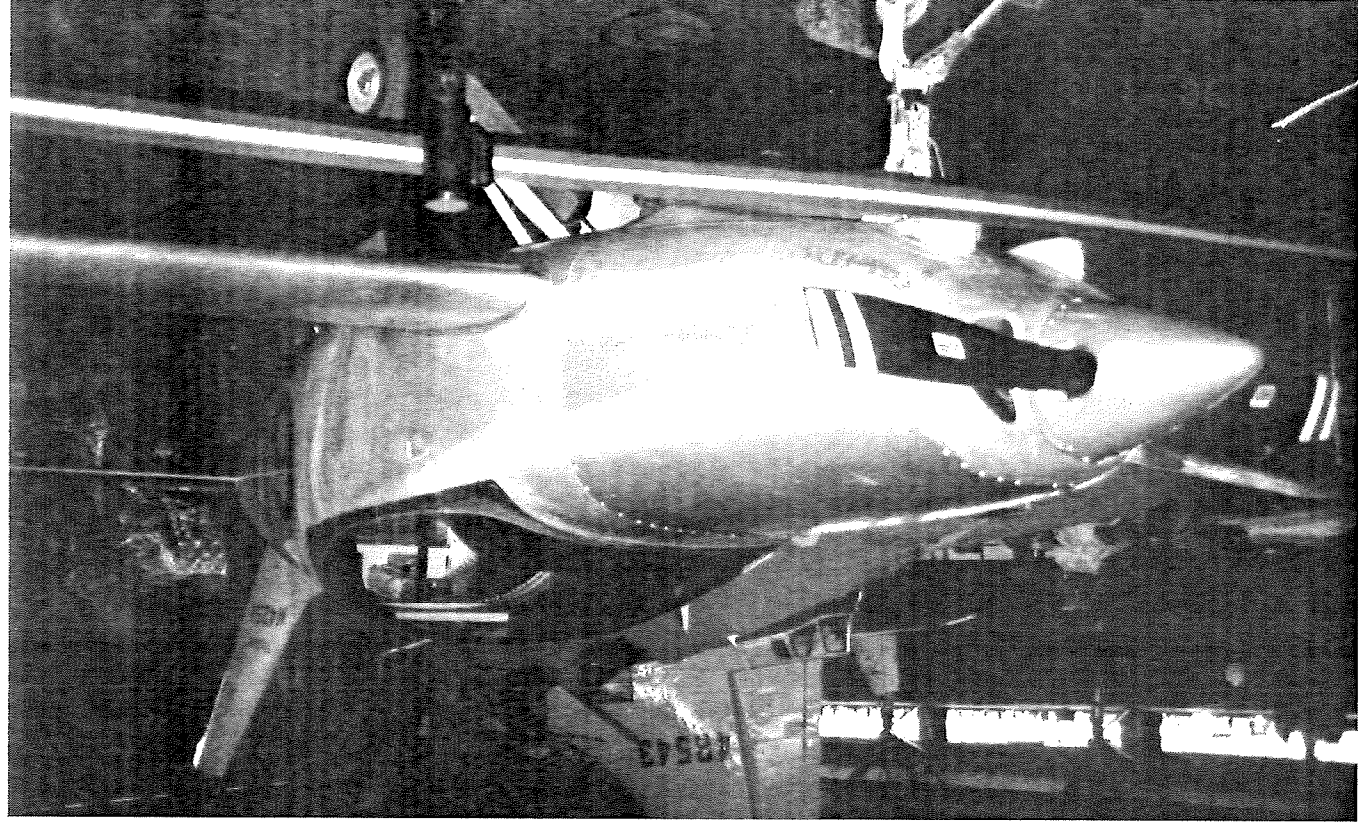
GUS SABO

Gus Sabo's interest in aviation began at an early age, soloed at 16 but never realized his dream until many years later. His first trip to the EAA Convention in Oshkosh was in 1984 in the Long EZ he completed in 1983. Gus Sabo was not new to air racing. He competed twice in the Haywood to Bakerfield to North Las Vegas Air Race winning rookie of the year his first time out. In last years historic inaugural AirVenture Cup Race from Kitty Hawk, North Carolina to Oshkosh, Wisconsin, Gus Sabo flew his Long EZ N20GJ to a first place finish in the Formula FX class. During this past year, while flying from Mexico to California Gus Sabo was lost over the Pacific Ocean. Formula FX Number 29 has been retired in memory of Gus Sabo and his long and successful aviation career.

Gus Sabo joined the Clark County Department of Aviation in 1984 as an electrician. He quickly advanced to Maintenance Supervisor and was later given the responsibility to supervise all phases of electrical work at McCarran International Airport, from new construction to remodeling to maintenance. Mr. Sabo held this position for the past eight years and worked directly with architects and engineers in the electrical design of airport projects including overseeing electrical work that was done at the North Las Vegas Airport, in addition to the other Clark County General Aviation Airports.

Mr. Sabo was the Nevada state representative for the Central States Association, a pilots' association for, but not limited to, Canard Experimental Aircraft. He was also an active member of the Experimental Aircraft Association, Airplane Owners and Pilots Association, and the Clark County Aviation association. Mr. Sabo also served on the Henderson Sky Harbor Airport Safety Council as a private user representative and published a newsletter for the organization.

WE SHALL REMEMBER



1,345 lbs.	Empty Weight	Unlimited		
2,200 lbs.	Gross Weight	18	N425V	
2	Number of Seats	Silver	Questair Venture	
90	Fuel Capacity (US Gal)	Robert (Bob) Schmidt	Fort Worth, Texas	Home town
1,500+	Range (Statute Miles)	Background The pilot is retired from both American Airlines and the Airforce.		
350+	Top Speed (mph)	ATP MEL	Bob Schmidt	Pilot Certificates / Ratings
	Engine Type/Model		Bob Schmidt	Owner
	Turbocharged		Bob Schmidt	Builder(s)
550	Displacement (cubic inches)		Garage	Where aircraft was built
350	Horsepower	8 Years	\$150,000	Time to build
Constant Speed	Propeller	Special Features or Modifications The canopy is jet-tisonable in flight.		
	Ignition Type		Magneto	
50	Total time on Aircraft (hours)			
	Home Base			Fort Worth, TX

Briefing
The race pilots will be required to attend two briefings before the race. The race briefing will be conducted by a member of the Race committee, a representative from Raleigh Flight Service Station, and the Director of Safety for the North Carolina Department of Transportation. The first briefing will be held on Sunday, July 25th at 6:30 p.m. (EST) at Dare County Airport. At the first briefing, the Race rules, starting procedures, procedures for Aurora and the finish details will be discussed. Also a weather briefing will be provided from Flight Service. Details of the race will also be found in the race packets picked up at Pilot Registration. Flight plan forms will be handed out.

A second briefing will be held on the morning of the race. This briefing will be primarily an updated weather report and any last minute changes in procedures and answers to any questions. This second briefing will be held in conjunction with the race breakfast.

Race Breakfast
On Monday morning (race day) a breakfast will be held at the Dare County Airport as a fundraiser for the First Flight Society. It will give the public a chance to meet the pilots and examine the aircraft. The airplanes will be on display until 30 minutes before the race in the pit area. The breakfast is being sponsored by the First Flight Society.

Race Program
Each racer will be provided a program when they check in prior to the race. These programs will also be available to spectators and fans. The programs will contain a copy of the race rules, a textual description of the starting and finish procedures, information about each aircraft and flight crew. Additionally, historical background information about cross-country racing will be provided. The program will also recognize the Race Staff and Sponsors that make it possible.

Race Classes
The racers will be divided into 3 categories based on engine size and landing gear configuration.

- 1) UNLIMITED, any piston driven Experimental Category aircraft.
- 2) FORMULA RG, any piston driven Experimental Category aircraft with an engine displacement of 360 cubic inches or less with a retractable landing gear.
- 3) FORMULA FX, any piston driven Experimental Category aircraft with an engine displacement of 360 cubic inches or less with a fixed landing gear.

Time Schedule
Saturday, July 24, 1999
Race participants begin to arrive at Dare County Airport
Sunday, July 25, 1999
Racers continue to arrive all day
12:00-6:30 p.m. (EST) Race Crew Check-in
6:30-8:30 p.m. (EST) Race Briefing
Shuttles to/from the hotel will be provided
Monday, July 26, 1999 – RACE DAY
7:00-11:00 a.m. (EST) Pilots breakfast – open to the public
8:30 a.m. (EST) Race briefing
9:50 a.m. (EST) Engine Start
10:00 a.m. (EST) Race Begins
1:00 p.m. (EST) Starting line closes
11:00 a.m. (CST) Finish line opens
8:00 p.m. (CST) Finish line closes (or when last aircraft arrives)

Race Class Unlimited
Race Number 16
Aircraft Registration N600SE
Aircraft Make / Model Berkut 540
Color White with Orange
Pilot Dave Ronnenburg
Hometown Los Angeles, California

Background The pilot has more than 3,500 hours of flight experience. Three time participant in the "Sun N Fun Race." Twenty time participant in the Shirl Dickey Club races. Participant in the Formula one style race near Denver, CO. He was a AirVenture Cup participant in 1998 and is the designer of the Berkut.

Pilot Certificates / Ratings Private SEL

Owner Misha Kayan
Builder(s) Misha Kayan
Where aircraft was built Experimental Aviation Inc.

Time to build 3,000 Hours
Cost to build \$55,000

Special Features or Modifications Engine was changed from a 360 to a 540 with high compression pistons. The nose gear has electric lift.

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 / E46B
 Non Turbocharged, Non Supercharged
Displacement (cubic inches) 540
Horsepower 307
Propeller Light Speed
Ignition Type Light Speed Magneto
Total time on Aircraft (hours) 320
Home Base Santa Monica, CA

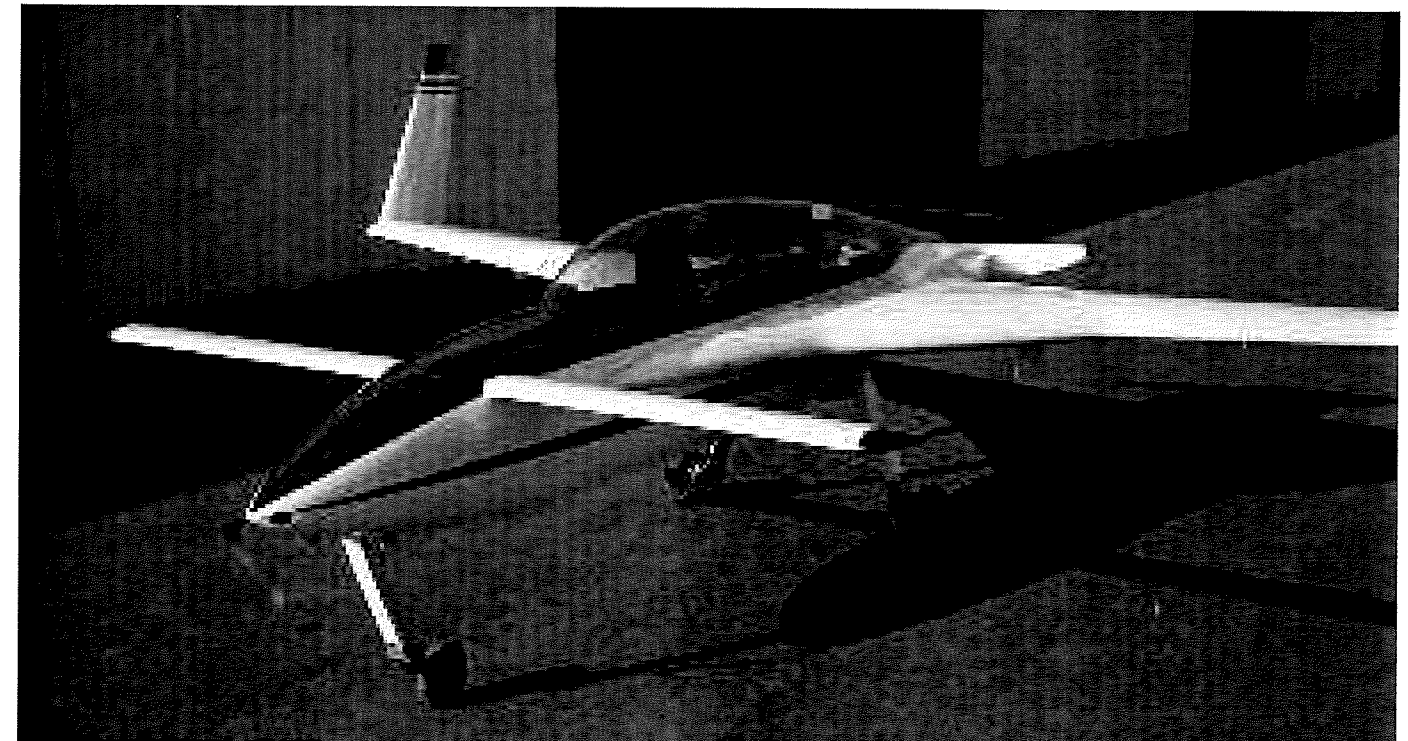
OFFICIAL RACE RULES

- 1) All FARs will be followed.
- 2) No temporary fuel tanks in passenger compartment will be allowed. Fuel requirements will be VFR or IFR minimums.
- 3) All racers will overfly the Aurora Airport Pylon. Failure to do so will result in disqualification. The Aurora Pylon will be marked at a designation point on the airport. The aircraft must pass over the designated point at an altitude less than 800' AGL, but not lower than 200' AGL. Aircraft are required to establish communications with Aurora Tower no less than 20 miles from the airport.
- 4) Cutting a pylon at either start or finish will result in a 45 minute time penalty. Failure to overfly Aurora will result in disqualification.
- 5) All pilots are required to show credentials upon check-in at Dare County Airport prior to being allowed to fly. Those credentials required of all pilots are:
 1. Pilot Certificate (private or higher) with appropriate ratings and endorsements appropriate for the aircraft to be flown.
 2. Current Medical Certificate
 3. Current Flight Review
- 6) In addition to pilot credentials, participants will be required to show the required documents for their aircraft. The documents required are:
 1. Airworthiness Certificate
 2. Registration. If not flown by the owner, written permission from the owner is also required.
 3. Current annual inspection sign-off (photocopy is ok).
 4. Other inspections required by FARs must be complied with. The first three will be checked by race officials at check-in the day before the race.
- 7) The pilot must be a current EAA member. Proof of current membership will be verified.
- 8) Insurance Requirements: All participants must provide EAA with an Insurance Company issued Certificate of Insurance evidencing aircraft liability insurance, in the amount of not less than \$1,000,000. This coverage must include air racing, waiver of subrogation, 60-day notice of cancellation, and additional insured status as follows: EAA, EAA Aviation Foundation, 1999 EAA AirVenture Cup, their directors, Officers, Members and Volunteers.
- 9) All race crews are required to attend both pre-race briefings.
- 10) The AirVenture Cup will be limited to a crew of 2, a Pilot and a Crewmember. No additional passengers will be allowed. Pilots do have the option of flying solo at their discretion.
- 11) All racers will be required to file a flight plan, (VFR or IFR – pilot's choice) for the race. If a racer drops out of the race for any reason, in addition to closing their flight plan, they will need to contact the finish line and inform them that they are dropping out of the race. Phone numbers will be available at the briefing.



- 12) All aircraft participation in the AirVenture Cup Race will be required to display race numbers in a color that contrasts the aircraft's paint. Race numbers will be displayed on both sides of the fuselage and under the left wing. Race numbers will be no smaller than 18 inches and must be visible to the Race Officials on the ground. Race numbers must be applied to the aircraft no later than 8:00 a.m. (EST), the day of the race.
- 13) Weather at the starting line must meet at least VFR minimums. Weather related decisions regarding starting the race will be at the discretion of the contest committee. In the event of poor weather the race will be delayed.
- 14) In the event of IFR conditions at the finish line (OSH), the aircraft's down time will be substituted for the time over the finish line.
- 15) In the event of a racer returning to Dare County after the start of the Race, the racer will have until 1:00 p.m. (EST) to restart the race. The starting line will be closed at 1:00 p.m. (EST).

Race Class	Unlimited	Empty Weight	1,250 lbs.
Race Number	15	Gross Weight	2,200 lbs.
Aircraft Registration	N5439N	Number of Seats	2
Aircraft Make / Model	Berkut CB540	Fuel Capacity (US Gal)	60
Color	White Blue & Silver	Range (Statute Miles)	1,000
Pilot	Charles Bracken	Top Speed (mph)	280
Hometown	Detroit, Michigan	Engine Type/Model	Lycoming / IO-540 Non Turbocharged, Non Supercharged
Background	Charles is a health care consultant with 30 years of experience in the fields of information technology and health care . He has been flying for 5 years. He took up flying to build and fly his own airplane. He completed his Berkut over the last three years and has never raced before.	Displacement (cubic inches)	540
Pilot Certificates / Ratings	Private SEL, Instrument	Horsepower	200+
Owner	Charles Bracken	Propeller	Custom 2 Blade
Builder(s)	Charles Bracken	Ignition Type	Electronic
Where aircraft was built	Hangar	Total time on Aircraft (hours)	50
Time to build	3+ years	Home Base	Detroit City Airport
Special Features or Modifications	This aircraft has electronic ignition, a heating system, an electronic computer based panel, and dual electric systems.		



Race Class	Unlimited	Empty Weight	2,264 lbs.
Race Number	11	Gross Weight	3,600 lbs.
Aircraft Registration	N420HP	Number of Seats	4
Aircraft Make / Model	Lancair IV-P	Fuel Capacity (US Gal)	120
Color	White and Blue	Range (Statute Miles)	2,700
Pilot	James Rahm	Top Speed (mph)	385
Hometown	Daytona Beach, Florida	Engine Type/Model	400+T
Background	The pilot has 13,000 plus hours, lots of taildrager and aerobatic experience. He loves water flying and fast airplanes.	Displacement (cubic inches)	375
Pilot Certificates / Ratings	Private SEL	Horsepower	420
Owner	Av-Tech, Inc.i	Propeller	MT 5 Blade
Builder(s)	James Rahm	Ignition Type	Solid State
Where aircraft was built	Hangar	Total time on Aircraft (hours)	438
Time to build	6,000 Hours	Home Base	Spruce Creek Fly-In, FL
Cost to build	\$400,000		
Special Features or Modifications	The aircraft has a Liquid cooled, turbo charged V8 engine with a propeller speed reduction unit.		
Comments	James Rahm feels that it is the fastest airplane in the race.		



Formula FX

Race #	Type	Horsepower	Fuel Capacity (gal)	Range (miles)	Top Speed (mph)
20	Vans RV-4 (N120CT) Pilot Claudio Tonnini	160	69	1,000	195
21	Vans RV-4 (N771W) Pilot Ronald Williams	180	32	800	210
22	Glasair-IISFT (N952W) Pilot Donald Saint	180	55.5	1,200	214
24	Lind Long Ez (N14DL) Pilot David Lind	160	56	1,200	234
25	Faulkner Long Ez (N295JF) Pilot Jack Watson	118	52	1,600	200+
27	Riley Long Ez (N1701X) Pilot Richard Riley	180	52	1,500	230
28	Vans RV-8 (N468JL) Pilot Jeff Ludwig	180	44	800	210

Formula RG

Race #	Type	Horsepower	Fuel Capacity (gal)	Range (miles)	Top Speed (mph)
31	Polen Special II (N11DP) Pilot Richard Keyt	160	36	1,080	240
35	Lancair 360 (C-FXTZ) Pilot Ernest Chauvin	180	58	1,100	270
36	Lancair 320/360 (N360KB) Pilot Mark Ravinski	180	43	940	250
38	Berkut 360 (N538AJ) Pilot John Daniels	200	54	1,100	252

Unlimited

Race #	Type	Horsepower	Fuel Capacity (gal)	Range (miles)	Top Speed (mph)
11	Lancair IV-P (N420HP) Pilot James Rahm	420	120	2,700	385
15	Berkut CB540 (N) Pilot Charles Bracken	307	58	1,100	282
16	Berkut 540 (N) Pilot Dave Ronnenburg	307	58	1,100	282
18	Questair Venture (N425V) Pilot Robert (Bob) Schmidt	350	90	1,500+	350+

Race Class	Formula FX	Empty Weight	1,150 lbs.
Race Number	20	Gross Weight	1,800 lbs.
Aircraft Registration	N120CT	Number of Seats	2
Aircraft Make / Model	Vans / RV-4	Fuel Capacity (US Gal)	69
Color	Purple	Range (Statute Miles)	1,000
Pilot	Claudio Tonnini	Top Speed (mph)	195
Hometown	Sayreville, New Jersey	Engine Type/Model	Lycoming / D26 Non Turbocharged, Non Supercharged
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 the "Sun 100" at Lakeland, FL. With three trips to South America as cross country experience.		
Pilot Certificates / Ratings	Private / Instructor	Displacement (cubic inches)	<360
Owner	Claudio Tonnini	Horsepower	160
Builder(s)	Claudio Tonnini	Propeller	Hartzell
Where aircraft was built	Garage	Ignition Type	Magneto
Time to build	19 Months	Total time on Aircraft (hours)	400
Cost to build	\$30,000	Home Base	3N6
Special Features or Modifications	Extra capacity fuel tanks were built into the wings. The fuel is in 4 tanks.		
Comments	Six time participant in the "Sun 100" race and also a Denver to Oshkosh "Great Cross Country Race" participant.		



Race Class	Formula RG	Empty Weight	1,140 lbs.
Race Number	38	Gross Weight	>1,140 lbs.
Aircraft Registration	N538AJ	Number of Seats	2
Aircraft Make / Model	Berkut 360	Fuel Capacity (US Gal)	54
Color	White and Red	Range (Statute Miles)	1,100
Pilot	John Daniels	Top Speed (mph)	252
Hometown	Pacific Palisades, California	Engine Type/Model	Lycoming / IO-360 Non Turbocharged, Non Supercharged
Background	The pilot has more than 3,000 hours of flight experience and flew in the 1998 Air-Venture Cup. He is a professor of Medicine at the University of Southern California.		
Pilot Certificates / Ratings	Pilot / SEL Instrument Rotorcraft	Displacement (cubic inches)	360
Owner	John R. Daniels	Horsepower	200
Builder(s)	Mr. Price	Propeller	Light Speed
Where aircraft was built	Hangar	Ignition Type	Light Speed Magneto
Time to build	4 Years	Total time on Aircraft (hours)	76
Special Features or Modifications	Fuel is in strakes containing 26 gal. useable in each.		
Comments	Aircraft is beautiful, Fast and Efficient.		



Race Class	Formula RG	Empty Weight	1,090 lbs.
Race Number	36	Gross Weight	1,685 lbs.
Aircraft Registration	N360KB	Number of Seats	2
Aircraft Make / Model	Lancair 320/360	Fuel Capacity (US Gal)	43
Color	Red	Range (Statute Miles)	940
Pilot	Mark Ravinski	Top Speed (mph)	250
Hometown	Norton, Maine	Engine Type/Model	Lycoming / IO-360 Non Turbocharged, Non Supercharged
Background	The pilot was an Airforce instructor in the T-37 for 1000 hours from 1974 to 1977. He participated in the Sun 100 Race in 1998 and 1999.	Displacement (cubic inches)	360
Pilot Certificates / Ratings	Commercial SEL and MEL	Horsepower	180
Owner	Mark Ravinski	Propeller	Hartzell
Builder(s)	James Brown	Ignition Type	Magneto / Electric
		Total time on Aircraft (hours)	985
		Home Base	Norton Maine

Race Class	Formula FX	Empty Weight	1,015 lbs.
Race Number	21	Gross Weight	1,622 lbs.
Aircraft Registration	N771W	Number of Seats	2
Aircraft Make / Model	Vans / RV-4	Fuel Capacity (US Gal)	32
Color	Red and White	Range (Statute Miles)	800
Pilot	Ronald Williams	Top Speed (mph)	210
Hometown	Salina, Kansas	Engine Type/Model	Lycoming / IO-360 Non Turbocharged, Non Supercharged
Background	The pilot has been in the USAF since 1955. His present rank is colonel. He is a fighter pilot and has flown the T-34, T-28, T-33, F-84F, F-100, A38B-D, TA3B, A-4, F-8, F-105, F-4, F-16, C-172, C-150, C-182, PA-24-250. He has over 5,000 hours in supersonic jet fighters. He was a TWA captain from 1966 to 1991 and flew CV-880, DC-9, MD-80, MD-82, L-1011, B707, B720, B727, B747. He is a TWA/FAA designated check airman and Instructor Pilot. He has 110 combat missions in Vietnam from four different aircraft carriers with 141 day and night carrier landings. He is currently Vice Command of the Kansas wing of the CAP. He has had no accidents, incidents, or violations.	Displacement (cubic inches)	360
Pilot Certificates / Ratings	Private and Commercial MEL and SEL	Horsepower	180
Owner	Ronald Williams	Propeller	Warnke Wood
Builder(s)	Ronald Williams	Ignition Type	Magneto
Where aircraft was built	Hangar	Total time on Aircraft (hours)	150
Time to build	2 years	Home Base	Salina Kansas
Cost to build	\$46,000		



Race Class	Formula FX	Empty Weight	1,320 lbs.
Race Number	22	Gross Weight	2,200 lbs.
Aircraft Registration	N952W	Number of Seats	2
Aircraft Make / Model	Glasair II SFT	Fuel Capacity (US Gal)	55.5
Color	White with Red	Range (Statute Miles)	1,200
Pilot	Donald Saint	Top Speed (mph)	214
Hometown	Granbury, Texas	Engine Type/Model	Lycoming / IO-360 Non Turbocharged, Non Supercharged
Background	The pilot has no prior race experience. He has 2000 hours of flight time. He is a Certified Flight Instructor in both multi and single engine land aircraft. He is also an Aircraft Systems Engineer for Lockheed Martin in Texas.		
Pilot Certificates / Ratings	Private and Certified Flight Instructor MEL and SEL	Displacement (cubic inches)	360
Owner	Donald Saint	Horsepower	180
Builder(s)	Donald Saint	Propeller	Hartzel Constant Speed
Where aircraft was built	Hangar	Ignition Type	Slick/Electroair
Time to build	5 years	Total time on Aircraft (hours)	175
Cost to build	\$50,000	Home Base	Granbury, Texas
Special Features or Modifications	Donald Saint has made many modifications. He added winglets on the wing tip extensions. He also added a 12 gallon header tank. He extended the baggage to make room for golf bags. He has CG control with wing location, constant speed prop, and large horizontal tail.		



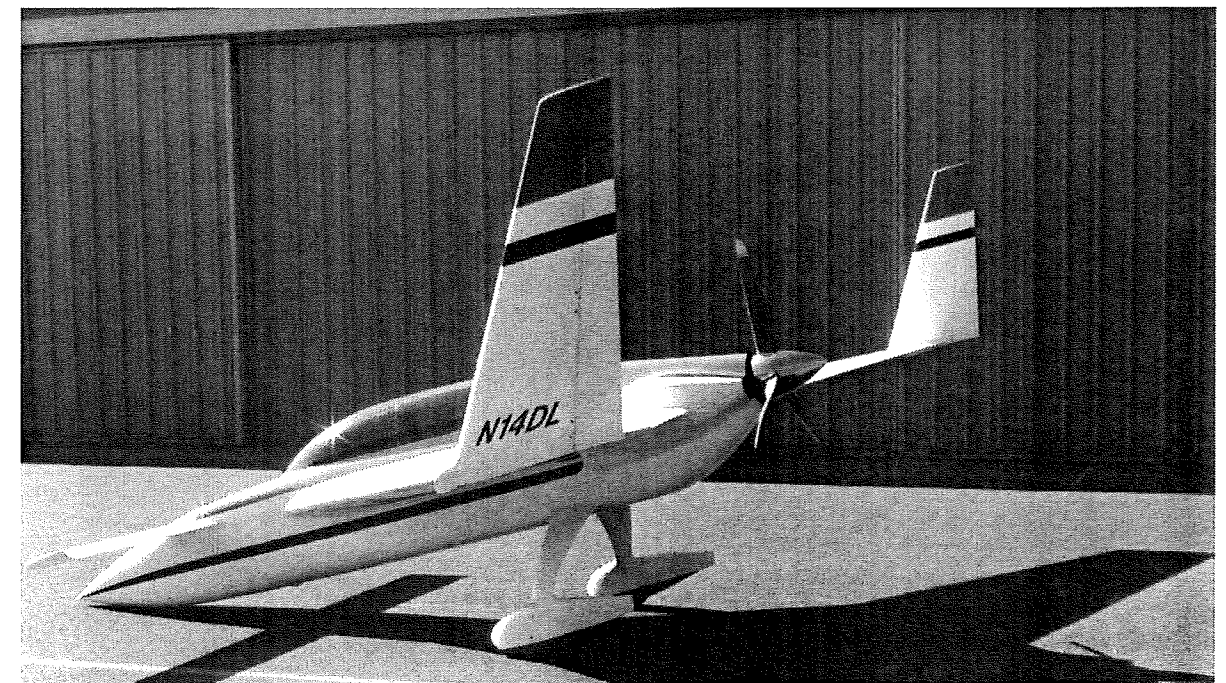
Race Class	Formula RG	Empty Weight	1,164 lbs.
Race Number	35	Gross Weight	1,784 lbs.
Aircraft Registration	C-FXTZ	Number of Seats	2
Aircraft Make / Model	Lancair 360	Fuel Capacity (US Gal)	58
Color	White and Red	Range (Statute Miles)	1,100
Pilot	Ernest Chauvin	Top Speed (mph)	270
Hometown	Windsor, Ontario, Canada	Engine Type/Model	Lycoming / IO-360 Non Turbocharged, Non Supercharged
Background	From an interest in aviation, he joined the RCAF from 1967 to 1971. Then he went to a University to prepare for teaching High School English. He obtained his license in 1984, and his night rating in 1986/ He has completed a 10 hour course in aerobatics in 1989 and 10 hour formation flying course in 1990. He built his lancair from 1989 to 1993 and now has 300 hours of flight time. He became a young eagles co-coordinator in 1993. He now has over 300 young eagles missions. He is currently building a Murphy Rebel and working on his Instructors license.		
Pilot Certificates / Ratings	Private	Displacement (cubic inches)	360
Owner	Ernest Chauvin	Horsepower	180
Builder(s)	E. Chauvin, R. Paterson, J. Citron, G. Masse	Propeller	Composite 3 Blade
Where aircraft was built	Unknown	Ignition Type	Magneto
Time to build	4.5 years	Total time on Aircraft (hours)	315
Cost to build	\$100,000	Home Base	Windor Ontario Canada
Special Features or Modifications	This aircraft has optional long range tanks. It also has a forward hinged canopy, a composite 3 blade prop, and remote keyless entry locking system.		



Race Class	Formula RG	Empty Weight	1,048 lbs.
Race Number	31	Gross Weight	1,500 lbs.
Aircraft Registration	N11DP	Number of Seats	1
Aircraft Make / Model	Polen Special II	Fuel Capacity (US Gal)	36
Color	Red, White, and Gold	Range (Statute Miles)	1,080
Pilot	Richard Keyt	Top Speed (mph)	240
Hometown	Granbury, Texas	Engine Type/Model	Lycoming / IO-360 Non Turbocharged, Non Supercharged
Background	The pilot was civilian trained initially. He instructed in SEL aircraft and gliders during college. He was Active for six years in the Airforce in the McDonnell F-4 Phantom and North American OV-10 Bronco.	Displacement (cubic inches)	360
Pilot Certificates / Ratings	ATP, SEL, MEL, Glider	Horsepower	160
Owner	Richard Keyt	Propeller	Hartzell
Builder(s)	Dennis Polen	Ignition Type	Magneto
Where aircraft was built	Hangar	Total time on Aircraft (hours)	1,100
Time to build	5 years	Home Base	Pecan Plantation, Texas
Special Features or Modifications	This aircraft was an original design. It was designed and built by Dennis Polen with the help of two friends, Darryl Usher and Jim Herbert. Extensive plans do not exist.		



Race Class	Formula FX	Empty Weight	957 lbs.
Race Number	24	Gross Weight	1,800 lbs.
Aircraft Registration	N14DL	Number of Seats	2
Aircraft Make / Model	Long Ez	Fuel Capacity (US Gal)	56
Color	White with Gray & Blue	Range (Statute Miles)	1,200
Pilot	David Lind	Top Speed (mph)	234
Hometown	Del Mar, California	Engine Type/Model	Lycoming / IO-320 Non Turbocharged, Non Supercharged
Background	The pilot learned to fly in a Piper J-5 in 1963 on Whidby Island in Washington while a LTjg in the Navy. He began a career with United Airlines in 1966. He flew B727, B737, B747, B757, B767, on both domestic and international flights. He retired from United in 1997. He flew his Long Ez first in August 1993 after 9 years and 4,000 hours of construction. He has taken many cross country flights and finished 9 race events. I won last time in my class with a speed of 230+ mph. Finish paint was not applied until last year.	Displacement (cubic inches)	320
Pilot Certificates / Ratings	ATP	Horsepower	160
Owner	David Lind	Propeller	Wood 3 Blade
Builder(s)	David Lind	Ignition Type	Electronic, One Magneto
Where aircraft was built	Hangar	Total time on Aircraft (hours)	725
Time to build	9 years	Home Base	Paloman – Carlsbad, CA
Cost to build	\$40,000+	Special Features or Modifications	This aircraft has a longer nose, larger engine, full IFR capabilities, and many other minor modifications.



Race Class	Formula FX	Empty Weight	890 lbs.
Race Number	25	Gross Weight	1,325 lbs.
Aircraft Registration	N295JF	Number of Seats	2
Aircraft Make / Model	Long Ez	Fuel Capacity (US Gal)	52
Color	White with Red & Yellow	Range (Statute Miles)	1,600
Pilot	Jack Watson	Top Speed (mph)	200+
Hometown	Daytona Beach, Florida	Engine Type/Model	Lycoming / IO-235 Non Turbocharged, Non Supercharged
Background	Jack is currently an Airbus A-320 captain for Northwest Airlines. He has 30,000+ hours in over 200 types of aircraft. He has an Airline Transport Pilots (ATP) rating in fixed and rotarywing	Displacement (cubic inches)	235
Pilot Certificates / Ratings	ATP	Horsepower	118
Owner	Jack Watson	Propeller	Bruce Tiff
Builder(s)	John Faulkner	Ignition Type	Electronic / magneto
Where aircraft was built	Hangar	Total time on Aircraft (hours)	601
Time to build	1,500 hours	Home Base	Spruce Creek Flyin Community
Cost to build	\$34,000		
Special Features or Modifications	The only modifications are an electric ignition system and full IFR instrument package.		

Race Class	Formula FX	Empty Weight	1,118 lbs.
Race Number	28	Gross Weight	1800 lbs.
Aircraft Registration	N468JL	Number of Seats	2
Aircraft Make / Model	Vans RV-8	Fuel Capacity (US Gal)	44
Color		Range (Statute Miles)	800
Pilot	Jeff Ludwig	Top Speed (mph)	205
Hometown	Jacksonville, Florida	Engine Type/Model	Lycoming / IO-360 Non Turbocharged, Non Supercharged
Background	The Pilot is very experienced with more than 2,000 flight hours	Displacement (cubic inches)	360
Pilot Certificates / Ratings	Commercial / SEL MEL	Horsepower	180
Sea Glider, Flight Instructor		Propeller	Constant Speed Hartzell
Owner	Jeff Ludwig	Ignition Type	Magneto
Builder(s)	Jeff Ludwig / Jack Harper	Total time on Aircraft (hours)	65
Where aircraft was built	Shop	Home Base	Jacksonville, Florida
Time to build	2 years		
Cost to build	\$75,000		
Special Features or Modifications	The kit was built by the plans. The aircraft is fully IFR equipped.		

