

July 24 & 25, 2000



AIR VENTURE CUP  
KITTY HAWK • DAYTON • OSHKOSH



"First Flight to the World of Flight"



**Aviation, Inc.**  
140 Industrial Drive - Burlington, WI - 53105  
800.338.5420  
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**Absolute**  
Automation Systems, Inc.  
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Industrial Control Panel Fabrication and Systems Integration



PHONE: (262) 723-6869 FAX: (262) 723-6433  
RD, BOX 348, 1000 Proctor Drive, Ekhnorn, WI, 53121

# ACKNOWLEDGEMENT

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

## 2000 AirVenture Cup Race Committee

Erik Anderson  
Tim Bass  
Joe Coraggio  
Mike Felske  
Dennis Gauden  
Earl Pingel  
John Thorn  
Bob Whitehouse  
Eric Whyte  
Ken Whyte  
Sarah Whyte

## EAA Staff

Theresa Books  
Randy Halberg  
Karen Kryzaniak  
Tom Poberezney  
Mark Schabtle  
Joe Schumacher  
Sue Smick  
Wendy Stoneman

## Starting Line Judges

Erik Anderson  
Joe Coraggio  
Bob Whitehouse  
Eric Whyte  
Sarah Whyte

## Dayton Judges

Steve Betzler  
Mike Erb  
Mike Felske  
John Thorn

## Aurora Judges

Paul McAlister  
Earl Pingel

## Finish Line Judges

Dave Kapitan  
Lew Poberezny  
Ken Whyte

## Program Design

Joe Coraggio  
Susie Thorn  
Tim Gaylord

## Dare County Regional Airport

## First Flight Centennial Commission

Hollan White  
Al Jones

## National Park Service

Mary Doll  
Bob Trick  
Warren Wrenn

## North Carolina Aquarium

David Griffin

## Dayton Convention & Visitors Bureau

Carmen Huffman

## Commander Aero, Dayton

John Bosch  
Chris Boyer  
Bill Childress  
Schery Diamond  
Gary Kromer  
Dick Wartinger

## Wright "B" Flyer Hangar

Ton Bennett  
Ken Dunlope  
Harold and Betty Edinger

## Dayton Engineers Club

Brenda McQueen  
Susan Sobel  
Bill Vaughn

## Air Force Museum

Teresa Lacy  
Gen. Charlie Metcalf, Director

## Aurora Airport

Bob Reisser  
Jim Sagen

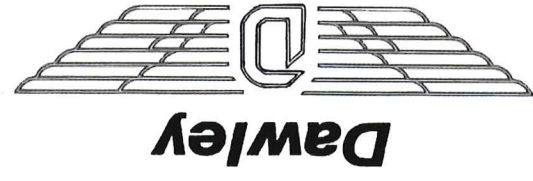
## AirVenture 2000 Volunteers

Tim Bass  
Jeffrey Gauden  
Ron Holzom  
Paul Nillis

AIRVENTURE CUP 2000: ACKNOWLEDGEMENT

AIRVENTURE CUP 2000: SPONSORS

# THANKS TO OUR SPONSORS



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# 1999 RESULTS

## UNLIMITEDS

<b>FIRST PLACE</b> <hr/> PILOT: JAMES RAHM RACE # 11 LANCAIR IV-P TOTAL ELAPSED TIME: 3:57:29 AVERAGE SPEED 239.69 MPH	<b>SECOND PLACE</b> <hr/> PILOT: CHARLES BRACKEN RACE # 15 BERKUT CB540 TOTAL ELAPSED TIME: 4:17:48 AVERAGE SPEED 220.80 MPH
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## FORMULA RG

<b>FIRST PLACE</b> <hr/> PILOT: DICK KEYT RACE # 31 POLEN SPECIAL II TOTAL ELAPSED TIME: 4:04:46 AVERAGE SPEED 232.56 MPH	<b>SECOND PLACE</b> <hr/> PILOT: MARK RAVINSKI RACE # 36 LANCAIR 360 TOTAL ELAPSED TIME: 4:16:15 AVERAGE SPEED 222.15 MPH
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### THIRD PLACE

PILOT: ERNIE CHAVIN  
 RACE # 35 LANCAIR 360  
 TOTAL ELAPSED TIME: 4:52:54  
 AVERAGE SPEED 194.35 MPH

## FORMULA FX

<b>FIRST PLACE</b> <hr/> PILOT: DON SAINT RACE # 22 GLASAIR IIS FT TOTAL ELAPSED TIME: 4:49:18 AVERAGE SPEED 196.77 MPH	<b>SECOND PLACE</b> <hr/> PILOT: JEFF LUDWIG RACE # 28 RV-8 TOTAL ELAPSED TIME: 5:02:49 AVERAGE SPEED 187.99 MPH
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### FOURTH PLACE

PILOT: RON WILLIAMS  
 RACE # 21 RV-4  
 TOTAL ELAPSED TIME: 5:45:21  
 AVERAGE SPEED 164.83 MPH

### FIFTH PLACE

PILOT: CLAUDIO TONNINI  
 RACE # 20 RV-4  
 TOTAL ELAPSED TIME: 8:05:41  
 AVERAGE SPEED 117.21 MPH



EAA is proud to present Airventure Cup 2000. This race brings together three significant cities in the history of aviation... Kitty Hawk, North Carolina, Dayton, Ohio, and Oshkosh, Wisconsin.

Kitty Hawk is home of the first flight and Dayton is home to the Wright Brothers. Oshkosh is the recognized home for today's 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 that includes these significant cities.

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

With best regards,  
EAA AIRVENTURE OSHKOSH 2000

*Tom Poberzny*  
Tom Poberzny  
Chairman

JULY 26 - AUGUST 1

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

SPRINT CLASS

**RACE 81  
JOHN LAMBERT  
OCEANSIDE, CALIFORNIA**

Flying race number 81

is John Lambert. John is a commercial pilot and has a glider rating.

John learned to fly in

1975 at Santa Monica

airport in Pipers and

Cessnas, and transitioned

into sailplanes in the

Mojave desert.

John has been the

squadron leader of the

San Diego Ez Squadron,

which is an aircraft

builders group focused on

composite designs for 10

years.

John's race experience

includes being the

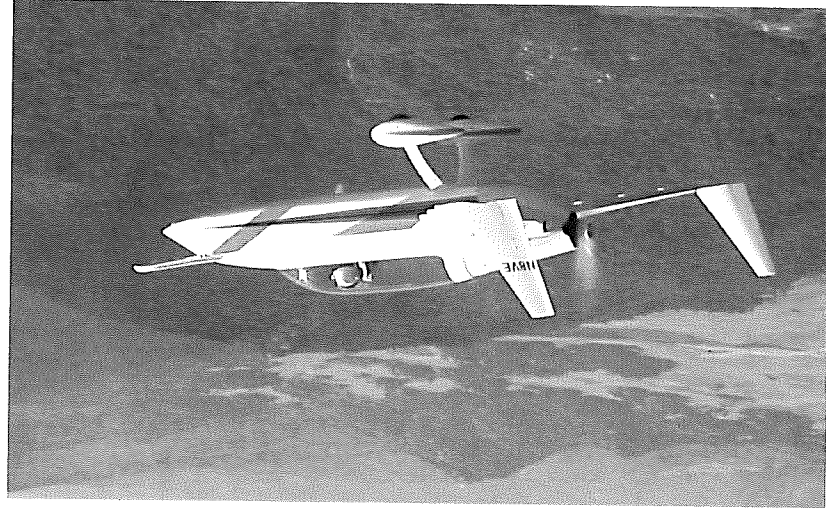
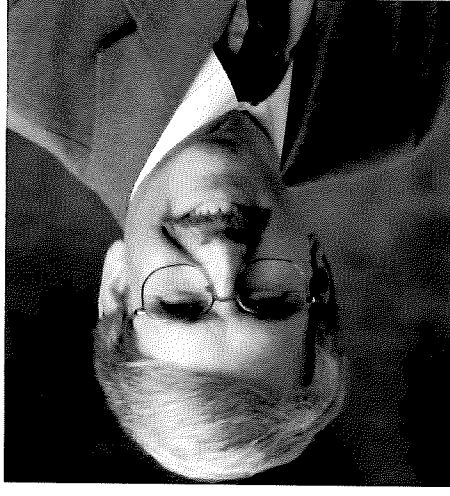
unofficial historian of

R.A.C.E. and racing in 12

cross-country air races

with six first and three

second place finishes.



**Vari Ez**

This white Vari Ez was built by John and took him seven years and \$13,000 to build. John

bought the plans in 1979 and started building.

He test flew the airplane on the 29th of July

1986. The airplane can carry two people over

800 miles at speeds around 200 mile per hour.

**TOP SPEED: 200+ MPH**

**RANGE: 800 Miles**

**FUEL CAPACITY: 30 US Gallons**

**DISPLACEMENT: 235 Cubic Inches**

**HORSEPOWER: 125**

**EMPTY WEIGHT: 850 lbs.**

**GROSS WEIGHT: 1,400 lbs.**

**TOTAL TIME ON AIRCRAFT: 1000 Hours**

**HOME BASE: Ramona, California**

**AIRVENTURE CUP 2000: SPRINT CLASS PARTICIPANTS**



2000 Airventure Cup Participants and Fans:

Welcome to the fun and excitement of cross-country air racing! Since we started the Airventure Cup in 1998 the race has grown from a non-stop race with limited participation into a two-day event with two new race classes this year. With the addition of the Sport and Sprint classes the participation has almost tripled this year.

In addition to the new classes, we have added a planned overnight pit stop in Dayton, Ohio. With all of the new events in Kitty Hawk, Dayton, and Oshkosh this year, the 2000 Airventure Cup promises to be bigger and better than ever.

So whether you are flying in the race for the first time, a third year veteran, or a fan coming out to support the race crews, thank you for making this years event a success! On behalf of everyone who has helped make this years race happen, thanks for being a part of the Airventure Cup and we look forward to seeing you again next year!

Enjoy the Race,

*Eric Whyte*

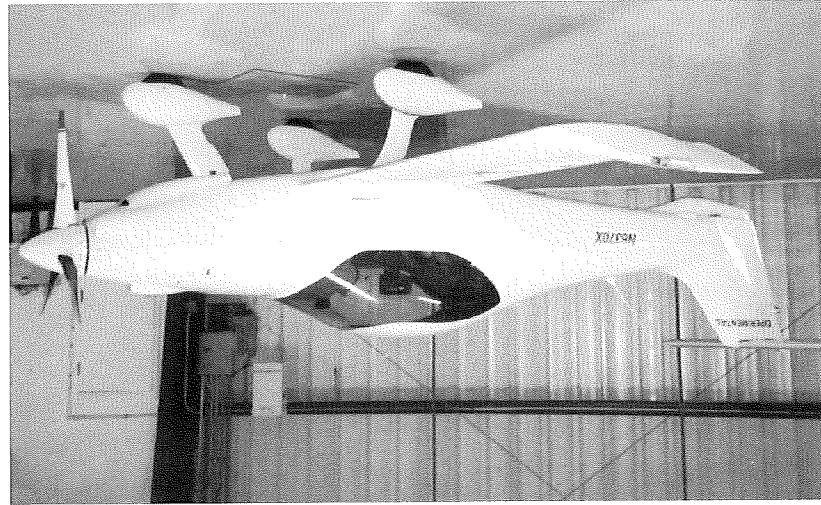
Eric Whyte

Chairman 2000 Airventure Cup

JULY 26 - AUGUST 1

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

**RACE 70  
YVES-MARIE MENGIN  
DAYTONA, BEACH FLORIDA**



Flying Race number 70 is Yves-Marie Mengin of Daytona Beach, Florida. Holding a commercial License, Yves-Marie is single engine, multi engine, and instrument rated. Yves-Marie is also a Certified Flight Instructor. Yves-Marie is currently working at Phoenix Aviation in Daytona Beach as a flight instructor.

Yves-Marie raced in the Sun N' Fun 100 Race at Sun N' Fun 2000 and won the event. Yves-Marie feels that his aircraft is the lightest, and fastest airplane in his category.

Weighing only 440 pounds empty, and 993 pounds fully loaded, the all white Dyn-Aero took 800 hours and \$80,000 to build. Seating two people, this aircraft is capable of speeds up to 199 miles per hour, and has a range of 3,000 miles. Powered by a 100 horse Rotax engine, this aircraft had its first flight on March 8, 2000.

**TOP SPEED:** 199 MPH  
**RANGE:** 3,000 Miles  
**FUEL CAPACITY:** 80 US Gallons  
**DISPLACEMENT:** 82.6 Cubic Inches  
**HORSEPOWER:** 100  
**TOTAL TIME ON AIRCRAFT:** 51 Hours  
**EMPTY WEIGHT:** 440 lbs.  
**GROSS WEIGHT:** 993 lbs.  
**HOME BASE:** Deland, Florida



**THE RACE**

The 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 places: the site of the first powered flight (Kitty Hawk, North Carolina), to the home of the Wright Brothers (Dayton, Ohio), to the current home of Sport Aviation (EAA AirVenture in Oshkosh, Wisconsin).

The AirVenture Cup Race attempts 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 introduced in 1998 and is sponsored by the Experimental Aircraft Association as an official part of the AirVenture Fly-In Convention.

The race will stage at the Dare County Airport in Manteo, North Carolina. The racers will depart Dare County and proceed direct to the starting line. The starting line will be located between First Flight Airport and the Wright Memorial. The race begins when the aircraft crosses the starting line.

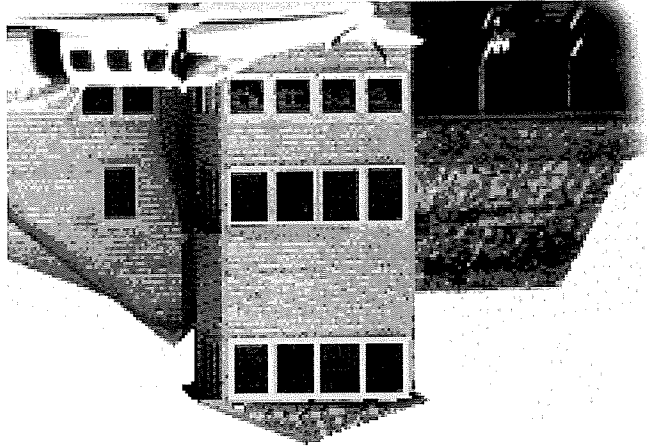
The next morning the race will resume. After crossing the starting line, racers will head directly for the mandatory pylon turn at Aurora, Illinois and then turn northbound for the last leg of the trip towards Oshkosh, Wisconsin. The racers will then make a low pass over the finish line, which is a beam Warbird Island in Lake Winnebago.

Trophies will be awarded to the aircrafts with the shortest overall times. Also the aircrafts with the shortest times in each category will be awarded trophies. Prizes will be awarded to the top three places in each category.



**The AirVenture Cup is being flown to unite aviation's rich history with its promising future!**

**The AirVenture Cup stages at Dare County Airport.**



SPRINT CLASS

**RACE 66  
ROB MARTINSON  
EVERGREEN, COLORADO**

Flying race number 66 is Rob Martinson of

Evergreen, Colorado. Rob is a private pilot. Flying since 1980, Rob has more than 1,600 hours in Vari Ez's. Rob has flown his

airplane all over the United States. He has flown to Maine, Florida, Washington, California, and Alaska

(north of the Arctic Circle). Rob is a veteran of Air

Racing. He has been racing his Vari EZ since 1993. He

racers mostly in R.A.C.E. events held annually in Utah

and Nevada. He has also raced, and won in the

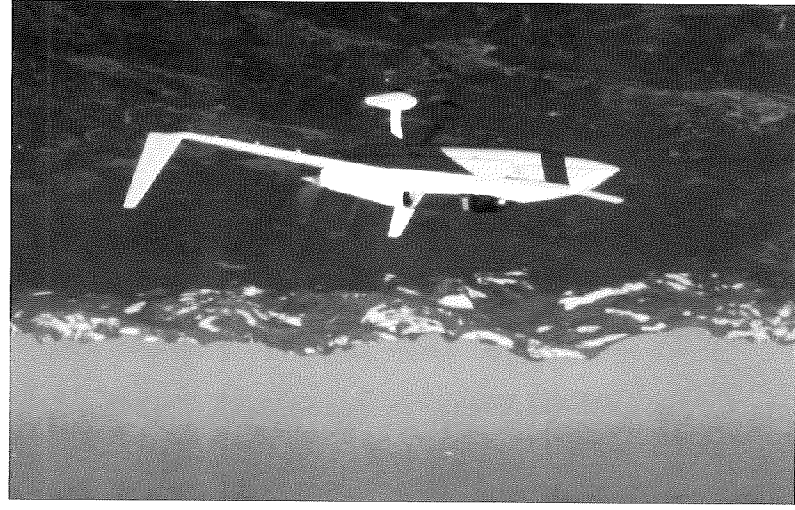
following races: the Aircraft Spruce Great American

Cross Country Air Race, the Sun N' Fun Sprint, and the

Copper State Dash.



**AIRVENTURE CUP 2000: SPRINT CLASS PARTICIPANTS**



**Vari Ez**

This Vari EZ was built in 1978 by Lester King and is now owned by Rob. There were no

modifications made to the original plans. This white Vari Ez seats two people and has a range of 1,000 miles and a top speed of 220 miles per

hour. The airplane, like the pilot, is a veteran of air racing, and had been to EAA AirVenture 12

times.

**TOP SPEED: 220 MPH**

**RANGE: 1,000 Miles**

**FUEL CAPACITY: 25 US Gallons**

**DISPLACEMENT: 200 Cubic Inches**

**HORSEPOWER: 100**

**TOTAL TIME ON AIRCRAFT: 1,800 Hours**

**EMPTY WEIGHT: 700 lbs.**

**GROSS WEIGHT: 1,150 lbs.**

**HOME BASE: Jefco Airport, Denver**

**SCHEDULE OF EVENTS**

**Sunday, July 23rd, 2000**

Race participants pre-race activities at Kitty Hawk

12:00-6:30 p.m. (EST) Race crew check-in

6:30-8:30 p.m. (EST) Race briefing and dinner

(Shuttles to/from the hotel will be provided all day)

**Monday, July 24th, 2000**

Race Day

6:30 a.m. (EST) Pilots Breakfast

7:00 a.m. (EST) Race Briefing

7:50 a.m. (EST) Engine Start

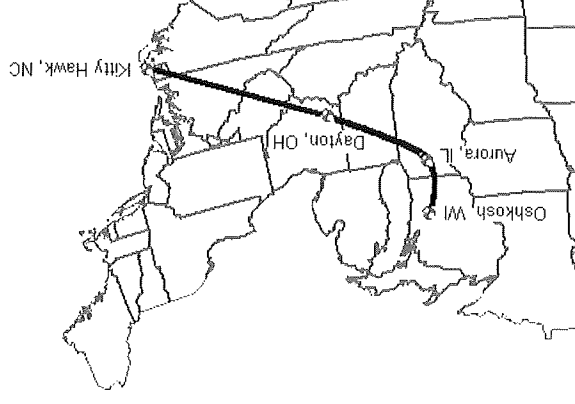
8:00 a.m. (EST) Race Begins

10:00 a.m. (EST) Starting line closes

11:30 a.m. (EST) Barbecue Lunch at Airport

1:00 p.m. (EST) Tour of Air Force Museum

7:00 p.m. (EST) Race Dinner at Engineers Club



**Wednesday, July 26th, 2000**

Presentation of Awards at Theatre in the Woods

**Tuesday, July 25th, 2000**

6:00 - 7:00 a.m. (EST) Breakfast at Hotel

7:00 - 7:15 a.m. (EST) Briefing at Hotel

7:50 a.m. (EST) Engine Start

8:00 a.m. (EST) Race Resumes

6:00 p.m. (CST) Finish line closes

6:15 p.m. (CST) Meet at race parking area

for transportation to banquet

6:30 p.m. (CST) Race banquet (open to

friends and family of race

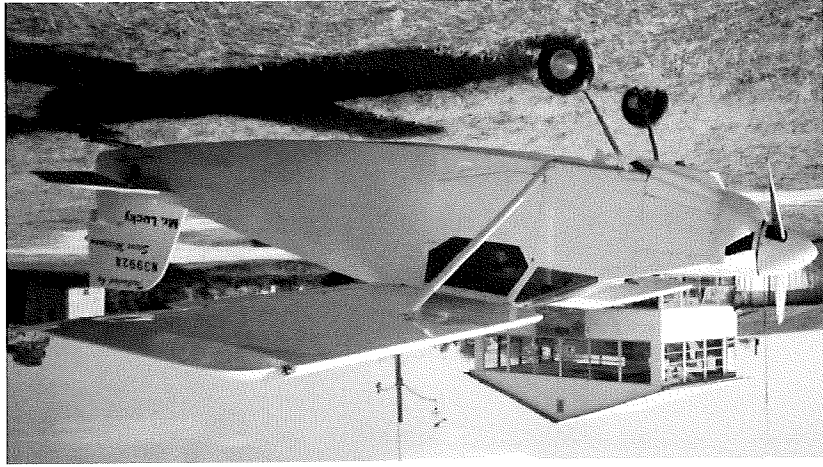
participants)



**AIRVENTURE CUP 2000: SCHEDULE OF EVENTS**

SPRINT CLASS

RACE 55  
 JAMES E. GULDI  
 DAYTONA BEACH, FLORIDA



**Wittman Tailwind**

"Mr. Lucky" was built in the early 1960's by John Tomishin, in Cleveland, Ohio. Jim is the third owner of this W8 Wittman Tailwind. This all-white airplane had its first flight on August 18, 1964, and has been modified and rebuilt since then. Weighing 830 pounds empty, and 1,400 pounds fully loaded, "Mr. Lucky" has a top speed of more than 150 miles per hour. Powered by a 115 horse power Lycoming, this aircraft has a range of 700 miles.

**TOP SPEED:** 150+ MPH  
**RANGE:** 700 Miles  
**FUEL CAPACITY:** 28 US Gallons  
**DISPLACEMENT:** 235 Cubic Inches  
**HORSEPOWER:** 115  
**TOTAL TIME ON AIRCRAFT:** 90 Hours  
**EMPTY WEIGHT:** 830 lbs.  
**GROSS WEIGHT:** 1,400 lbs.  
**HOME BASE:** Spruce Creek Fly-in Community



Jim, a commercial, instrument rated pilot has been flying for over 30 years.

In 1959 Jim had his first flight in an Ercope and was instantly hooked. While in high school Jim met a former Air Force pilot, Mr. McDonald, who helped Jim greatly and gave him time in a link trainer.

After training with the US Army Airborne, Jim enrolled in a pilot course and pursued a career as an air traffic controller.

In 1969 he started towing banners and in 1970 he began instructing. He currently works in banking. Jim is a new participant in the 2000 AirVenture Cup.



**OFFICIAL RULES**

1. All Federal Aviation Regulations 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 are required to make a mandatory pit stop at a point to be determined by the race committee. For the 2000 race the pit stop will be at the Wright Brothers Airport (MGY) in Dayton, Ohio.  
 4. All racers will overfly the Aurora Airport Pylon. Failure to do so will result in disqualification. The Aurora Pylon will be marked at a pre-designated point on the airport. The aircraft must pass over the designated point at an altitude less than 800' AGL. Aircraft are required to establish communication with Aurora Tower no less than 20 miles from the airport.  
 5. Cutting a Pylon at either the start or finish will result in a 45-minute time penalty.  
 6. Failure to overfly Aurora or make a pit stop in Dayton will result in disqualification.  
 7. All pilots will be required to show credentials upon check-in at Dare County airport prior to being allowed to fly.

•Those credentials required of all pilots are:

- a. Pilot Certificate (Private or higher) with appropriate ratings and endorsements for the aircraft flown.
- b. Current Medical Certificate
- c. Current flight review

8. In addition to pilot credentials, participants will be required to show the required documents for their aircraft.

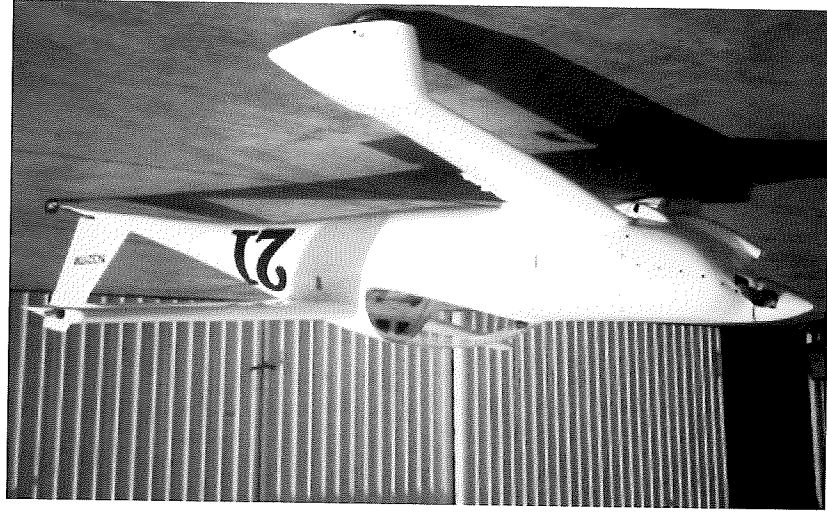
•Those documents required of all aircraft are:

- a. Airworthiness Certificate
- b. Registration, and if not flown by the owner, written permission from the owner is required.
- c. Current annual inspection sign-off (photocopy is ok)
- d. 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.  
 9. The pilot must be a current EAA Member. Proof of current membership will be verified.

10. 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, 2000 EAA AirVenture Cup, their Directors, Officers, Employees, Members and Volunteers. The certificate of insurance must be submitted with application. EAA reserves the right to decline any EAA member deemed unacceptable. NOTE: The EAA Insurance Office is available to assist any EAA member regarding insurance requirements and availability. If you require such assistance, please contact the EAA Insurance Office at (920) 426-4822.

**RACE 21  
TOM MOORE  
FRISCO, TEXAS**



**Quickie Q-200**

This Quickie Q-200 first flew June 1st, 1997. No stranger to racing, it was a class winner in the 1998 Sun 100 and place 3rd in the 1999 race.

**TOP SPEED:** 210 MPH

**RANGE:** 750 Miles

**FUEL CAPACITY:** 28 US Gallons

**DISPLACEMENT:** 200 Cubic Inches

**HORSEPOWER:** 100

**TOTAL TIME ON AIRCRAFT:** 250 Hours

**EMPTY WEIGHT:** 766 lbs.

**GROSS WEIGHT:** 1,250 lbs.

**HOME BASE:** McKinney, Texas

Tom  
Technic  
Enginee  
He has a  
Aviation  
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After  
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**"RACE 25, MARK"**

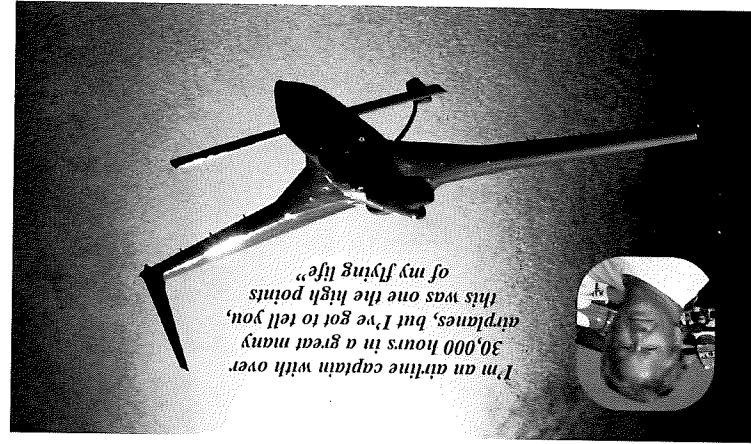
BY: JACK WATSON

The final leg was flown in a truly CAVU day. Crossing Aurora (a mandatory check point) gave each of us an update on our positions as each race number called into Aurora tower. Claudio Tonmini in "Purple Passion," his vivid purple RV-4 had passed me a few miles before Aurora. As Claudio turned northward from Aurora I caught a glimpse of him in the bank. Moments later he was calling Aurora with an engine problem. He passed me going the opposite direction and I banked toward the west to see if he made it to the airport. As he started his descent I turned back on course. I lost a couple of minutes, but in the last two days all the racers became squadron mates. We all looked out for each other...

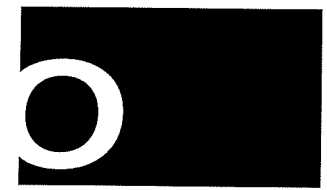
Thirty miles south of Oshkosh I called the temporary tower at Fond du Lac, and requested transit through their traffic 2 miles east. "War Bird" island was in sight on Lake Winnebago and the finish line lay between it and the mainland. A high speed cruise descent put "Race 25" in the groove for a visual pass over the finish line. Moments later the island flashed by my right, just like the Wright Brothers Memorial had a day ago, and it was all over.

A pitch up to traffic pattern altitude and quick call to Oshkosh tower started the unwinding process. As I entered a right downwind for 36 left I marveled at the crowd that had already gathered at this Mecca for aviators. As I taxied in I heard the announcer say my name, asking the crowd to welcome me. Everyone waved, I felt like A.J. Foyt driving (sorry, taxing) to the winners circle. As I parked "Race 25" cameras flashed and the racers that were already on deck came over to shake my hand.

I'm an airline captain with over 30,000 hours in a great many airplanes. But, I've got to tell you, this was one of the high points of my flying life. The friendships, adrenaline rush, graciousness and professionalism that surrounded this event brings me back again for the AirVenture Cup 2000 race.



For the AirVenture Cup 2000 racers, make sure and take a peek at the Wright Memorial as you pass by the start line. If you look hard enough I'm sure you'll see a couple of lanky guys in derby hats waving at you. Say a silent thank you whether you see them or not. I just know they'll here you.



11. All race crews are i

12. The AirVenture Cup will be allowed. Pil

13. All racers will be r drops out of the rac the finish line and i

14. All aircraft particip available at the brie under the left wing

15. Weather at the start the contest chairma day of the race. Air

16. The weather must i become IFR after l

17. In the event of a ra unable to make Au

18. The contest commi 10:00 a.m. (EST) t

In the event of a ct

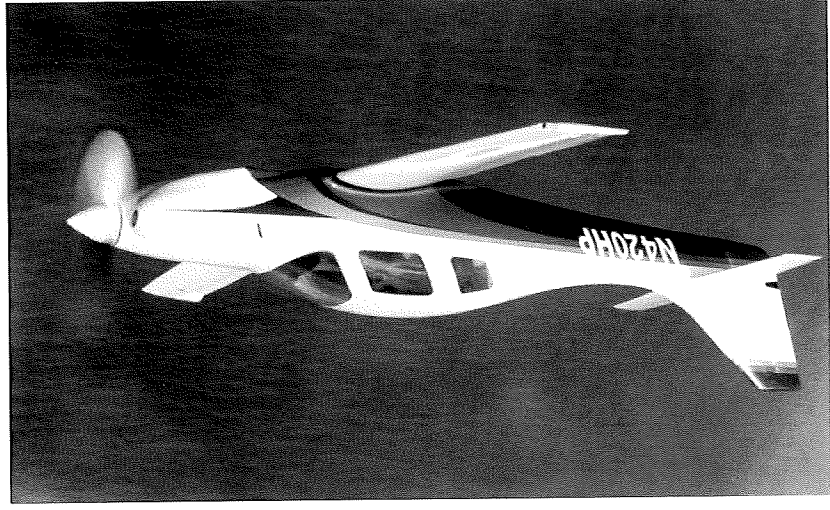
**For more informa  
Theresa Books:**

EAA AirVenture C  
Attn: Theresa Boo  
PO Box 3086  
Oshkosh, WI 5490

**AIRVENTURE CUP 2000: RACE 25, MARK**

# THE UNLIMITEDS

The Unlimited category includes any Experimental category aircraft with a turbo charged engine with a displacement of 1400 cubic inches or less. There will be class winners in both Fixed and Retractable gear.



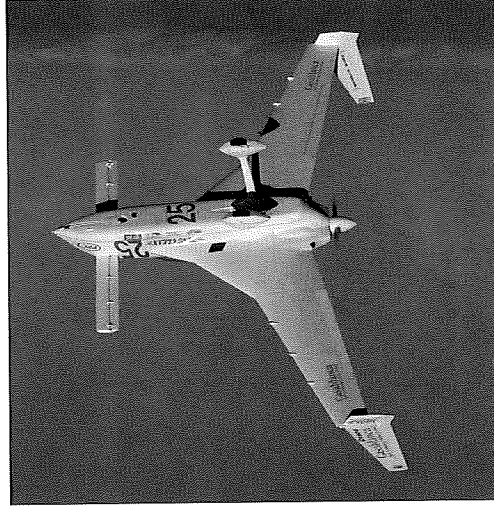
Defending Champion: James Rahm's Lancair IV-P

Race #	Type & Crew	Horse Power	Fuel Capacity (gal)	Range (miles)	Top Speed (mph)
11	Lancair IV-P Pilot: James Rahm	420	120	2,700	385
60	Questair Venture Pilot: Robert "Bob" Schmidt	350	90	1,500+	220
89	Bohannon B-1 Pilot: Bruce Bohannon	300	72	1,000	220
99	Lancair IV Pilot: Orion Riddell	350	90	1,200	350

AIRVENTURE CUP 2000: THE UNLIMITEDS

# SPRINT CLASS

The Sprint Class includes any experimental category aircraft with an engine displacement of 240 cubic inches or less.



Veteran, Jack Watson's Long Ez  
"The Spirit of Kitty Hawk"

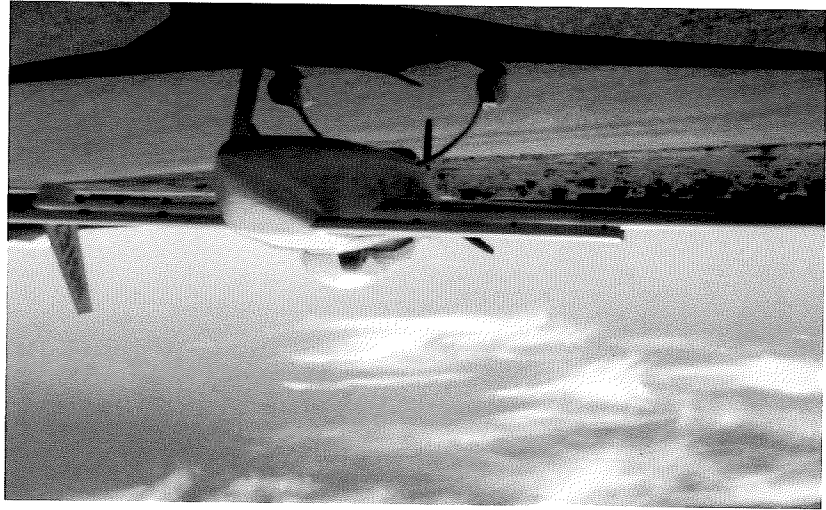
Race #	Type & Crew	Horse Power	Fuel Capacity (gal)	Range (miles)	Top Speed (mph)
21	Quickie Q-200 Pilot: Tom Moore	100	28	750	210
25	Long Ez Pilot: Jack E. Watson	115	54	1,600	200+
53	Cassutt Racer Pilot: Gene Parsons	100	24	700	250
55	Wittman Tailwind Pilot: James Guldí	115	28	700	150+
66	Vari Ez Pilot: Rob Martinson	100	25	1,000	220
70	Dyn-Aero Pilot: Yves-Marie Mengin	100	80	3,000	199
81	Vari Ez Pilot: John Lambert	125	30	800	200+

AIRVENTURE CUP 2000: SPRINT CLASS

**FORMULA FX**

**RACE 88  
GARY & CHARLENE SPENCER  
RIDGECREST, CALIFORNIA**

Flying race number 88 is Gary and Charlene Spencer of Ridgcrest, California. Both Gary and Charlene are private pilots. Gary is an electronics engineer, and has over 1000 hours of flight experience. Gary has raced 25 R.A.C.E. events since 1986 in his Gary and Charlene built the airplane together and are one of three husband and wife teams in this years race.



**Long Ez**

This white and blue Long Ez was built exactly to the plans, and took three years and \$22,000 to build. After 10 years of flying the airplane, the Spencers decided to take out the Lycoming and replaced it with an aluminum block V8 Ford engine and a three-bladed propeller. The airplane is now equipped with a GPS, a fuel flow indicator, coolant temperature gauge, and 8 intakes and exhausts.

**TOP SPEED:** 240 MPH  
**RANGE:** 1,000 Miles  
**FUEL CAPACITY:** 52 US Gallons  
**DISPLACEMENT:** 360 Cubic Inches  
**HORSEPOWER:** 250  
**EMPTY WEIGHT:** 1,050 lbs.  
**GROSS WEIGHT:** 1,700 lbs.  
**TOTAL TIME ON AIRCRAFT:** 1,400 Hours  
**HOME BASE:** Ridgcrest, California

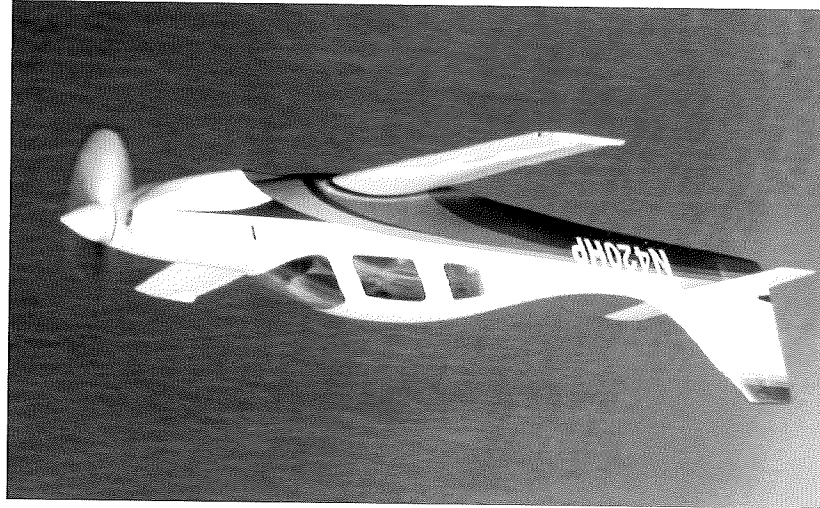


**UNLIMITED**

**RACE 11  
JAMES RAHM  
DAYTONA BEACH, FLORIDA**

Flying race number 11 is James Rahm. Jim is a private pilot, single engine land. Jim has over 13,000 hours of flight experience. This includes taildragger and aerobatic experience. He loves seaplane flying and fast airplanes. Jim is the owner of EngineAire Inc, a company which produces Chevy V8 engines for installation in Lancair IV models.

Jim participated in both the inaugural 1998 AirVenture Cup race and the 1999 AirVenture Cup. He took a second and a first place victory respectively.



**Lancair IV-P**

This blue and white Lancair IV-P took 6,000 hours and \$400,000 to build. Built by Jim, this airplane sports a 420 horsepower, liquid cooled, V8 engine. The aircraft is fitted with a propeller speed reduction unit. The panel is equipped with a Sierra Systems electronic flight instrument system and a moving map GPS.

**TOP SPEED:** 385 MPH  
**RANGE:** 2,700 Miles  
**FUEL CAPACITY:** 120 US Gallons  
**DISPLACEMENT:** 375 Cubic Inches  
**HORSEPOWER:** 420  
**EMPTY WEIGHT:** 2,264 lbs.  
**GROSS WEIGHT:** 3,600 lbs.  
**TOTAL TIME ON AIRCRAFT:** 450 Hours  
**HOME BASE:** Spruce Creek Fly-in Community

**RACE 60  
ROBERT E. "BOB" SCHMIDT  
FT. WORTH, TEXAS**

Flying race number 60 is Bob Schmidt. Bob

holds an Airline Transport Pilot license with single and multi engine ratings.

When Bob was 14

years old, he would ride

his bike to a small airport

in Kansas. It was here

where Kenny Johnson

gave him his first ride.

He has always loved

flying since.

Bob is currently

retired from both

American Airlines and the

Air Force. While flying

for American Airlines he

flew the Boeing 707 and

the 757 on domestic

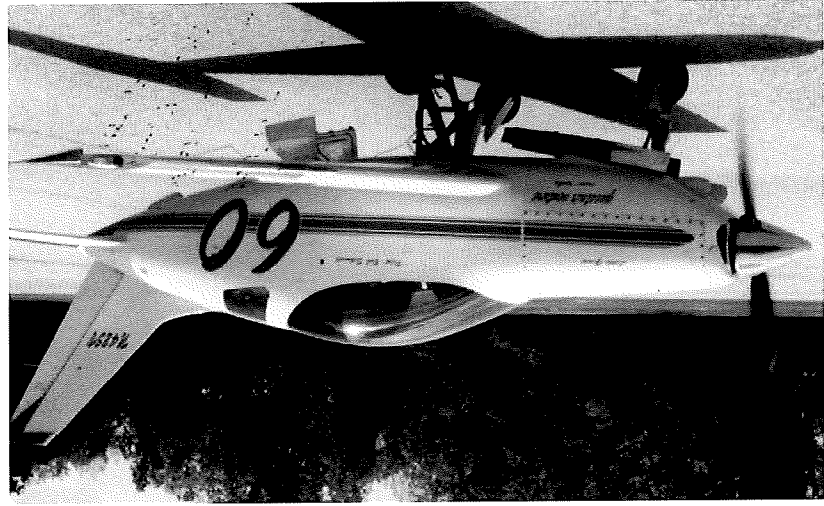
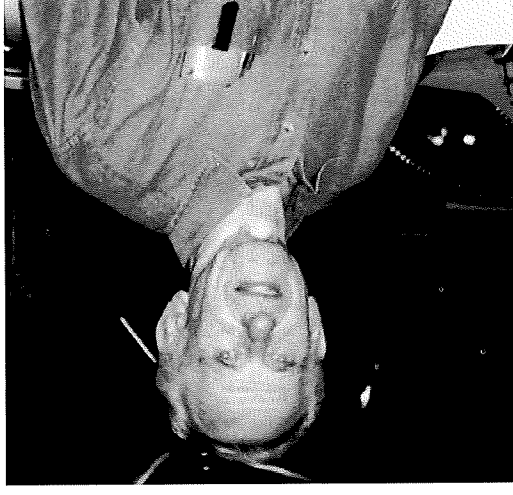
routes, and when he was

flying for the US Air

Force he flew T-33's,

T-36's, F86's, and

KC-135's.



**Questair Venture**

This white Questair Venture was built by Bob

Schmidt and took eight years and \$150,000 to

build. Capable of carrying two people 1,500

miles at speeds of over 350 miles per hour, this

aircraft was constructed with speed in mind.

The only modification made to the plans is that

the canopy is jettisonable in flight. The aircraft is

fully IFR equipped and sports an ArchAngel

Avionics electronic flight instrument system

(EFIS).

**TOP SPEED: 350+ MPH**

**RANGE: 1,500 Miles**

**FUEL CAPACITY: 90 US Gallons**

**DISPLACEMENT: 550 Cubic Inches**

**HORSEPOWER: 350**

**TOTAL TIME ON AIRCRAFT: 50 Hours**

**EMPTY WEIGHT: 1,345 lbs.**

**GROSS WEIGHT: 2,200 lbs.**

**HOME BASE: Ft. Worth, Texas**

**RACE 86  
DAVID BIESEMEIER  
GOLDEN, COLORADO**

Flying race number 86

is David Biesemeier of

Golden, Colorado. Dave

is a tool and die machinist

by trade. Dave is a

private pilot single engine

land, and has about 1,000

hours of flight experience.

Dave got involved in

aviation in the 1970's

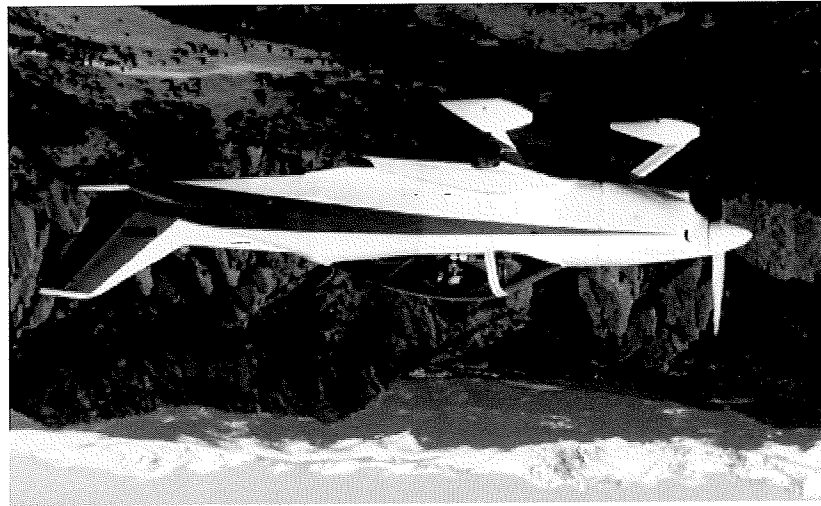
when he went to A&P

school, and then decided

to get his pilots license.

He decided shortly after to

build his Sidewinder.



**Sidewinder**

This beige and gold Smyth Sidewinder is

capable of carrying two people 770 miles non-

stop at speeds of up to 200 miles per hour. The

airplane has wing and fuselage fuel tanks and a

modified wing. The airplane took 4 years, and

cost \$10,000 to build. With its first flight in

January of 1981, this is the first Sidewinder to

enter the AirVenture Cup.

**TOP SPEED: 200 MPH**

**RANGE: 770 Miles**

**FUEL CAPACITY: 30 US Gallons**

**DISPLACEMENT: 320 Cubic Inches**

**HORSEPOWER: 160**

**EMPTY WEIGHT: 1,050 lbs.**

**GROSS WEIGHT: 1,600 lbs.**

**TOTAL TIME ON AIRCRAFT: 925 Hours**

**HOME BASE: Jefferson County Airport**



**RACE 80  
PAUL COX & BRUCE SKAGGS  
FT. MYERS, FLORIDA**

Flying race number 80 is Paul Cox. Paul is a private pilot with an instrument rating. Paul has over 2,900 hours of flight experience including 2,600 in his Mustang II. Paul also has an airframe and powerplant mechanic's license.

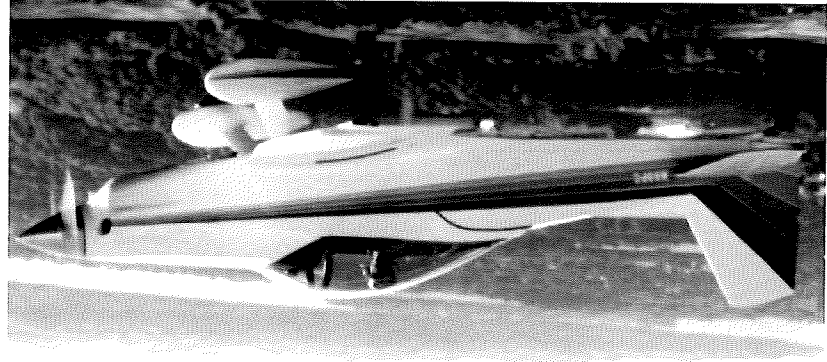
Paul has served as the President for Chapter 110 for 6 years between 1972 and 1978. Paul has been involved in racing in the past. Paul has raced three times in the Sun N' Fun Sun-100, the Aircraft Spruce Great Cross Country Air Race, and in the Time To Climb competition. Flying with Paul is Bruce Skaggs. Bruce is a commercial pilot with an instrument rating. Bruce has 2,600 hours of flight experience.

Bruce also has raced in the Sun-100, and Sun-60 races at Sun N' Fun, as well as the Aircraft Spruce Great Cross Country Air Race and the American Yankee Association races.



Bruce Skaggs

Paul Cox



**Mustang II**

This white, red, and orange Mustang II took Paul three years to build. It has fuel tanks in the wings and fuselage, and an extra baggage compartment. The airplane is capable of carrying two people 1,000 miles at speeds of up to 220 miles per hour. The airplane is fully instrument equipped and certified.

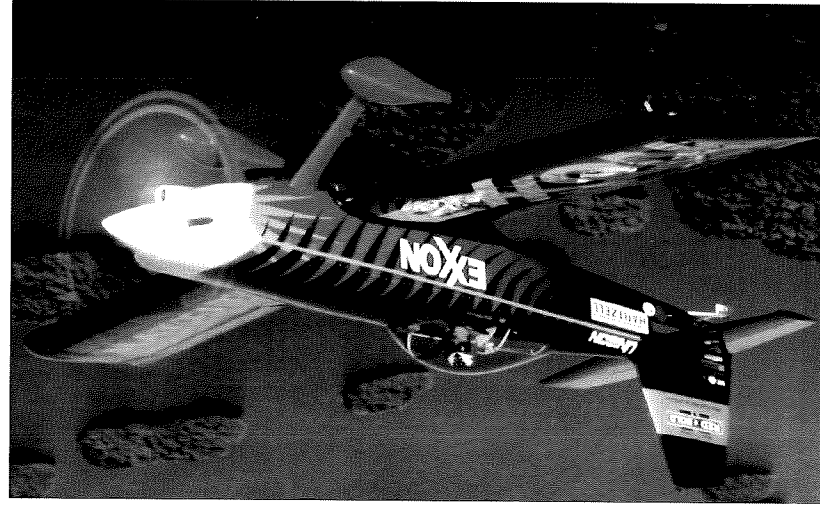
**TOP SPEED: 220 MPH**  
**RANGE: 1,000 Miles**  
**FUEL CAPACITY: 51 US Gallons**  
**DISPLACEMENT: 360 Cubic Inches**  
**HORSEPOWER: 200**  
**EMPTY WEIGHT: 1,177 lbs.**  
**GROSS WEIGHT: 1,885 lbs.**  
**TOTAL TIME ON AIRCRAFT: 1,600+ Hours**  
**HOME BASE: Ft. Myers, Florida**

**RACE 89  
BRUCE BOHANNON  
ANGLETON, TEXAS**

Flying race number 89, the "Flyin' Tiger" is Bruce Bohannon, who holds a commercial license with single and multi engine land, rotorcraft, and instrument ratings.

Bruce has been involved in airshows, aerobatic competitions, crop dusting, banner towing, glider towing, flying helicopters, and skydiving.

Bruce is a 10 year veteran of air racing. While flying "Pushy Galore" in the formula one class, Bruce was a three-time champion of the Aeroshell 3-D Speed Dash in Lakeland, Florida. Flying the Exxon "Flyin' Tiger," Bruce set the time to climb to 3,000 meters (9,843 feet) at AirVenture 1999 in two minutes and 20 seconds. With his racing experience, Bruce will be a tough competitor in the unlimited class.



**Bohannon B-1**

With its first flight in March of 1999, The Bohannon B-1 "Flyin Tiger" is a one of a kind aircraft built from RV-3, RV-4, RV-6, Harmon Rocket and original parts. With a top speed of 220 miles per hour on 300 horse power, the "Flyin' Tiger" has a range of 1,000 miles.

**TOP SPEED: 220 MPH**  
**RANGE: 1,000 Miles**  
**FUEL CAPACITY: 72 US Gallons**  
**DISPLACEMENT: 540 Cubic Inches**  
**HORSEPOWER: 300**  
**TOTAL TIME ON AIRCRAFT: 150 Hours**  
**EMPTY WEIGHT: 1,200 lbs.**  
**GROSS WEIGHT: 2,000 lbs.**  
**HOME BASE: Angleton, Texas**  
**"Flyin Tiger Airport"**

UNLIMITED

**RACE 99  
ORION RIDDELL  
REDMOND, OREGON**

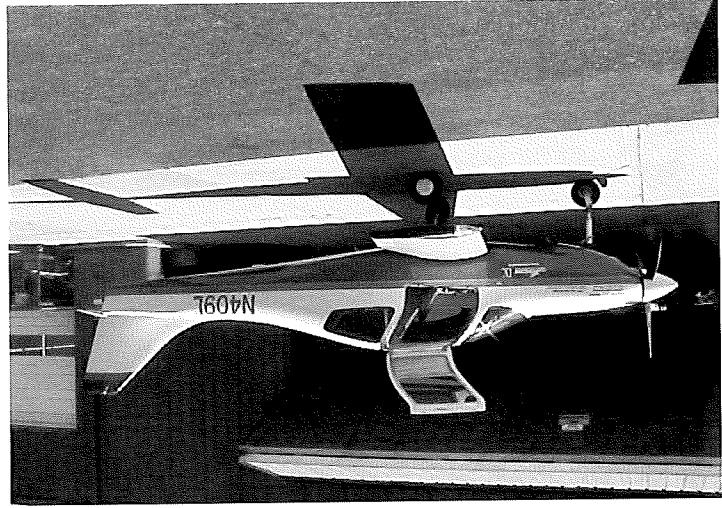
Flying in race number 99 is Orion Riddell.

Orion is a commercial pilot and flight instructor.

He works as the sales manager for Lancair.

Having more than 2,000 hours in Lancair's, Orion is also the factory check pilot for all Lancair models.

Orion has also been involved with racing and used to be a pilot in the sport class at the Reno Grand Champion Air Races.



**Lancair IV**

This blue and white Lancair IV is owned by Lancair and was built in their factory. With a 350 horsepower engine, the airplane is capable of going 1,200 miles non-stop and has a top speed of 350 miles per hour. This particular airplane was the first ever Lancair IV built, holds several NAA world records and was a two-time Reno Air Race champion in the sport class. Race 99 is the fastest four-place piston-powered aircraft in the world.

**TOP SPEED: 350 MPH**

**RANGE: 1,200 Miles**

**FUEL CAPACITY: 90 US Gallons**

**DISPLACEMENT: 550 Cubic Inches**

**HORSEPOWER: 350**

**TOTAL TIME ON AIRCRAFT: 4,000 Hours**

**EMPTY WEIGHT: 2,000 lbs.**

**GROSS WEIGHT: 3,200 lbs.**

**HOME BASE: Redmond, Oregon**



FORMULA FX

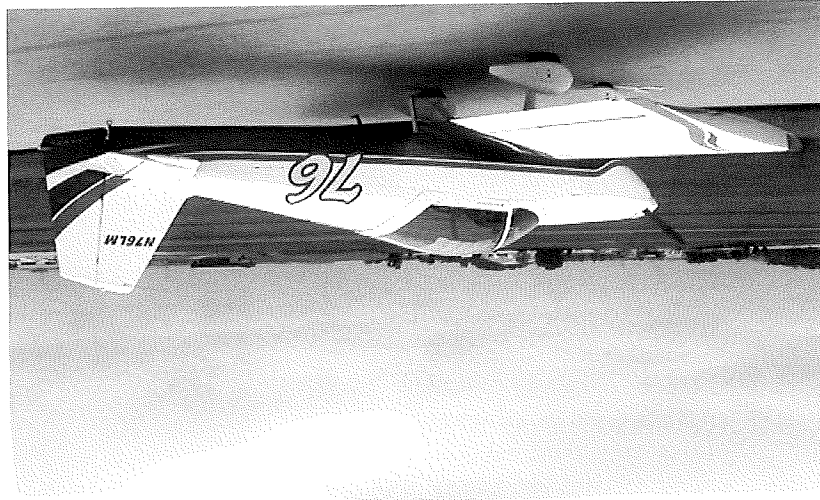
**RACE 76  
LINDA & MARTIN PAVLOVICH  
MEMONONEE FALLS, WISCONSIN**

Flying race number 76, Linda Pavlovich, the first female pilot in the AirVenture Cup. She has over 430 hours of flight time in Cessna 150/152's, Cessna 172's and the RV-6A. Since 1998 she has logged over 128 hours in the RV. Being the official rivet gun operator, she says, "It was interesting to help build the RV, but it is much more fun to fly."

Her copilot, Martin

began flying as a junior in high school and has logged over 2,600 hours of flight time since then. Martin holds a commercial license with single engine, multi engine, and instrument ratings. He also has an Airframe and Powerplant mechanics license. In the mid 70's Marty got

interested in homebuilts, and when Burt Rutan introduced the Vari-Ez, he was bitten with the building bug. He finished the Vari-Ez in 1980, and flew it more than 1,500 hours, and since then built Lynn's Toy, an RV-6A, with the help of his wife.



**RV-6A**

Marty and Linda began working on "Lynn's Toy," in February of 1993 and flew it for the first time in February of 1998. Weighing 1046 pounds empty, and 1650 pounds fully loaded, this 150 horse power RV-6A can carry two people comfortably. "Lynn's Toy" has electronic ignition and is fully IFR equipped.

**TOP SPEED: 200+ MPH**

**RANGE: 650 Miles**

**FUEL CAPACITY: 38 US Gallons**

**DISPLACEMENT: 320 Cubic Inches**

**HORSEPOWER: 150**

**TOTAL TIME ON AIRCRAFT: 400 Hours**

**EMPTY WEIGHT: 1,046 lbs.**

**GROSS WEIGHT: 1,650 lbs.**

**HOME BASE: Waukesha, Wisconsin**

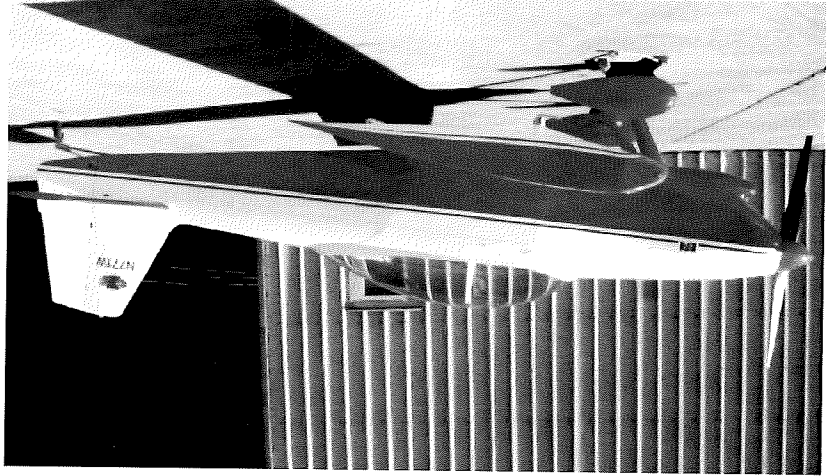
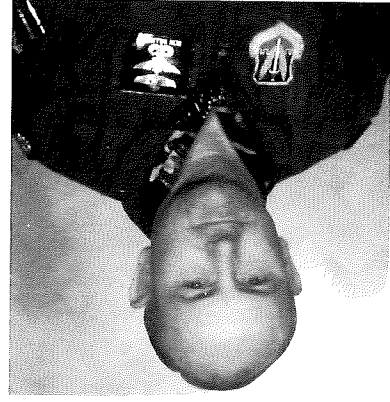
**RACE 69  
RONALD WILLIAMS  
SALINA, KANSAS**

Flying race number 69, is Ronald Williams. Ron has a commercial license with multi and single engine ratings. Ron has over 22,000 hours of flight experience.

Ron is also a retired colonel from the United States Air Force. Serving 42 years, Ron has flown 14 military aircraft including trainers, fighters, cargo planes, and transport planes. In addition, he was an instructor at the USAF Fighter Weapons School, and is a US Navy instructor pilot. Having 110 air combat missions in Vietnam, and 141 carrier landings, Ron is one of few pilots to have earned wings in the Navy. Air Force, and Army. Ron is also the only Air Force pilot who is qualified as a "Centurion" or has made over 100 carrier landings.

After a distinguished career in the military, Ron worked for 25 years for Trans World Airlines.

White flying for TWA he has flown the Convair 880, Lockheed Jet Star, the Boeing 707, B-727, and B-747, a DC-9, a MD-80, and Ron was also a TWA/FAA Check Airman, and an FAA/ALPA accident investigator. Ron is a veteran of the 1999 AirVenture Cup.



**RV-4**

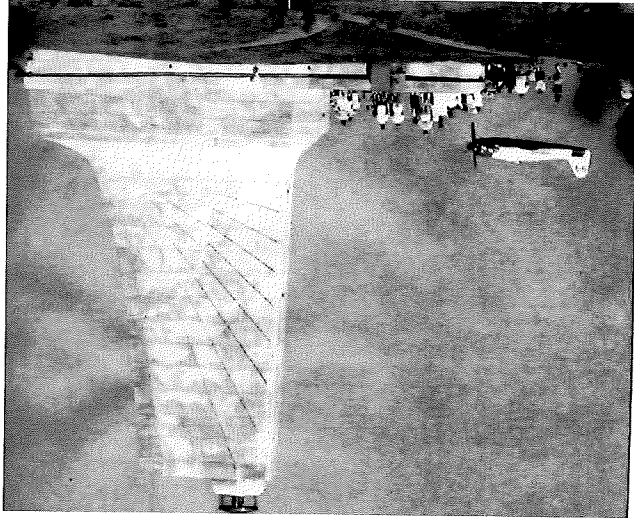
"Ron's Pair-A-Dice" is a red and white RV-4. Taking two years, and \$46,000 to build, this aircraft is capable of carrying two people 800 miles non-stop, and at speeds of up to 210 miles per hour. "Ron's Pair-A-Dice" raced in the 1999 AirVenture Cup.

**TOP SPEED: 210 MPH**  
**RANGE: 800 Miles**  
**FUEL CAPACITY: 32 US Gallons**  
**DISPLACEMENT: 360 Cubic Inches**  
**HORSEPOWER: 180**  
**EMPTY WEIGHT: 1,015 lbs.**  
**GROSS WEIGHT: 1,622 lbs.**  
**TOTAL TIME ON AIRCRAFT: 150 Hours**

: Salina, Kansas

**SPORT CLASS**

The Sport Class includes any experimental category aircraft with a normally aspirated engine and a displacement of 1000 cubic inches or less.



An aircraft passing through the starting line adjacent to the Wright Brothers memorial in Kitty Hawk, North Carolina.

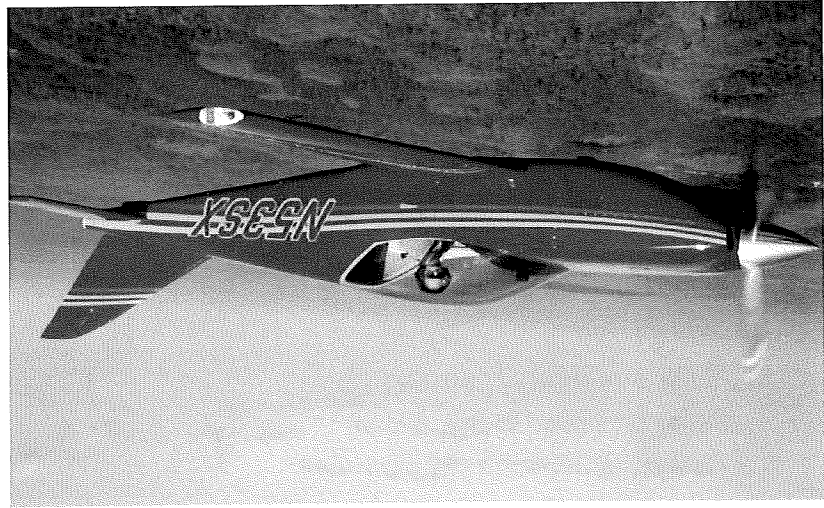
Race #	Type & Crew	Horse Power	Fuel Capacity (gal)	Range (miles)	Top Speed (mph)
10	Swearingen SX-300 Pilot: Keith Phillips	300	64	1,000	300
15	Berkut CB540 Pilot: Charles Bracken	307	58	1,100	282
50	Questair Venture Pilot: Lee Behel Crew: Jay Behel	300	54	750	300
51	Berkut 540 Pilot: Dave Ronnenburg	300	58	1,100	282

**SPORT CLASS**

**RACE 10  
KEITH PHILLIPS  
DAYTONA BEACH, FLORIDA**

Keith Phillips has been flying for 49 years. Keith first started getting interested in flying in the early 1950's. He had a paper route that included the Maule Airport in Napoleon, Michigan. He eventually got hired at the airport, and began to fly. He learned in a J-4 Cub coupe.

Keith is also a former USAF fighter pilot, and he also worked as an Aerospace Consultant. He was a competitor in the 1999 Sun N' Fun Sun 100 race.



**Swearingen SX-300**

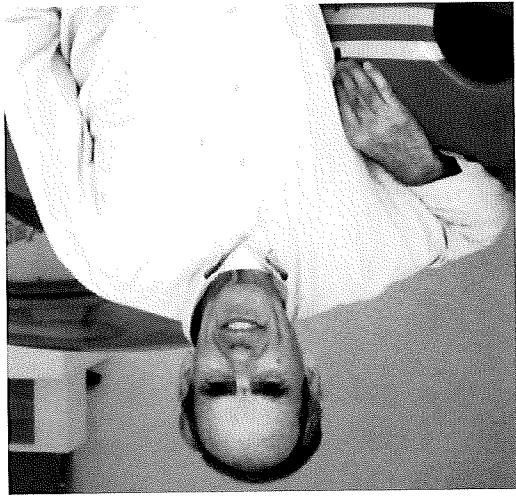
Keith bought a kit for the SX-300 in 1985, and started building. While it was a difficult airplane to build, and took 7,000-8,000 hours to build, Keith says it is a well designed aircraft. The SX-300 is a very fast aircraft, and Keith feels it flies like a small fighter.

**TOP SPEED: 300 MPH  
RANGE: 1,000 Miles  
FUEL CAPACITY: 64 US Gallons**

**DISPLACEMENT: 540 Cubic Inches  
HORSEPOWER: 300**

**EMPTY WEIGHT: 1,750 lbs.  
GROSS WEIGHT: 2,400 lbs.**

**TOTAL TIME ON AIRCRAFT: 175 Hours  
HOME BASE: Spruce Creek Fly-in Community**



**FORMULA FX**

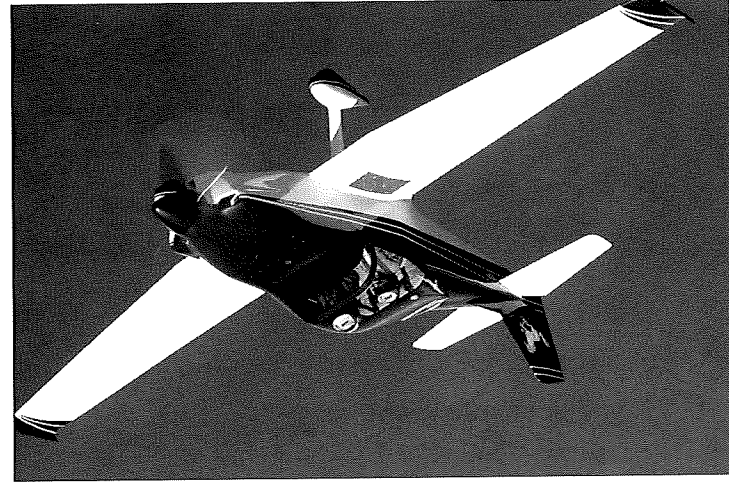
**RACE 61  
PAUL KRAMER & PETER KUNZ  
TAMARAC, FLORIDA**

Flying race number 61 is Paul Kramer and Peter Kunz.

Paul Kramer is a real estate sales professional, and a Certified Flight Instructor. He also holds multi engine, single engine, seaplane, glider and instrument ratings.

Paul has 4,200 hours of flight time and has no prior race experience. Paul served 27 years of military service including three years active duty, 24 years reserve and National Guard.

Flying with Paul is Pete Kunz. Pete is an airframe and powerplant mechanic and has been involved in aviation for 18 years. Pete has restored many airplanes and is particularly attracted to the creativity involved in experimental aircraft.



**Mustang II**

This red, white, and blue Mustang II was first flown in 1985 and has been disassembled and in restoration since 1995. There are many modifications to this airplane. First of all, there are wing tip and wing root tanks as well as a header tank which add to the total fuel capacity. They have also modified the cowling, the instrument panel, control system, radios, canopy, paint and interior, and the fuel system. During their restoration, they have paid specific attention to redoing and improving all the metal work.

**TOP SPEED: 195 MPH**

**RANGE: 700 Miles  
FUEL CAPACITY: 41 US Gallons**

**DISPLACEMENT: 320 Cubic Inches  
HORSEPOWER: 160**

**TOTAL TIME ON AIRCRAFT: 543 Hours  
EMPTY WEIGHT: 1050 lbs.  
GROSS WEIGHT: 1800 lbs.**

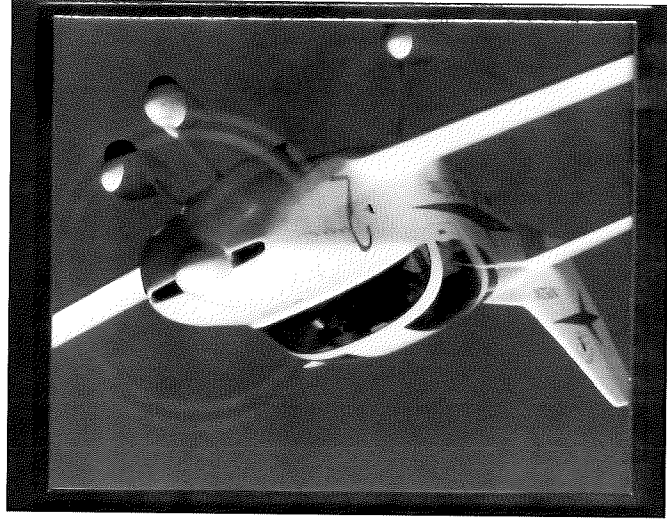
**HOME BASE: Fort Lauderdale, Florida**

FORMULA FX

RACE 52  
DON SAINT  
GRANBURY, TEXAS

Flying race number 52 is Don Saint. Don is a systems engineer for Lockheed Martin in Texas. He is also a commercial single engine and multi engine instrument rated pilot. Don has over 2000 hours of flight time in small aircraft.

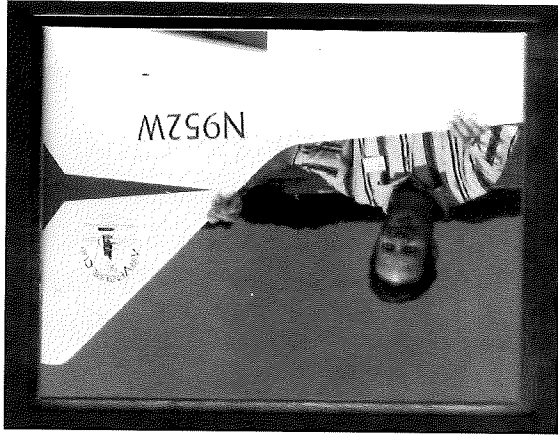
Don is a veteran of the 1999 AirVenture cup and placed first in the Formula FX category.



**Glasair II**

This red and white Glasair II can carry two people non-stop for 1,200 miles. With a top speed of 220 miles per hour, on 180 horsepower, Don was a participant in the 1999 AirVenture Cup, and took first in the FX category. The aircraft has many modifications including one of a kind winglets and wing tip extensions. He also added a 12 gallon header tank in the fuselage. Possibly the most important improvement was lengthening the baggage compartment to fit two full-sized golf bags.

**TOP SPEED:** 220 MPH  
**RANGE:** 1,200 Miles  
**FUEL CAPACITY:** 55 US Gallons  
**DISPLACEMENT:** 360 Cubic Inches  
**HORSEPOWER:** 180  
**TOTAL TIME ON AIRCRAFT:** 300 Hours  
**EMPTY WEIGHT:** 1,317 lbs.  
**GROSS WEIGHT:** 2,200 lbs.  
**HOME BASE:** Granbury, Texas



SPORT CLASS

RACE 15  
CHARLES BRACKEN  
DETROIT, MICHIGAN

Flying race number 15 is Charles Bracken of Detroit, Michigan. By profession, Charles is a health care consultant with 30 years of experience.

Charles is a private pilot single engine land with an instrument rating. Charles has been flying for 6 years, and took up flying to build and fly his own airplane.

Charles is a veteran of the 1999 AirVenture Cup, and finished second in the Unlimited category.

Taking three years to complete, this blue, white and silver Berkut CB540 is capable of carrying two people 1,000 miles non-stop and at speeds of up to 280 miles per hour. The airplane has an electronic computer based instrument panel, which is fully IFR equipped, and an electronic ignition system.

**TOP SPEED:** 280 MPH

**RANGE:** 1,000 Miles

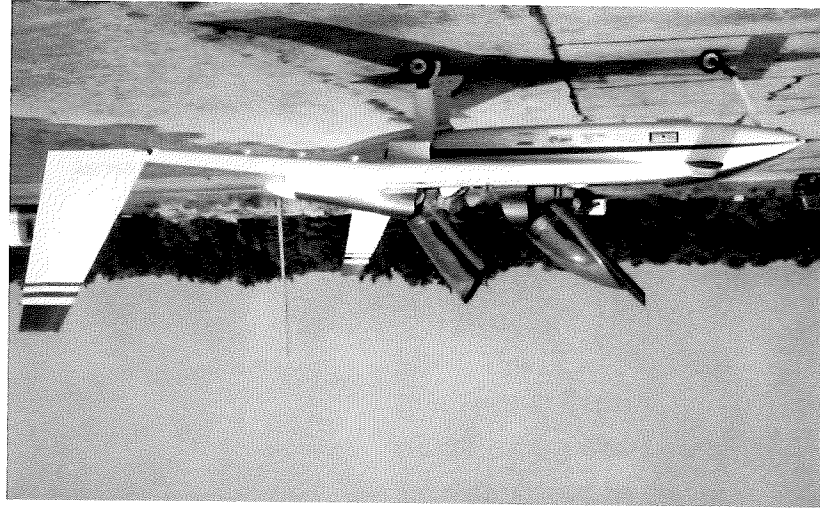
**FUEL CAPACITY:** 60 US Gallons

**DISPLACEMENT:** 540 Cubic Inches

**HORSEPOWER:** 300

**TOTAL TIME ON AIRCRAFT:** 50 Hours

**HOME BASE:** Detroit City Airport



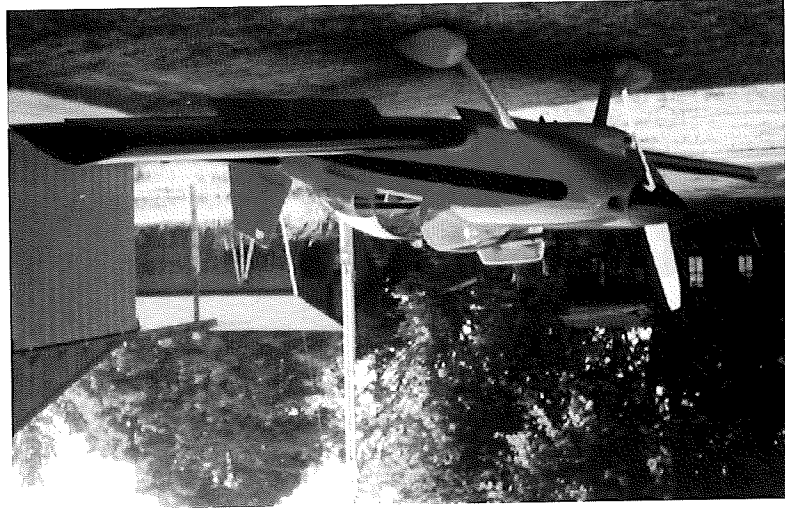
**Berkut CB540**

AIRVENTURE CUP 2000: SPORT CLASS PARTICIPANTS

AIRVENTURE CUP 2000: FORMULA FX PARTICIPANTS

## FORMULA FX

### RACE 48 DAVE WEISGERBER IONIA, MICHIGAN



Flying race number 48 is Dave Weisgerber. Dave is a private pilot single engine land. He has 500 hours of total flight time, 300 of which are in experimental aircraft. Dave got interested through his dad who has flown ever since he was 10 years old. He eventually got his private pilots license when he was 25. Since then he has built many airplanes including a Sonari II, Kitfox, and a Hatz Biplane. He has also restored a Champ.

This black and red RV-6 was built by Dave in 1,500 hours with a total cost \$35,000. The airplane can carry two people 700 miles non-stop with a top speed of 190 miles per hour. The aircraft had its first flight in May of 1997.

**TOP SPEED: 190 MPH**

**RANGE: 700 Miles**

**FUEL CAPACITY: 38 US Gallons**

**DISPLACEMENT: 320 Cubic Inches**

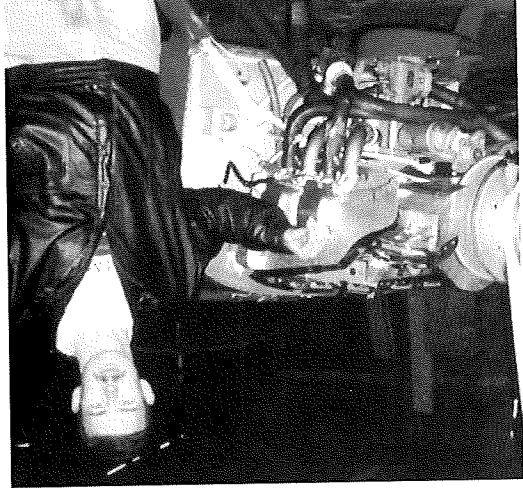
**HORSEPOWER: 160**

**EMPTY WEIGHT: 960 lbs.**

**GROSS WEIGHT: 1,600 lbs.**

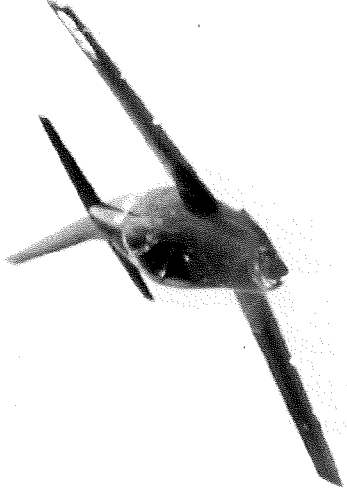
**TOTAL TIME ON AIRCRAFT: 100 Hours**

**HOME BASE: Ionia, Michigan**



## SPORT CLASS

### RACE 50 WESLEY "LEE" & JAY BEHEL SAN JOSE, CALIFORNIA



### Questair Venture

This black and red Questair Venture can carry two people 750 miles non-stop at speeds of up to 300 miles per hour. The airplane has raced at the Reno National Championship Air Races and is fully instrument equipped and has a moving map GPS.

**TOP SPEED: 300 MPH**

**RANGE: 750 Miles**

**FUEL CAPACITY: 54 US Gallons**

**DISPLACEMENT: 550 Cubic Inches**

**HORSEPOWER: 300**

**TOTAL TIME ON AIRCRAFT: 400 Hours**

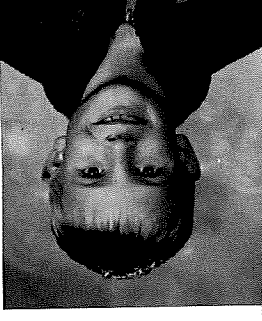
**HOME BASE: San Jose, California**

Flying race number 50 is Lee Behel and his son Jay. By profession, Lee owns a car dealership in San Jose. Lee is a commercial pilot with multi and single engine and instrument ratings. Lee is a retired Lieutenant Colonel in the Air National Guard. He flew F-4 Phantoms for 24 years, and currently holds two closed circuit world records with the F-4. In addition, Lee is the founder and president of the Sport Class Air Racing Association. This organization has established a new sport class for air racing at the Reno National Championship Air Races. Lee raced in this class in 1998 and 1999 and placed 2nd and 3rd respectively in the races.

Lee's navigator, Jay, is 10 years old. He has many hours of right seat time and has an understanding of basic navigation. He wants to be the first one to Oshkosh so that he doesn't have to wait in line to see the Constellation and the Concord.



Lee Behel



Jay Behel

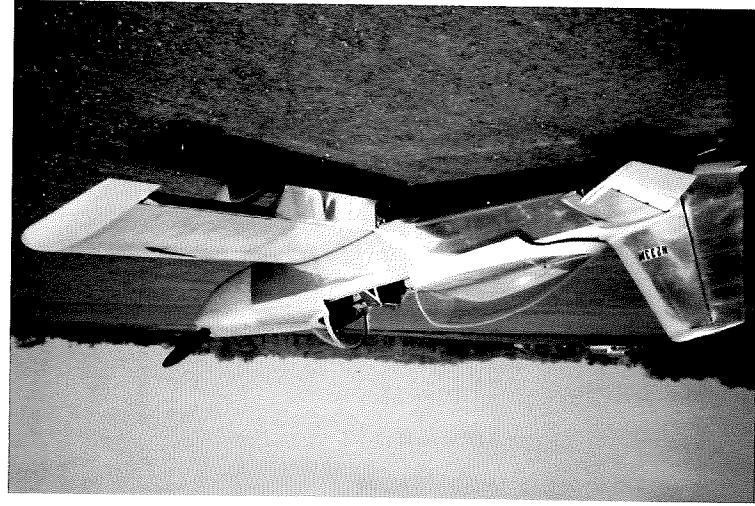
FORMULA FX

AIRVENTURE CUP 2000: FORMULA FX PARTICIPANTS

**RACE 33  
RICHARD MARTIN  
GREEN BAY, WISCONSIN**

Flying race number 33 is Richard "Dick" Martin. Dick is a retail hardware dealer by profession. Being a private pilot with multi engine ratings, Dick has over 4,500 hours of flight experience. In addition to homebuilding his RV-8, Dick also has restored many antique and classic airplanes, including a 1979 Oshkosh grand champion antique Howard DGA15P.

Dick does have some race experience. Dick is a veteran of the Oshkosh 500 race.



**RV-8**

This silver RV-8 is capable of carrying two people 800 miles non-stop with a top speed of 240 miles per hour. There are many modifications made to this airplane including an extended propeller, a NASA type cowl with pounded inlets, rocket type wing tips, and modified wheel pants. This airplane has dual electronic ignition, and is capable of 240 miles per hour.

**TOP SPEED:** 240 MPH  
**RANGE:** 800 Miles  
**FUEL CAPACITY:** 42 US Gallons  
**DISPLACEMENT:** 360 Cubic Inches  
**HORSEPOWER:** 200  
**EMPTY WEIGHT:** 1,149 lbs.  
**GROSS WEIGHT:** 1,800 lbs.  
**TOTAL TIME ON AIRCRAFT:** 80 Hours  
**HOME BASE:** Green Bay, Wisconsin

SPORT CLASS

**RACE 51  
DAVE RONNENBURG  
LOS ANGELES, CALIFORNIA**

Flying race number 51 is Dave Ronnenburg.

Dave is a private pilot, single engine land and has more than 3,500 hours of flight experience. This includes race experience. Dave is a three-time participant in the Sun N' Fun Race, twenty-time Dickey Club Races, and placed second in the Silver heat in the Sport Class at the Reno Air Races. He was also a participant in the inaugural AirVenture Cup in 1998.

After building many Long Ez's and Vari Ez's, Dave started to design his own airplane. He started with Rutan's basic ideas but made many changes and improvements. He calls it "Berkut." Dave now owns and operates Renaissance Composites which produces the Berkut Kit.



**Berkut 540**

This white Berkut was built and is owned by Renaissance Composites. It took 3,000 hours and \$55,000 to build. This Berkut is capable of carrying two people 1,100 miles non-stop at speeds of over 280 miles per hour. This airplane is the Renaissance Composites kit demonstrator, and it was built for racing in the sport class at the Reno Air Races, and the AirVenture Cup.

**TOP SPEED:** 282 MPH  
**RANGE:** 1,100 Miles  
**FUEL CAPACITY:** 58 US Gallons  
**DISPLACEMENT:** 540 Cubic Inches  
**HORSEPOWER:** 300  
**TOTAL TIME ON AIRCRAFT:** 320 Hours  
**EMPTY WEIGHT:** 1,250 lbs.  
**GROSS WEIGHT:** 2,100 lbs.  
**HOME BASE:** Santa Monica, California

AIRVENTURE CUP 2000: SPORT CLASS PARTICIPANTS

**RACE 28  
JEFFREY LUDWIG & CRAIG MORNINGSTAR  
JACKSONVILLE, FLORIDA**

Flying with a

commercial license, multi engine and single engine instructor, glider and seaplane endorsements, Jeffrey Ludwig has 30 plus years and over 2,000 hours of flight time.

Jeff, a resident of Jacksonville, Florida, is an attorney who practices aviation law. In addition to his practices, he taught aviation law at Jacksonville University.

Accompanying Jeff is Craig Morningstar of

Burlingame, California. Craig is a private pilot with 1,500 hours, most of which is in taildraggers. Craig has been involved with EAA since EAA was located in Rockford, Illinois.



**RV-8**

Built by Jeff Ludwig and Jack Harper, this extraordinary Van's RV-8 took two years and \$75,000 to build. This white, red, blue, and gray aircraft was built as close as possible to the original plans. Weighing in at 1,118 pounds empty, and 1,800 pounds gross, Race 28 has a top speed of 210 miles per hour. This RV-8 is capable of carrying two-people comfortably, and baggage over 800 miles.

**TOP SPEED:** 210 MPH  
**RANGE:** 800 Miles  
**FUEL CAPACITY:** 44 US Gallons  
**DISPLACEMENT:** 360 Cubic Inches  
**HORSEPOWER:** 180  
**TOTAL TIME ON AIRCRAFT:** 75 Hours  
**EMPTY WEIGHT:** 1,118 lbs.  
**GROSS WEIGHT:** 1,800 lbs.  
**HOME BASE:** Herlong Airport, Jacksonville

**FORMULA RG**

The Formula RG class includes any Experimental category aircraft with an engine displacement of 360 cubic inches or less and with retractable landing gear.



A participant in the 1999 AirVenture Cup, Dick Keyt finished first in the Formula RG class.

Race #	Type & Crew	Horse Power	Fuel Capacity (gal)	Range (miles)	Top Speed (mph)
26	White Lightning Pilot: Peter Huff Crew: Tom Ferraro	210	68	1,500	245
31	Polen Special II Pilot: Richard Keyt Crew: Debra Keyt	180	48	1,230	282
35	Lancair 360 Pilot: Ernest Chauvin Crew: Kathleen McKenzie	180	58	1,200	270
38	Berkut Pilot: John Daniels	200	54	1,000	215
64	Lancair 360 Pilot: Tom Replogle	210	54	1,000	215
77	Lancair 360 Pilot: Mark Ravinski	180	43	940	250

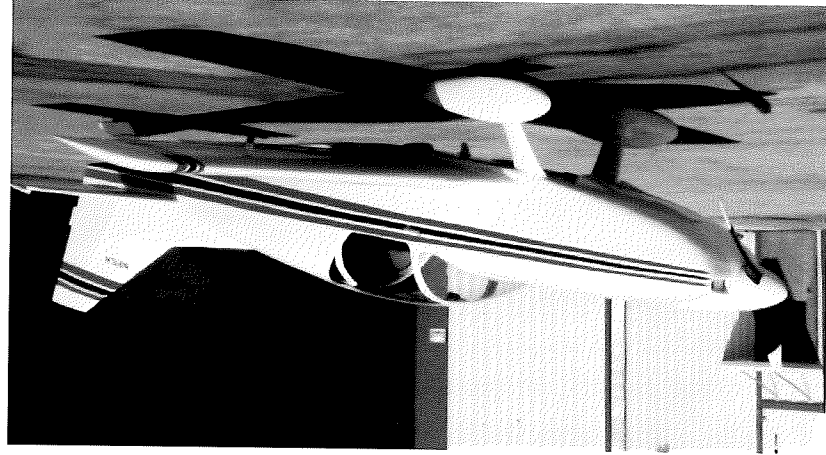
FORMULA FX

**RACE 24  
BRUCE HAMMAR  
LAFAYETTE, LOUISIANA**

Flying race number 24 is Bruce Hammar. Bruce is a commercial pilot with single engine airplane, instrument, and helicopter ratings.

By occupation, Bruce is a helicopter pilot and has more than 10,000 hours of flight experience. In the last three years, Bruce has flown his Glasair to Alaska, Oshkosh, Sun N' Fun, Key West, Florida, the Grand Canyon, and many other shorter trips.

Bruce has prior race experience as a participant in the Cassutt Fly-in and race in 1994, and also as participant in the 2000 Sun N' Fun Sun 100 race in which he placed second.



**Glasair I**

This red, white, and blue Glasair I took Bruce 3,000 hours and \$42,000 to build. The airplane is capable of carrying two people 1,400 miles non-stop. Powered by a 180 horsepower Lycoming engine, the aircraft is capable of speeds up to 240 miles per hour.

**TOP SPEED: 240 MPH**  
**RANGE: 1,400 Miles**  
**FUEL CAPACITY: 75 US Gallons**  
**DISPLACEMENT: 360 Cubic Inches**  
**HORSEPOWER: 180**  
**TOTAL TIME ON AIRCRAFT: 340 Hours**  
**EMPTY WEIGHT: 1,075 lbs.**  
**GROSS WEIGHT: 1,800 lbs.**  
**HOME BASE: Lafayette, Louisiana**

FORMULA RG

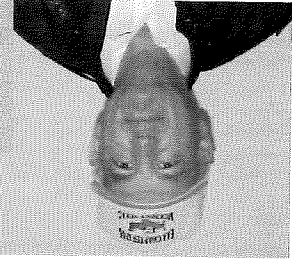
**RACE 26  
PETER C. HUFF AND TOM FERRARO  
MCKINNEY, TEXAS**

With over 2,000 hours, Peter C. Huff started flying in 1956. Inspired by his dad, a barnstormer and airline pilot, Peter holds a commercial single engine land instrument rating.

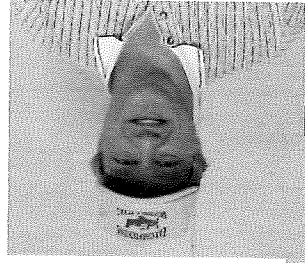
Peter says that he fulfilled his lifelong goal in July of 1993 when he completed and flew his homebuilt White Lightning. Since its first flight, Peter has flown to Europe by way of Canada and Iceland. While in Europe, he flew to 11 countries in 21 days and then returned safely to his home base in McKinney, Texas.

Both Peter and his White Lightning have previous race experience, finishing second and third in the Aircraft Spruce Great Cross Country Air Race from Denver to Oshkosh.

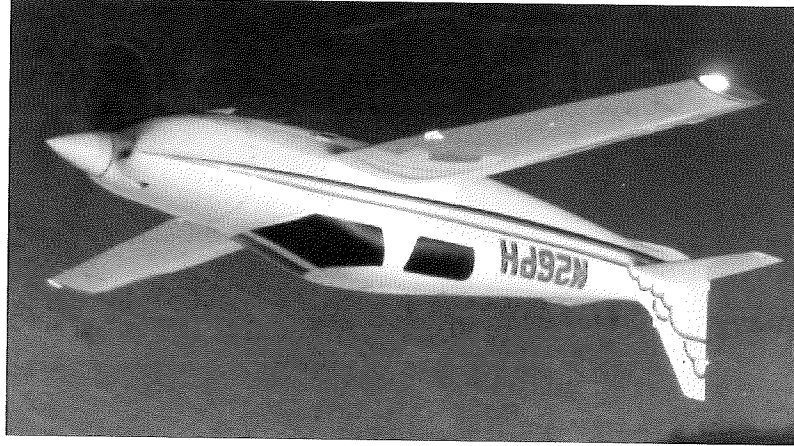
Flying with Peter is Tom Ferraro. Having 1,300 hours total flight time, Tom is an instrument-rated private pilot. Being the President of EAA Chapter 1246 in McKinney, Texas, Tom is also an experienced aircraft builder, restorer, and mechanic.



Pete Huff



Tom Ferraro



**White Lightning**

With a top speed of 245 miles per hour, the four seat White Lightning is capable of carrying 1,100 pounds 1,500 miles non-stop. This white and red airplane is powered by a Continental 210 horse power engine with electric ignition. The IFR panel is equipped with GPS, Stormscope, an Argus moving map display, fully instrumented six cylinder engine monitor, and dual flight instruments. Peter has made many modifications to the aircraft including steps for easier cockpit access, electric ignition, long range fuel tanks, avionics, improved ventilation and heating systems, and the specialized power quadrant. Costing \$120,000 to build, the White Lightning took 6,000 hours to build.

**TOP SPEED: 245 MPH**  
**RANGE: 1500 Miles**  
**FUEL CAPACITY: 68 US Gallons**  
**DISPLACEMENT: 360 Cubic Inches**  
**TOTAL TIME ON AIRCRAFT: 900 Hours**  
**EMPTY WEIGHT: 1,600 lbs.**  
**GROSS WEIGHT: 3,000 lbs.**  
**HOME BASE: McKinney Municipal**

FORMULA RG

RACE 31  
RICHARD & DEBRA KEYT  
GRANBURY, TEXAS

Flying race number 31

is Richard "Dick" Keyt.

Dick has an Airline

Transport Pilot Rating for

multi engine aircraft,

along with single engine

commercial, glider, flight

instructor, and instrument

ratings.

For six years, he was

an Air Force Pilot and

flew the F-4 Phantom and

the OV-10 Bronco.

Dick currently flies

Boeing 767's and 757's

on international routes.

Dick's wife and

ground crew, Debra Keyt

is also a pilot. She

obtained her Private Pilots

License in 1997. Her first

flight after receiving her

license was on her way to

Oshkosh.

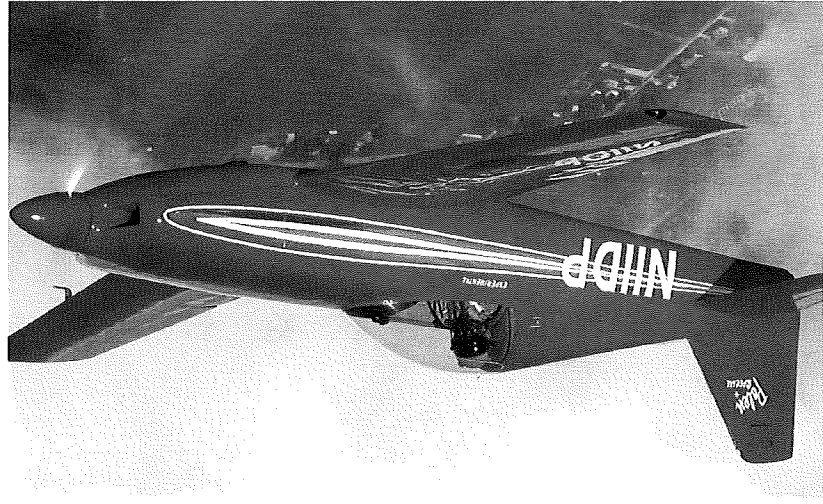
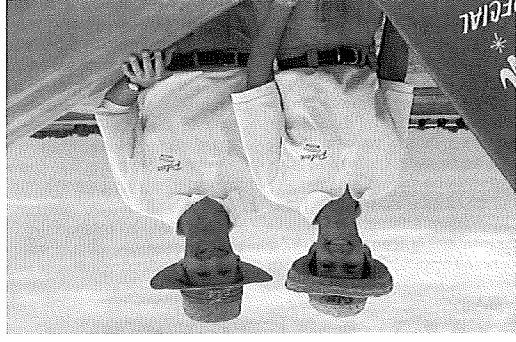
Both Dick and Debbie

participated in the 1999

AirVenture Cup and

placed place in the

Formula RG class.



Polen Special II

This one-of-a-kind aircraft was designed and

built by Dennis Polen in Portland, Oregon, with

the help of two friends, Darryl Usher and Jim

Herbert. The Polen Special II was Dennis'

second design and was built to see how efficient

an aircraft could be built without having to

abide by the rules of the formula one race class

in Reno. The single seat Polen Special II took 5

years to build, and is capable of 282 miles per

hour.

TOP SPEED: 282 MPH

RANGE: 1,230 Miles

FUEL CAPACITY: 48 US Gallons

DISPLACEMENT: 360 Cubic Inches

HORSEPOWER: 180

TOTAL TIME ON AIRCRAFT: 1,150 Hours

EMPTY WEIGHT: 1,100 lbs.

GROSS WEIGHT: 1,600 lbs.

HOME BASE: Pecan Plantation, Texas

FORMULA FX

RACE 20  
CLAUDIO TONNINI  
SAVERVILLE, NEW JERSEY

Claudio Tonnini, a

private and instrument

rated pilot has more than

2,200 hours of flight

experience including

cross-country and racing

experience.

Claudio has

participated six times in

the "Sun 100" race at Sun

N' Fun in Lakeland,

Florida, and participated

in the "Great Cross

Country Race" from

Denver to Oshkosh.

Claudio is also a veteran

of the 1998 inaugural

AirVenture Cup and the

1999 AirVenture Cup.

Claudio has flown

"Purple Passion" to South

America three times.



RV-4

This Van's Aircraft RV-4 "Purple Passion"

was built by Claudio Tonnini. "Purple Passion"

was built in 19 months and cost \$30,000.

Weighing 1,150 pounds empty and 1,800 pounds

fully loaded, this aircraft has a top speed of 195

miles per hour on 160 horse power. Claudio

added two extra fuel tanks in the wing for a total

of 69 gallons of fuel. "Purple Passion" is

capable of carrying two people 1,000 miles.

TOP SPEED: 195 MPH

RANGE: 1,000 Miles

FUEL CAPACITY: 69 US Gallons

DISPLACEMENT: 360 Cubic Inches

HORSEPOWER: 160

TOTAL TIME ON AIRCRAFT: 400 Hours

EMPTY WEIGHT: 1,150 lbs.

GROSS WEIGHT: 1,800 lbs.

HOME BASE: Saverville, New Jersey





FORMULA FX

**RACE 18  
DAVID DEVERE  
LITTLETON, COLORADO**

Flying race number 18 is Dave Devere. Dave has had a long and interesting flying career. He flew both fixed wing and helicopters in the U.S. Army from 1968 to 1992. He has been a pilot for a major airline since 1985 and is currently a Captain on an A-320 Airbus.



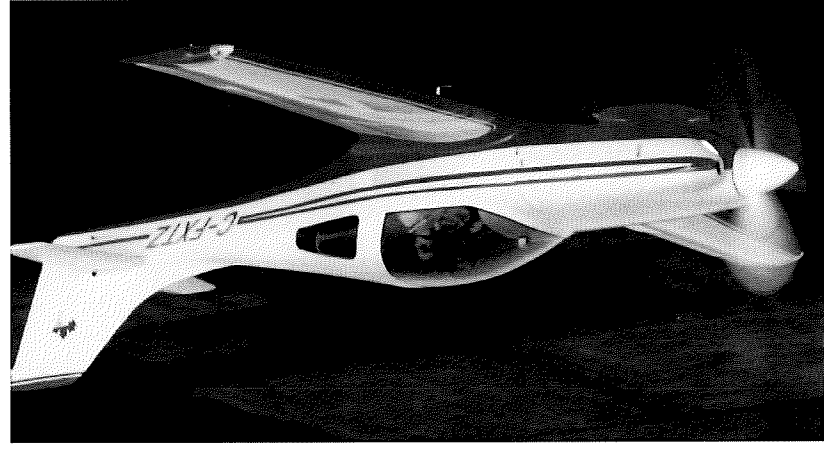
**Long Ez**

"Tropostreak" is a Rutan Long-Ez sporting a 180 horsepower engine. The aircraft is capable of carrying two people over 1,500 miles at speeds of up to 220 miles per hour. "Tropostreak" is set up for racing with a modified cowl and low drag wheel pants.

**TOP SPEED:** 220 MPH  
**RANGE:** 1,500 Miles  
**FUEL CAPACITY:** 52 US Gallons  
**DISPLACEMENT:** 360 Cubic Inches  
**HORSEPOWER:** 180  
**EMPTY WEIGHT:** 975 lbs.  
**GROSS WEIGHT:** 1,425 lbs.  
**TOTAL TIME ON AIRCRAFT:** 350 Hours  
**HOME BASE:** Centennial Airport, Denver

FORMULA RG

**RACE 35  
ERNEST CHAUVIN & KATHLEEN MCKENZIE  
WINDSOR, ONTARIO CANADA**



**Lancair 360**

This red and white Lancair was built completely according to the plans and took 5,000 hours and \$100,000 to build. The aircraft has long range tanks, forward hinging canopy, a composite three-bladed propeller, and a remote keyless entry locking system. This two-seat aircraft has a range of 1200 miles and a top speed of 270 miles per hour on 180 horsepower. The airplane was the Grand Champion home-built at the EAA Fly In in Hamilton, Ontario.

**TOP SPEED:** 270 MPH  
**RANGE:** 1,200 Miles  
**FUEL CAPACITY:** 58 US Gallons  
**DISPLACEMENT:** 360 Cubic Inches  
**HORSEPOWER:** 180  
**TOTAL TIME ON AIRCRAFT:** 450 Hours  
**EMPTY WEIGHT:** 1,120 lbs.  
**GROSS WEIGHT:** 1,784 lbs.  
**HOME BASE:** Windsor, Ontario Canada

Flying race number 35 is

Ernest "Ernie" Chauvin. Ernie was in the Royal Canadian Air Force from 1967 to 1971, and then went to college to become a high school English teacher.

He obtained his private pilots license in 1984, and has since completed a 10

hour aerobatics course, and a 10-hour formation flying course. He completed his Lancair in 1993 and now has over 450 hours.

He currently serves as a EAA Young Eagles co-coordinator in Windsor.

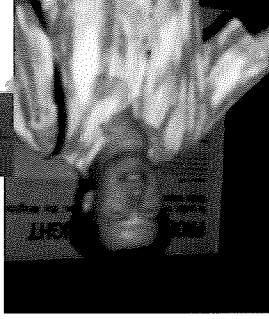
Ernie is a veteran of the 1999 AirVenture Cup and placed third in the Formula RG category.

Kathleen McKenzie is an elementary school principal in Green Bay, WI, and a former Flight Attendant with Northwest Airlines. She was

an active volunteer in EAA's Young Eagle's program and played a significant role in its early development.



Kathleen McKenzie



Ernest Chauvin

FORMULA RG

**RACE 38  
JOHN DANIELS  
PACIFIC PALISADES, CALIFORNIA**

Flying race number 38

is John Daniels. John

holds a private pilots

license with single engine,

rotorcraft, and instrument

ratings. John has over

3,000 hours of flight

experience.

John works at the

University of Southern

California in the oncology

department.

John entered the 1998

AirVenture Cup, but a

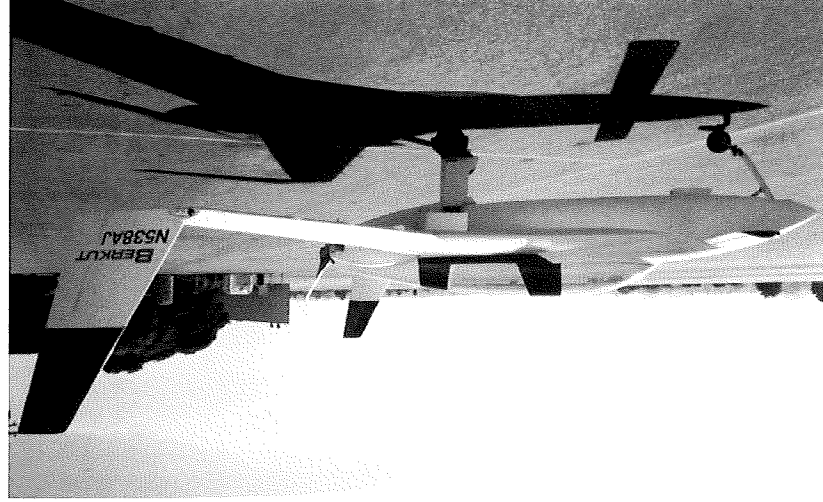
mechanical problem kept

him from finishing. John

has also participated in

the 1999 Copperstate

Fly-In race.



**Berkut 360**

This red and white Berkut was built by John

Daniels and Dave Ronnenberg and took

two-and-a-half years to complete. Seating two

people, this airplane has a range of 1300 miles

and a top speed of 254 miles per hour. With its

first flight in June of 1996, the aircraft has a

Light Speed propeller and electronic ignition

system. The aircraft is fully IFR equipped and

has a Garmin GNS 430 and an S-Tec 60 auto

pilot.

**TOP SPEED: 254 MPH**

**RANGE: 1,300 Miles**

**FUEL CAPACITY: 54 US Gallons**

**DISPLACEMENT: 360 Cubic Inches**

**HORSEPOWER: 200**

**TOTAL TIME ON AIRCRAFT: 250 Hours**

**EMPTY WEIGHT: 1,168 lbs.**

**GROSS WEIGHT: 1,900 lbs.**

**HOME BASE: Santa Monica, California**



**FORMULA FX**

The Formula FX class includes any Experimental category aircraft with an engine displacement of 360 cubic inches or less, with at least two fixed landing gear.

Race #	Type & Crew	Horse Power	Fuel Capacity (gal)	Range (miles)	Top Speed (mph)
18	Long Ez Pilot: Dave Devere	180	52	1,500	220
20	RV-4 Pilot: Claudio Tonini	160	69	1,000	195
24	Clasair I Pilot: Bruce Hammar	180	75	1,400	240
28	RV-8 Pilot: Jeff Ludwig Crew: Craig Morningstar	180	44	800	210
33	RV-8 Pilot: Richard Martin	200	42	800	240
48	RV-6 Pilot: Dave Weisgerber	160	38	700	190
52	Clasair II Pilot: Don Saint	180	55	1,200	220
61	Mustang II Pilot: Paul Kramer Crew: Peter Kunz	160	41	700	195
69	RV-4 Pilot: Ron Williams	180	32	800	210
76	RV-6A Pilot: Linda Pavlovich Crew: Martin Pavlovich	150	38	650	200+
80	Mustang II Pilot: Paul Cox Crew: Bruce Skaggs	200	51	1,000	220
86	Sidevinder Pilot: Dave Biesemeier	160	30	770	200
88	Long EZ Pilots: Gary and Charlene Spencer	250	52	1,000	240

**AIRVENTURE CUP 2000: FORMULA FX PARTICIPANTS**

**AIRVENTURE CUP 2000: FORMULA RG PARTICIPANTS**

FORMULA RG

**RACE 77  
MARK RAVINSKI  
NORTON, MASSACHUSETTS**

Flying race number 77 is Mark Ravinski of Norton Massachusetts.

Mark is a commercial pilot with single and multi engine ratings, and has over 2,300 hours of flight experience. He is also an IA mechanic.

From 1974 to 1977,

Mark was an Air Force Flight Instructor. He

instructed for more than 1000 hours in a T-37.

Mark is no stranger to

air racing. He raced in both the 1998 and 1999 Sun 100 races at Sun N' Fun. He is also a veteran of the 1999 AirVenture Cup.



**Lancair 360**

This red and gold Lancair 360 was built by James Brown in Kansas City, Missouri. Capable of carrying two people over 900 miles non-stop, this airplane has a top speed of 250 miles per hour. This aircraft came in second place in the 1999 AirVenture Cup.

**TOP SPEED: 250 MPH**

**RANGE: 940 Miles**

**FUEL CAPACITY: 43 US Gallons**

**DISPLACEMENT: 360 Cubic Inches**

**HORSEPOWER: 180**

**TOTAL TIME ON AIRCRAFT: 985 Hours**

**EMPTY WEIGHT: 1,090 lbs.**

**GROSS WEIGHT: 1,685 lbs.**

**HOME BASE: Norton, Massachusetts**

FORMULA RG

**RACE 64  
TOM REPLOGLE  
WILLIAMSBURG, VIRGINIA**

Tom is a retired Navy

fighter pilot with more than 9,000 hours. He flew many different airplanes from F-6 F Hellicats to F-14 Tomcats on combat missions from carriers for both the Korean and Vietnam Wars.

Tom retired from the

Navy in 1980 at the rank of Rear Admiral. During his career, he commanded the

143rd Fighter Squadron, Air wing 17, the USS Nashville, and the USS America.

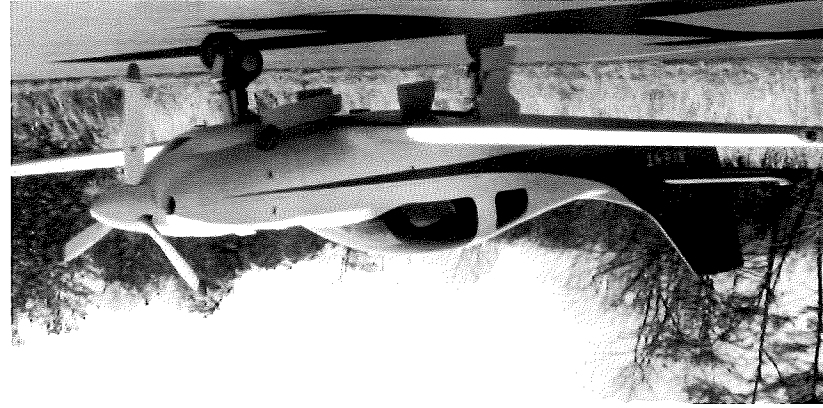
He then spent 13 years

working with a major industrial corporation. Now completely retired, he has

spent the past five years

playing golf and building his beautiful turbocharged

Lancair 360.



**Lancair 360**

This Lancair 360 built by Tom Replogle took 5 years and \$145,000 to build. Weighing in at 1274 pounds empty, the top speed is 215 miles per hour on 210 hours power, and it can carry two people 1,000 miles. Tom made some modifications to the aircraft including extended wing spars, speed brakes, and wing tip fuel tanks. He also redesigned the cowling for proper engine cooling. The engine has an intercooler and a turbocharger. This white and blue aircraft is fully IFR equipped.

**TOP SPEED: 215 MPH**

**RANGE: 1,000 Miles**

**FUEL CAPACITY: 54 US Gallons**

**DISPLACEMENT: 360 Cubic Inches**

**HORSEPOWER: 210**

**TOTAL TIME ON AIRCRAFT: 75 Hours**

**EMPTY WEIGHT: 1,274 lbs.**

**GROSS WEIGHT: 1,974 lbs.**

**HOME BASE: Williamsburg, Virginia**