

When the Wright brothers launched their experimental aircraft at Kitty Hawk in 1903, Klein Tools had already been making precision hand tools for 46 years, since 1857.

An American Classic.

Today, the Klein tradition of high quality shows in our complete line of professional tools and accessories. From our wire twisting pliers, strippers and cable cutters to our screwdrivers and nut drivers, every Klein tool offers the same, consistent performance and comfort.

Aircraft builders and maintenance technicians alike are turning to our growing line of tools. Make your aviation tools Klein.

Professionals Are Known By The Tools They Own™

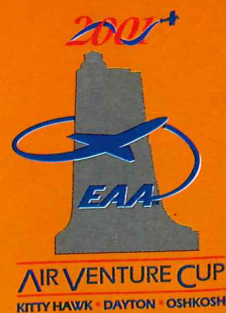
KLEIN TOOLS

For Professionals... Since 1857®

Chicago, IL U.S.A. • www.kleintools.com

Klein is proud to be the Platinum Sponsor of the 2001 EAA AirVenture Cup Race.

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AIR VENTURE CUP

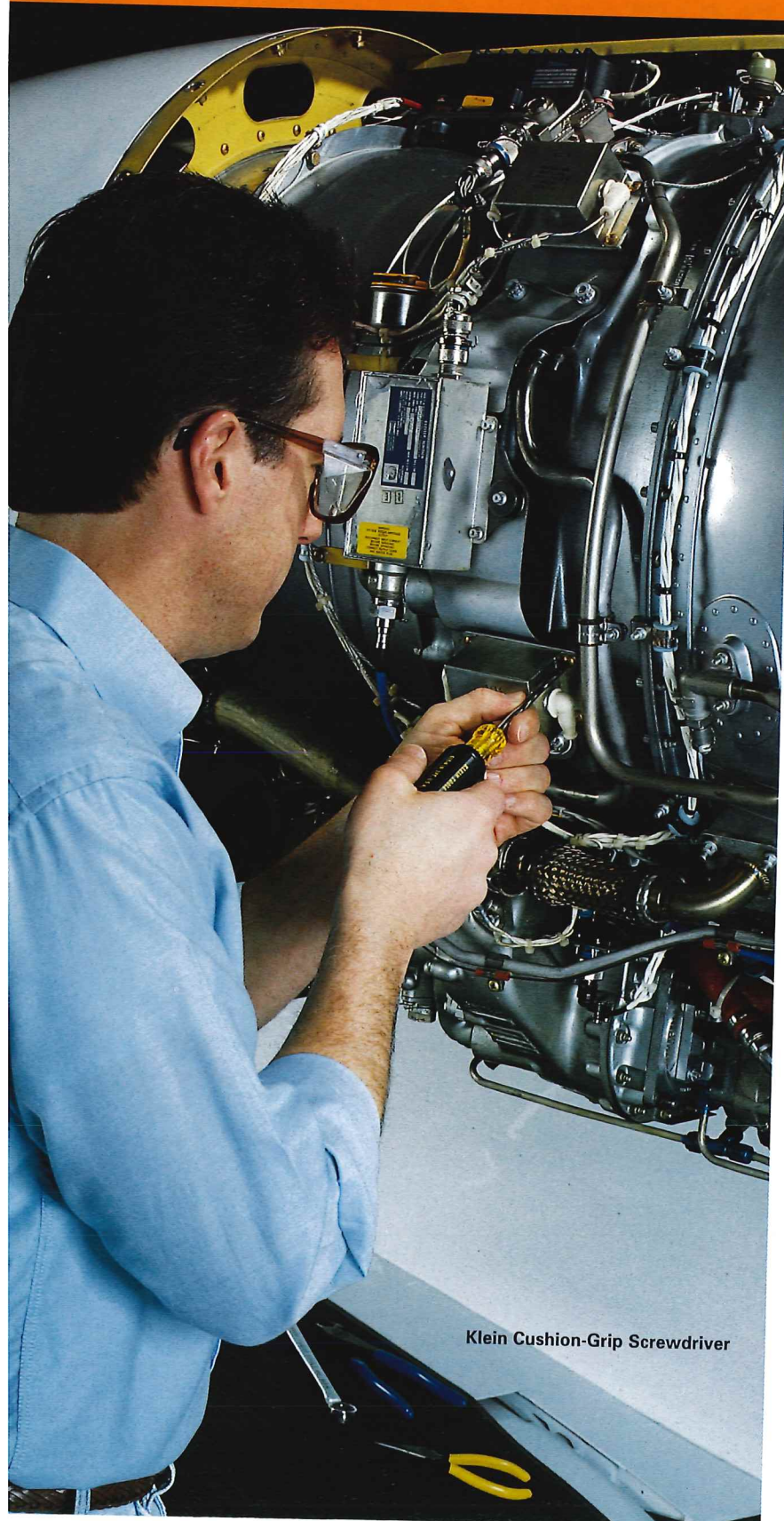
KITTY HAWK • DAYTON • OSHKOSH

2001+



"First Flight to the World of Flight"
July 22-23, 2001

I Prefer Klein



Klein Cushion-Grip Screwdriver

Anson Mount, Aircraft Maintenance Technician

"Maintaining aircraft requires precision tools, so I won't settle for second-best."

That's why I always depend on Klein. I like the way they perform in critical applications, and the way they feel in my hands. They're solid, dependable tools that have a very strong reputation for quality."

If you want the tools that more and more aircraft maintenance technicians are turning to, demand Klein Tools. Klein offers quality and performance second to none. That's why it's the brand the industry is coming to depend on.

Professionals are known by the tools they own™

KLEIN TOOLS
For Professionals... Since 1857®

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We Thank Our Sponsors

The AirVenture Cup is brought to you by:

KLEIN TOOLS®

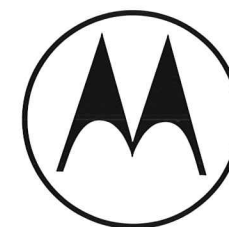
Time Trial Speed Measurement Devices provided by:



Timing Devices provided by:



Communication Equipment provided by:



MOTOROLA

Trophies provided by:



Absolute
Automation Systems, Inc.

Acknowledgements

Welcome

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



July 2001

2001 AirVenture Cup Race Committee

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

EAA Staff

Tom Poberezny
Wendy Stoneman
Tamara Tangen
Joe Schumacher
Sandra Sutta

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Erik Anderson
Craig Henry
John Thorn
Sarah Whyte
Fareed Guyot

Dare County Regional Airport

Tim Gaylord
Jack Overman
Hank Stock
David Daniels
Brian Mitchell
Stacy Ambrose
Ned Endsley

First Flight Centennial Commission

Hollan White

First Flight Society

Al Jones

National Park Service

Bob Trick
Warren Wrenn

North Carolina Aquarium

David Griffin

Dayton Judges

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Steve Betzler
Mike Felske
Gary Johnson
Scott Thomas

Dayton Air Show

Chuck Newcomb
Justin Sykes
Ken Pukalu
Kim Dell
Lentcent Burkhardt
Kelly Crowe

Dayton Air Traffic Control Tower

Greg Clatterback

Dayton Flight Service

Jerry Semler

Dayton Convention & Visitors Bureau

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Commander Aero, Dayton

John Bosch
Chris Boyer
Bill Childress
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Dick Wartinger

Air Force Museum
Gen. Charlie Metcalf, Director
Teresa Lacy

Wright Brothers FBO

Kevin Franklin

Holiday Inn - Director of Sales

Susan Walker-LeMaster

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Indianapolis Center
Chicago Center
Dayton Approach/Tower
Chicago Approach
Aurora Tower
Fond du Lac Tower
Oshkosh Tower

Aurora Airport

Bob Reisser
Jim Sagen

Aurora Judges

Earl Pingel
Paul McAlister

Finish Line Judges

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Lew Poberezny
Mike Cornell
Dave Kapitan

AirVenture 2001 Volunteers

Tim Bass
Dennis Gaulden
Jeffrey Gaulden
Ron Holzom
Paul Nillis
Explorer Post 218

Program Design

Joe Coraggio
Susie Thorn
Eric Whyte

EAA is proud to present AirVenture Cup 2001. This race brings together three significant cities in the history of aviation...

Kitty Hawk, North Carolina

Dayton, Ohio

Oshkosh, Wisconsin

Kitty Hawk is home of the first flight. 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 premier event than with a race that includes these significant cities.

To the participants, I wish you 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 2001

Tom Poberezny
President and Convention Chairman

JULY 24 - 30

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

Welcome

2000 AirVenture Cup RESULTS

Participants, Volunteers, and Race Fans:

Welcome to the 2001 AirVenture Cup! Whether you are a race veteran, a first time participant, volunteer or race fan, I thank you for being a part of this year's race.

The 2001 race marks the beginning of a new chapter in AirVenture Cup history. We have made additions and improvements in nearly every aspect of the race.

To start with, we have added a time trial event at the Dare County Regional Airport, the starting point of the race. The time trials promise to be fun and exciting for the pilots and race fans alike.

I am excited to have the AirVenture Cup be an official part of the Dayton Air Show for the first time this year. The Dayton Air Show (formerly the United States Air and Trade Show) has long been one of the largest non-EAA air shows in the country. Participation by the AirVenture Cup in this world-class air show shows how much the race has grown since it was first held in 1998.

After the overnight pit-stop in Dayton, we will continue on to EAA AirVenture 2001 in Oshkosh. The race is once again using the Aurora airport outside Chicago as a turn pylon. I would be remiss if I did not thank the Aurora Airport staff for their continued support of this event.

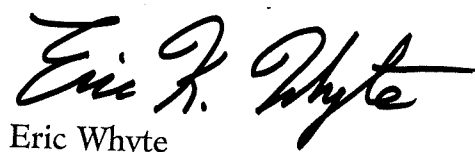
This year, crossing the finish line doesn't mean the end of the fun and excitement. 2001 marks the start of increased participation by the AirVenture Cup Racers at Oshkosh. To start with, we have a new race headquarters tent in the parking area. The tent will serve as a focal point for race activities throughout the week. Be sure to stop by and say hello and meet the racers and volunteers who make this event happen.

This is also the first year in which the racers will be featured in their own forum and Showcase flight. The AirVenture Cup Forum will be held on Tuesday, July 24 at 8:30 am in the AOL pavilion. The AirVenture Cup Showcase will also be held on Tuesday during the afternoon air show.

2001 marks the first year for a major sponsor for the race. I am very pleased to welcome Klein Tools to the Race and thank them for making this event possible.

Thanks must also go out to the other sponsors and the Race Committee who put in many long hours of work to make this event happen. I would also like to thank all of the volunteers at Kitty Hawk, Dayton, Aurora, and Oshkosh. Without their help this event would not happen. Thanks also to the race participants and fans, I hope you enjoy this year's race and look forward to seeing you again next year!

Enjoy the Race!



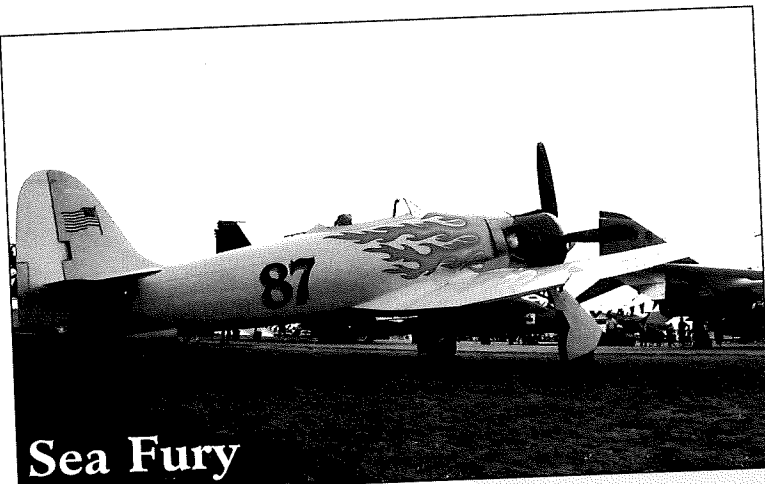
Eric Whyte
Chairman, 2001 AirVenture Cup

<u>FINISHED</u>	<u>PILOT</u>	<u>RACE #</u>	<u>TOTAL ELAPSED TIME</u> (HH:MM)	<u>AVERAGE SPEED</u> (MPH)
UNLIMITED				
1ST	ORION RIDDELL	99	01:17	319.20
2ND	JAMES RAHM	11	01:19	311.87
3RD	BRUCE BOHANNON	89	01:39	250.50
SPORT				
1ST	LEE & JAY BEHEL	50	01:19	314.56
2ND	KEITH PHILLIPS	10	01:25	290.79
3RD	CHARLES BRACKEN & BERNIE HOGAN	15	01:32	268.13
FORMULA RG				
1ST	RICHARD & DEBRA KEYT	31	01:33	265.84
2ND	PETER HUFF & TOM FERRARO	26	01:42	242.64
3RD	MARK RAVINSKI	77	01:43	240.57
4TH	JOHN DANIALS	38	01:45	263.31
5TH	ERNEST CHAUVIN & RENE CHAUVIN	35	01:50	225.66
FORMULA FX				
1ST	BRUCE HAMMAR	24	01:41	244.67
2ND	RICHARD MARTIN	33	01:49	227.24
3RD	PAUL COX & BRUCE SKAGGS	80	01:51	222.47
4TH	DON SAINT	52	01:54	216.94
5TH	JEFF LUDWIG & CRAIG MORNINGSTAR	28	01:55	214.73
6TH	DAVE BIESEMEIER	86	02:10	191.29
7TH	LINDA & MARTIN PAVLOVICH	76	02:11	189.47
8TH	DAVE WEISGERBER	48	02:14	185.22
SPRINT				
1ST	ROB MARTINSON	66	01:57	211.47
2ND	JOHN LAMBERT	81	02:00	206.19
3RD	JACK WATSON	25	02:08	193.77
4TH	YVES-MARIE MENGIN	70	02:23	173.53

RENO UNLIMITED

Welcome

AirVenture Cup 2001: Reno Unlimited Participants



Sea Fury

Dr. Jim Michaels is the pilot and owner of "Miss Merced", a Sea Fury, which won the bronze Race in the Unlimited class at Reno 2000. Since he soloed at the age of 15, Dr. Michaels, 45, has been a longtime airshow performer, with 9,000 hours, 11 type ratings, ATP, and commercial rotorcraft certificates. A practicing dentist in Oconomowoc, Wisconsin, Dr. Michaels has two children and has sung back up for the king of the pearly whites, Tony Bennett.



DARE COUNTY AIRPORT AUTHORITY
DARE COUNTY REGIONAL AIRPORT
P.O. BOX 429
MANTEO, NORTH CAROLINA 27954
PHONE (252) 473-2600

DARE COUNTY
AIRPORT AUTHORITY
MANTEO, N.C.



SERVING THE
OUTER BANKS

July 20, 2001

TO THE PILOTS AND CREWS OF THE AIRVENTURE CUP RACERS

Greetings!

It gives me great pleasure, as Airport Director, to extend cordial greetings and a warm welcome to our airport and Dare County. It has been a delight to have the AirVenture Cup Race aircraft assemble here in preparation of this race.

The Airport Authority has taken great strides to improve the airport and make it a great place to experience general aviation. Tremendous strides in development have been made without losing the character of the Outer Banks of which we are very proud.

To all that are visiting for the first time, I hope that your visit will allow time for you to see our wonderful area and of course, visit the Mecca of aviation, Wright Brothers Memorial. Also, recapture the past by visiting our own aviation museum or just walk along the shore.

Our staff is here to make your stay an enjoyable one and hope that you will visit us at other times in the year and again for next years race.

With best wishes for a most successful and enjoyable air race. May you have blue skies and favorable tail winds.

Sincerely

Tim Gaylord
Airport Director

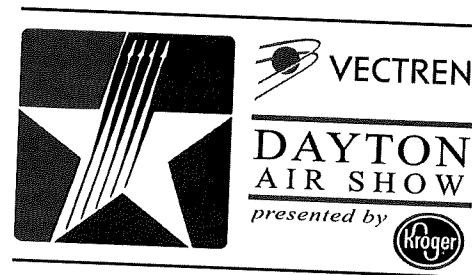


Sea Fury

Captain Robert L. "Hoot" Gibson, 54, is a veteran of the Airventure Cup Race winning the Unlimited category in Airventure Cup's inaugural year. Gibson began flying when he was 17 and has logged over 9,000 hours in over 60 types of military and civilian aircraft. Gibson served aboard two aircraft carriers, flying the F-14 in combat missions in Southeast Asia. Gibson is a graduate of the Naval Fighter Weapons School "Top Gun" and the US Naval Test Pilot School. Hoot Gibson's career with NASA includes five missions to space, with a total of 36 and 1/2 days "off planet". Gibson is married with four children and lives in Murfreesboro, Tennessee where he enjoys, homebuilt aircraft, formula one air racing, running, and surfing in his free time.

Welcome

RENO UNLIMITED



To the AirVenture Cup Participants:

The Board of Trustees of the 2001 Dayton Air Show welcome the Dayton leg of the EAA AirVenture Cup Race. The link between Kitty Hawk, Dayton and EAA AirVenture at Oshkosh is very important. Kitty Hawk was the site of man's first controlled powered flight; Dayton was the place where the ideas for powered flight were incubated, tested and proven by the Wright Brothers; and, EAA AirVenture continues to inspire the spirit and adventure of flight.

Most important we salute the 2001 EAA AirVenture Cup participating pilots and crews and wish each of you the best. We look forward to hosting you at this year's Dayton Air Show and introducing you to our many Air Show fans.

Sincerely,
Charles K. Newcomb
Executive Director



P-51 Mustang

Jimmy Leeward has been racing P-51's for over 20 years. He has won the Silver and Bronze Races and placed high in the Gold Class in his two Leeward Air Ranch sponsored P-51's. Leeward won the first Jet demonstration Air Race in his Russian Mig-17 at Reno 2000 and is the current reigning Jet Class Champion. Recently, Jimmy Leeward has gone "Hollywood" flying on camera for commercials and feature films such as "Tuskegee Airmen" and "Thirteen Days". Leeward is a pilot for the EAA Flying Museum, and serves on the EAA Board of Directors. When he's not flying Jimmy spends his time at his Sport Aviation Airport, Leeward Air Ranch in Ocala, Florida.



Corsair F2G

In the late 1940s the Super Corsair F2G was a terror on the pylon racing circuit. In 1949 when the races ended the Corsairs were sold for scrap. Over the years several racers survived the scrap sale, although they were just shells of their former selves. One such carcass was Super Corsair No. 57. After changing hands through several well intentioned aircraft restorers over the years, Bob Odegaard of North Dakota acquired No.57. With his skilled crew and 12,000 hours of sweat, No. 57 re-emerged at Reno 1999 where it won the prestigious Rolls-Royce Aviation Heritage Trophy as well as the National Aviation Hall of Fame's "People's Choice" Award.

RENO UNLIMITED

Welcome

The Reno Unlimited Category is a new addition to the AirVenture Cup. These airplanes are normally found rounding pylons at the National Air Races in Reno, NV. The Reno Unlimited Races will race from Dayton to Oshkosh this year and race the full course in 2002.



To the AirVenture Cup Participants:

As the Aurora Municipal Airport celebrates our 40th birthday, we welcome all the participants of the 2001 AirVenture Cup Race to the field. There is not a better way to commemorate the pioneers of flight and showcase the latest in aircraft designs. The EAA has always been the leader in fostering new ideas and technologies making aviation safer and more efficient.

The Aurora Municipal Airport has a strong aviation heritage. The first flight of an aircraft in Illinois was in Aurora. The Wright Brothers flew their Wright Flyer in Aurora on July 4th, 1910 after waiting several days for the winds to get below 10 knots. Jonathan Livingston, of the famed Jonathan Livingston Seagull, was one of the first FBO's at Aurora.

This year's race will continue to build on the tradition of the AirVenture Cup. Aurora will continue to assist EAA in this effort and looks forward to the 100th anniversary of the birth of our life's passion.

Best wishes for a safe and enjoyable race.

Bob Rieser, PE, AAE
Airport Director

Race #	Type & Crew	Horse Power	Name	Range (Miles)	Top Speed (mph)
9	P-51 Mustang Pilot: Jimmy Leeward	1510	"Cloud Dancer"	600	450
57	Super Corsair Pilot: Bob Odegaard	3800	"Super Corsair"	1000	489
87	Sea Fury Pilot: Jim Michaels	2500	"Miss Merced"	1000	460
99	Sea Fury Pilot: Hoot Gibson	2500	"Riff Raff"	1000	460

AirVenture Cup 2001: Reno Unlimited Participants

The Race

SPRINT
Race 82 - Robert Wilson
Longmont, CO

AirVenture Cup 2001: The Race

The 2001 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, the EAA AirVenture Fly-In Convention in Oshkosh, Wisconsin.

The 2001 AirVenture Cup 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 introduced in 1998 and is sponsored by the Experimental Aircraft Association as an official part of EAA AirVenture 2001.

This year, time trials will be held at the Dare County Regional Airport in Manteo, North Carolina. The racers will make two low approaches over the runway, one in each direction. The speeds will be measured using a radar gun, and averaged. These speeds will be used to determine the starting order. Participation in the time trials is voluntary. Those race participants that choose not to fly in the time trials will start at the end of their class.

The race will stage at the Dare County Airport in Manteo, North Carolina, approximately 6 miles southwest of the Wright Brothers National Monument. The racers will depart Dare County Flight Airport and the Wright Memorial. The race will begin when the aircraft crosses the starting line.

Racers will then fly direct to Wright Brothers Airport in Dayton Ohio for an overnight pit stop. The racers' time stops once they cross over the airport. Racers then proceed to the Dayton International Airport, home of the Dayton Air Show. Upon arrival the racers will have the option of landing or making a low fly-by followed by a landing. The next morning the race will resume from Dayton International Airport.

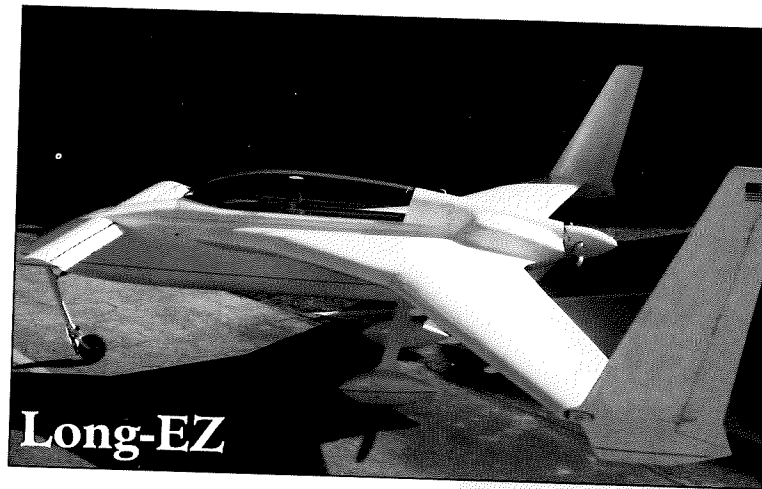
After departing Dayton International Airport, racers will fly direct to the Peotone VOR outside of Chicago. From Peotone the racers proceed Direct to Aurora Airport to make a pylon turn and then proceed direct to the finish line.

The finish line is located abeam Warbird Island in Lake Winnebago. The timing crew is located at Wendt's Marina on the West Shore of Lake Winnebago. The timing boat and the pier at Wendt's will be marked with lights for improved visibility.

There will be several trophies awarded to racers. 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 class will be the winner of that category. Prizes will be awarded to the top three places in each category.



The AirVenture Cup stages at Dare County Regional Airport.



Race 82 is making its first appearance at the AirVenture Cup this year. This white Rutan Long-EZ was built over a 10 year period. First flown June 25, 1995, this airplane is described by its builder as a "nice comfortable, economical, cross-country airplane." The economy comes from the Lycoming O-235-C2C, 108 hp engine. Since it's first flight N82BJ has accumulated nearly 700 flight hours.

AIRCRAFT MAKE: Rutan

AIRCRAFT MODEL: Long-EZ

TOP SPEED: 170 mph

RANGE: 1400 miles

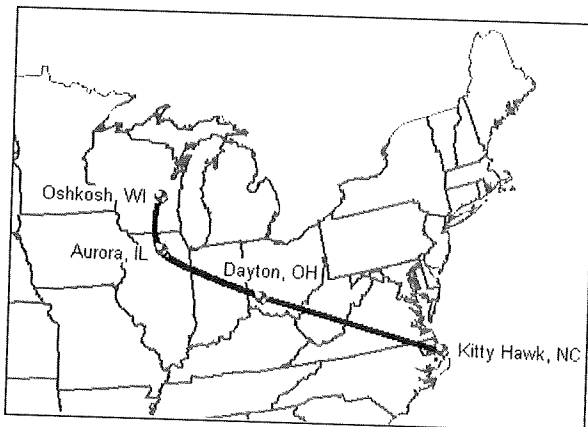
FUEL CAPACITY: 52 US Gallons

EMPTY WEIGHT: 973 lbs

GROSS WEIGHT: 1425 lbs

AIRCRAFT HOME BASE: Longmont, Colorado

Flying Race 82 is Robert "Bob" Wilson of Longmont, Colorado. Bob comes to the AirVenture Cup with one previous air race, he placed third in the Great Cross Country Race from Denver to Oshkosh in 1997. A retired professional pilot, Bob was more than 20,000 hours of flight experience. Besides his Long-EZ, Bob has flown, gliders, Twin Otters, Convair 580s, Boeing 737s and has been a long time flight instructor in Cessnas.



AirVenture Cup 2001: Sprint Participants

SPRINT

Race 70 - Yves-Marie Mengin
Daytona Beach, FL

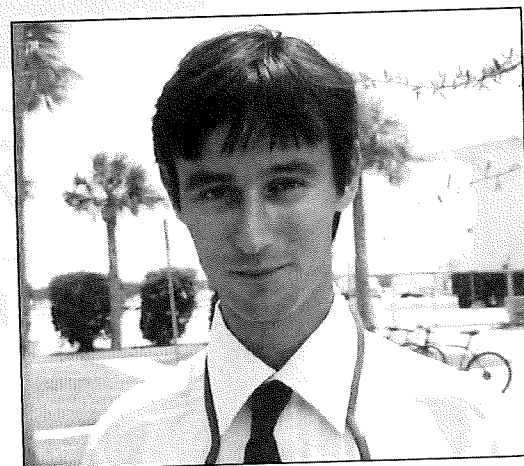


MCR-01 Sportster

The American Ghiles MCR-01 Sportster is the smallest aircraft in the AirVenture Cup this year. Weighing in at only 440 pounds empty the airplane took 800 hours and \$80,000 to build. Seating two people, the airplane is capable of speeds up to 200 mph and has a range of 3,000 miles. In fact a sistership of Race 70 is being flown around the world, on its way to Oshkosh from Spain. Race 70 is powered by a Rotax 912S of 100 horsepower.

AIRCRAFT MAKE: American Ghiles
AIRCRAFT MODEL: MCR-01 "Sportster"
TOP SPEED: 200 mph
RANGE: 3000 miles
TOTAL TIME ON AIRCRAFT: 120 hours
AIRCRAFT HOME BASE: Deland, Florida

Flying race 70 is Yves-Marie Mengin of Daytona Beach, FL. Yves-Marie holds a Commercial License with single and mutli-engine ratings, an instrument rating and is also a Certified Flight Instructor. Yves-Marie is a veteran of the 2000 Sun 100 and AirVenture Cup Race.



Yves-Marie Mengin

Schedule of Events

Saturday, July 21st, 2001

Race Participants activities at Kitty Hawk for pre-race activities.

10:00am-6:30 p.m. Race crew check-in

10:00am-4:00 p.m. Race Time Trials

6:30-8:30 p.m. (EST) Race Briefing

North Carolina Aquarium

Shuttles to/from the hotel will be provided all day



Sunday, July 22nd, 2001

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

Race Activities in Dayton TBA



Gentlemen, Start Your Engines!

Monday, July 23rd, 2001

7:30 a.m. (EST) Pilots Breakfast

8:30 a.m. (EST) Pilot Briefing

9:00 a.m. (EST) First Shuttle to the Airport

10:00 a.m. (EST) Race begins

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, family of race participants

Tuesday, July 24th, 2001

8:30 a.m. AirVenture Cup Forum. AOL Pavilion 5. Panel discussion of participants of the 2001 AirVenture Cup

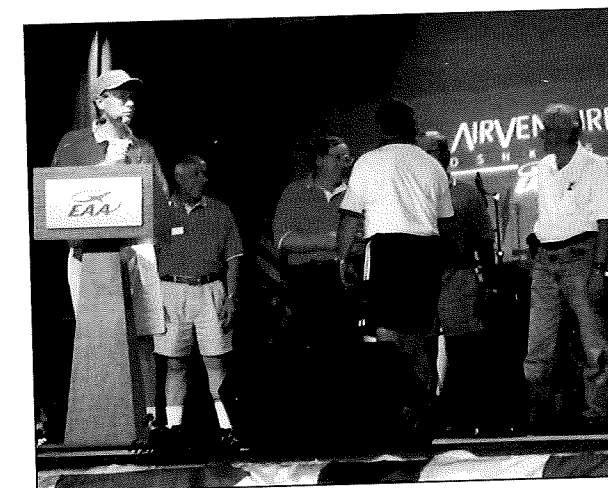
10:00 a.m. Showcase briefing. AirVenture Cup Homebuilt Revue participant briefing, mandatory for all racers participating in the Afternoon Showcase.

Afternoon Airshow - AirVenture Cup Homebuilt Revue Showcase flight.

Awards Presentation -

Wednesday, July 25th, 2001

Presentation of Awards at Theater in the Woods (time to be announced)



Official Rules

SPRINT
Race 66 - Rob Martinson
Evergreen, CO

AirVenture Cup 2001: Official 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 are required to make a mandatory pit stop at a point to be determined by the race committee. For the 2001 race the pit stop will be at the Dayton International Airport (DAY) 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. In addition racers must overfly the Peotone VOR. Failure to overfly Peotone will result in a 45-minute time penalty.
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:
 - Pilot Certificate (Private or higher) with appropriate ratings and endorsements for the aircraft flown.
 - Current Medical Certificate
 - Current flight review
8. In addition to pilot credentials, participants will be required to show the required documents for their aircraft. The documents required are:
 - Airworthiness Certificate
 - Registration if not flown by the owner, written permission from the owner is also required.
 - Current annual inspection sign-off (photocopy is ok)
 - 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 no 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, 2001 EAA AirVenture Cup, their Directors, Officers, Members and Volunteers.
Attention: Karen Kryzaniak
EAA Insurance Administrator
P.O. Box 3086
Oshkosh, WI 54903-3086

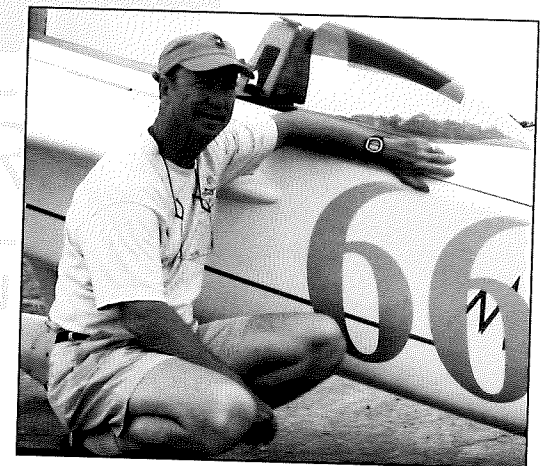
The certificate of insurance must be submitted with application. EAA reserves the right to decline any Certificates deemed unacceptable. Questions regarding insurance should be directed to:

Karen Kryzaniak, EAA Insurance Administrator
Telephone 920-426-4822
Fax 920-426-6560
E-Mail Kkryzaniak@eaa.org



Race 66 is a Rutan Vari-EZ built by Lester King and completed in 1978. It was purchased by Rob Martinson in 1989. Since that time Rob has flown the airplane nearly 1,700 hours, including racing in the Great Cross Country Flying Race, Denver-to-Oshkosh, the Sun 100, and Copperstate Dash. The airplane has a top speed of 220 mph, and although built according to the original plans the airplane has been steadily improved over the past 12 years by its present owner. The most recent improvement to the airplane is the addition of a GPS with moving map.

AIRCRAFT MAKE: Rutan
AIRCRAFT MODEL: Vari-EZ
TOP SPEED: 220 mph
RANGE: 1,000 miles
FUEL CAPACITY: 25 US Gallons
ENGINE: Contintal O-200
HORSEPOWER: 100 hp
EMPTY WEIGHT: 700 lbs
GROSS WEIGHT: 1,150 lbs
AIRCRAFT HOME BASE: Jefferson County Airport



Rob Martinson

Race 66 is being flown by its owner, Rob Martinson. Rob is a Private Pilot with more than 20 years and 1,600 hours of flying experience. He has taken the Vari-EZ all over North America, including trips to Maine, Florida, Washington, California, and Alaska (North of the Arctic Circle).

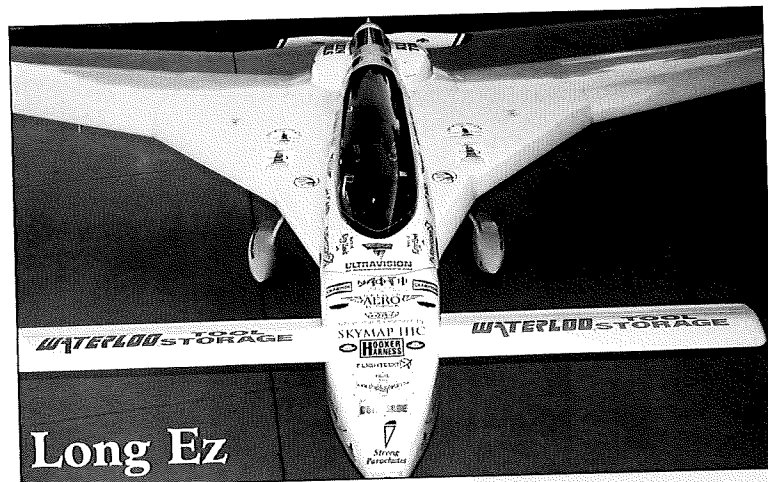
In addition to his cross county trips, Rob is also an experienced race pilot. He ran his first race in 1993. He has competed all over the country including winning the Sprint Class in the 2000 AirVenture Cup. Rob also participated as a chase plane in the 1998 AirVenture Cup, providing support for Formula FX winner Gus Sabo.

AirVenture Cup 2001: Sprint Participants

SPRINT

**Race 25 - Jack E. Watson
Daytona Beach, FL**

Official Rules



The "Spirit of Kitty Hawk" built by John Faulkner is one of the fastest stock (118 HP) Long EZ's in the world. Over 2000 man-hours have been invested in its initial building and subsequent modification. Equipped exclusively with a Bendix/King IFR avionics package, the "Spirit" is also equipped with a true Air Data Computer LCD airspeed, altimeter and vertical speed instrument manufactured by Aviation Instrument Technologies, Inc. This aircraft was the 1999 Oshkosh plans built champion. It has placed third two years running in the AirVenture Cup Race. Most recently it placed second in the Sun 100 race at Lakeland, Florida.

TOP SPEED: 200+ MPH

RANGE: 1,600 Miles

DISPLACEMENT: 235 Cubic Inches

HORSEPOWER: 118

TOTAL TIME ON AIRCRAFT: 721 Hours

EMPTY WEIGHT: 890 Lbs.

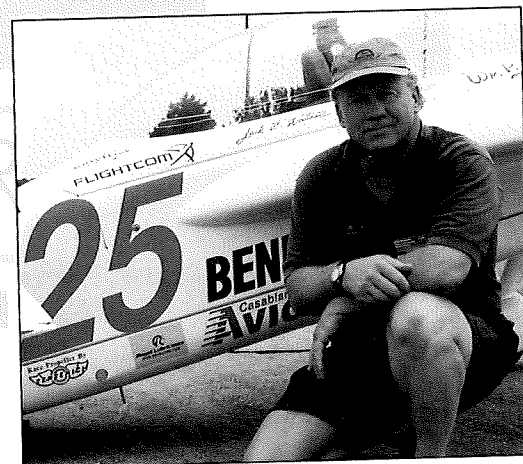
GROSS WEIGHT: 1,425 Lbs.

**HOME BASE: Spruce Creek Fly-in Community,
Daytona Beach, Florida**

Jack's participation in this race is made possible by the following sponsors:
CHASE-DURER WATCH COMPANY, STRONG PARACHUTES, HOOKER HARNESS, BENDIX/KING, FLIGHTCOM, SENSENICH PROPELLERS, CHAMPION AVIATION PRODUCTS, CONCORDE, ADVANCED POWER PRODUCTS, ACES SYSTEMS - TEC AVIATION DIVISION, AEROSHELL, ROYAL LUBRICANTS, AVIATION INSTRUMENT TECHNOLOGIES, ACF-50 - LEAR CHEMICAL, AERO ENHANCEMENTS, OREGON AERO, WRIGHT NOSE LIFT, INTELLITEC USA, DRACO SYSTEMS, JEPPESEN, ZERBACH-LPE, PANTHER ELECTRONIC, WATERLOO TOOL STORAGE.

A veteran of two AirVenture Cup Races, Jack E. Watson is back again for AirVenture Cup 2001. An airline captain with over 30,000 hours, Jack's flown over two hundred types of aircraft and helicopters. He was a research pilot for NASA, the Department of Defense and the Defense Nuclear Agency in the 70's and his love for flying strange and exotic aircraft continues. His own fleet includes the Long EZ "Spirit of Kitty Hawk," a Yak 55M known as the "Hawk," and an Ultimate 10-200 aerobatic bi-plane known as "Thunderhawk." Jack's speed in the 1999 race was 165.87 miles per hour and in 2000 he clocked in at 193.78 miles per hour.

Jack was the recipient of the "Wright Brothers - Spirit Award" in 2000. His love of this race is infectious, and his airplane has more sponsor stickers showing than paint!



Jack E. Watson

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 @ (920) 426-4822.

11. All race crews are required to attend both pre-race briefings. In addition all crews participating in the time trials must attend the time trial briefing. All crews must attend the Monday morning Dayton Briefing.
12. The AirVenture Cup will be limited to a crew of 2, a Pilot and Crew member. No additional passengers will be allowed. Pilots do have the option of flying solo at their discretion.
13. 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. Copies of racers flight plans will be given to race officials prior to the start of each leg of the race.
14. All aircraft participating 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. Aircraft that are too small to display 18 inch numbers on the fuselage need to contact the contest chairman at least two weeks prior to the race to make other arrangements.
15. 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. The delay will be at the discretion of the race chairman. If the race cannot be started by 3:00pm local time in Manteo the race will be scrubbed for the day. It will then be decided if the racers will be released for a Dayton start the following day or if the start will be delayed until the following morning.
16. The weather conditions must be such that a racer can complete the flight under VFR or the race start will be delayed and/or the course modified to allow safe completion of the race. This includes safe VFR passage of the mountains enroute.
17. The weather must meet VFR minimums between Peotone (EON) and Oshkosh (OSH). If conditions become IFR after leaving Dayton, the race will hold at Aurora until conditions improve. If racers are unable to make Aurora, they should land as soon as practical, at the nearest safe airport.
18. In the event of a racer returning to Dare County after the start of the Race, the racer will have until 10:00 a.m. (EST) to restart the race. The starting line will be closed at 10:00 a.m. (EST).
19. The contest committee reserves the right to change the race course as needed in the name of safety. In the event of a change, all participants will be briefed accordingly.
20. Participants must also submit an Agreement to Waive Liability, to Assume Risk, and to Hold EAA Harmless, in the form provided by EAA, and signed by the pilot, crew member, and their spouses. **THE PARTICIPANTS AND THEIR SPOUSES SHOULD READ THIS DOCUMENT CAREFULLY BEFORE SIGNING IT BECAUSE, BY SIGNING IT, THEY ARE RELINQUISHING LEGAL RIGHTS THAT THEY MIGHT OTHERWISE HAVE.** If a participant or spouse have any questions about this form, they should contact Karen Kryzaniak at the EAA (telephone number: (920) 426-4822).

Race to the Start Line

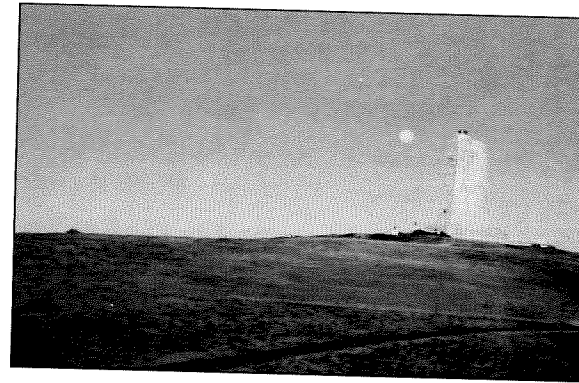
By Jack E. Watson

SPRINT

AirVenture Cup 2001: A Race to the Start Line

Whoever said, "the third times' a charm," was definitely not referring to last year's running of the EAA sponsored AirVenture Cup Race. Handicapped by dismal weather that dampened everything but the Racer's spirits, the race was at times more about airmanship and stubbornness than speed.

Sunday, July 23rd started as a steamy overcast day on the Outer Banks adjacent to Dare County Airport (MQI) the official start point of the third running of the AirVenture Cup Race.) The prior day saw the first few arrivals descend through breaks in the clouds to land at MQI where Tim Gaylord, MQI's airport manager, and a staff of very helpful volunteers greeted them with cool beverages and a warm smile. On race day we would depart MQI and fly a few miles to the Northeast with a high speed pass by the "Wright Brothers Memorial." This was our official starting line. Or so we thought.



The first official check-in day was off to a slow start with the previously mentioned weather acting as a barrier to many arrivals. That evening most of the racers who had checked in gathered at a fine German restaurant for good food and war stories. The racers celebrated my 60th birthday for the second year in a row for what is starting to become some sort of a tradition...I'm a long ways from 60, I guess they're trying to tell me something?

Following a short night of rest, Joe "Joey" Coraggio, the youngest race committee member (16 years old,) joined me in the parking lot outside the cool air-conditioned comfort of the "Duke of Dare Motel." (No kidding, that's really it's name!) I had planned an early morning test flight of my Long EZ "The Spirit of Kitty Hawk," Joey wanted a flight in the "Spirit," and I needed someone to fly while I took engine readings. By 7:00 am we were orbiting the airport at very high speed below a ragged ceiling calibrating my fuel burn for the race. Joey flew fast and smooth as I took the necessary readings. This would turn out to be the fastest I'd fly around Kitty Hawk this year. After landing, a quick trip to McDonald's found other racers sampling the cuisine. The sky fell in buckets as we drove back to MQI.

By mid morning occasional bursts of sunlight flashed through the umbrella of amber and muted gray clouds. With that, the parade of inbound racers began. Five classes of airplanes would compete in the race. All had to be homebuilt/experimental types. At the high-speed end of the classes "Unlimited's" would be flying at speed in excess of 300 mph with turbo charged engines of 1400 cubic inches or less. Following closely behind would be the "Sport, Formula RG, Formula FX and Sprint Class" aircraft.

By all accounts this was to be a very fast race. Returning Unlimited Champion Jim Rahm and his EngineAire V-8 powered Lancair IVP would do a face off with the Lancair factory team. Bruce Bohannon in his altitude record breaking B-1 "Exxon Flying Tiger," would not be the fastest Unlimited. But none doubted his ability to out-climb everybody. Lee Behel and his son Jay Behel would pilot their Reno racing Questair Venture like it was an all out Reno race. Richard "Dick" Keyt would keep the spinner of his Polen Special attached to the airplane this year while Linda Pavlovich would be the first female entrant assisted by her crew chief and husband Martin. Many newcomers to the race would teach the veterans a few things, and above all else we would prove ourselves worthy as airmen.

Throughout Sunday racers busied themselves with the details that could, and probably would, make the difference in their final standings. Gap tape was everywhere. Final rubdown with that super-fast wax, and a check of other aircraft vitals consumed most of the day. EAA corporate sponsor stickers were applied to each aircraft, and by nightfall the West ramp at MQI looked like the pits at a NASCAR race.

As Sunday progressed most eyes focused on the occasional rain showers when not detailing their aircraft, and a semi pleasant afternoon teased us with weather we would want on the following...RACE DAY! As the day darkened under a questionable sky, racers secured their aircraft for the night and adjourned beach side for a wonderful fish fry provided by the great folks at MQI. After dinner, Eric Whyte, the Race Committee Chairman, gathered us together for a mandatory race briefing at a nearby auditorium. Many of the racers had not met each other due to race preparations throughout the day. As each of us stood and introduced ourselves I was amazed to see the diversity of pilots who had trekked skyward from as far away as California to be here for the "Longest Cross Country Air Race in the United States." A very large low-pressure area had stalled over the Appalachian Mountains

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



The winning speed of 211.47 mph by Rob Martinson in his Vari EZ won the 2000 AirVenture Cup.

Race #	Type & Crew	Horse Power	Fuel Capacity (gal)	Range (Miles)	Top Speed (mph)
25	Long Ez Pilot: Jack E. Watson	115	54	1,600	200+
66	Vari Ez Pilot: Rob Martinson	100	25	1,000	220
70	MCR-01 Sportster Pilot: Yves-Marie Mengin	100	80	4,500	210
82	Long Ez Pilot: Robert Wilson	108	52	1,400	170

AirVenture Cup 2001: Sprint Participants

FORMULA FX

Race 91 - Bruce Hammer

Lafayette, LA



Glasair 1-TD

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: 420 Hours
- EMPTY WEIGHT: 1,075 lbs.
- GROSS WEIGHT: 1,800 lbs.
- HOME BASE: Lafayette, Louisiana

Flying race number 91 is Bruce Hammer. Bruce is a commercial pilot with single engine airplane, instrument, and helicopter ratings.

By occupation, Bruce is a helicopter pilot and has more than 25 years and 10,000 hours of flight experience. Currently Bruce flies helicopters supporting the oil industry in the Gulf of Mexico.

Race 91 is the second aircraft Bruce has built and the third that he has owned. The first airplane he owned was a Whitman Tailwind, which he shared with his brother. Next, he built a Cassutt Sport Racer. His

second "and last" homebuilt is the Glasair 1TD, Race 91.

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 & 2001 Sun N' Fun Sun 100 race in which he placed second. Bruce is competing in the AirVenture Cup for the second time this year and he will be defending his title as the Formula FX winner.



Bruce Hammer

West of us and expert airmanship had brought the racers to MQI unscathed, despite Mother Nature.

After our first race briefing all hands adjourned to the Duke of Dare, cold beverages flowed and court was held on the second floor walkway railing. Bruce Bohannon regaled us with racing heroics in "Pushy Galore" and generally kept everyone in stitches. As it would turn out we could have told war stories all night, and slept in on race day.

July 24th "Race Day," I sighed, as the 0530 alarm sounded. For me it's the end of several months of engine and prop testing, and today I'd hopefully see just how fast my Long EZ could fly. Others have been preparing their aircraft for days, weeks and months, and today we will all attempt to cross several states, fly through ever changing weather, over all types of terrain as fast as our homebuilt aircraft can fly. Some will fly high, others will hug the deck...the strategies are infinite.

By 0630 all pilots were assembled at MQI for a combat breakfast and final race briefing. During the van ride to the airport all eyes searched the foreboding sky for some break in the smothering overcast. Eric Whyte assembled the racers and broke the bad news to us with jaded optimism. We would delay for a few hours and evaluate the weather for a VFR race. Since some of the race aircraft were barely VFR equipped the race guidelines dictated a VFR forecast along the entire route prior to launch.

We would soon discover that nothing, but nothing is worse than waiting to start a race. We lounged around the terminal building watching the Weather Channel and generally agreed that the weather was insulting our honorable intentions. After a second update on the weather and a delay until after lunch was decided upon...the natives became restless. I took digital mug shots of everyone next to their aircraft. With the use of the MQI office equipment and several packages of photo paper all racers were filmed for posterity. Their framed autographed photos will hang in the hallway of the MQI terminal forever. The photo session took several hours and helped pass the time. But, by 1500 hours a decision had been made to cancel the first leg of the race to Dayton, Ohio. We were instructed to get to Dayton any way possible, IFR, VFR or freeway (just kidding...almost!) as long as it could be done safely.

Eric Whyte no sooner said go and a scramble took place that would make a fighter pilot proud. Within minutes the first aircraft were airborne for what would be a race to the start line with Mother Nature holding the pole position.

Some would file IFR, others would try and go above or around the weather, while some chose to duck under. As I waited my turn for takeoff, Dick Keyt and Bruce Bohannon made a beautiful low flyby tucked in on the wing of Dick's chase plane. The airport management had asked for flyby's if possible since many of the locals had been waiting all day for a race launch.

Initially all the racers monitored "Race Common" frequency and the first 20 minutes of dialog was priceless. The VFR only race planes were all trying desperately to find a break in the weather as they searched the bases for enough altitude to proceed Westward. One racer was following a boat while another was heading out to sea in an attempt to return to MQI...the weather below was miserable!

As I climbed through 8,000 feet it looked to me as though I wouldn't be able to clear the weather at 10,000 without going IFR. The race committee aircraft was talking to Washington Center when I made up my mind to pick up a clearance. A quick call to center got me into the system with a few difficulties in establishing radar contact due to my internal transponder antenna. (Composite Long EZ aircraft are almost stealth without a transponder.) After several turns to confirm my position Washington Center gave me a clearance. I ended up at 10,000 feet in solid IFR for about 3 hours. During that time I reveled in the serenity of man and machine pitted against the elements. (I think this is what Orville and Wilbur dreamed about when they decided to build a flying machine.) I made occasional calls on the "Race Common" frequency and eventually was left alone with the center controllers and a world of indescribable beauty. While some of us "punched" through, the minimally equipped racers had taken the low route. Their trip to Dayton would be delayed until the next day as they settled in for the night, scattered across the countryside.

continued on next page



FORMULA FX
Race 86 - Dave Beisemeier
Golden, CO

About 60 miles east of Dayton, approach started me down and I managed to find the ground while the setting sun made visibility to the west was like looking through an oil leak on the windscreen. After a turn to final at Dayton I could see a number of the Unlimited, FX, RG, and Sport class racers on the ramp. I was to be the only Sprint class racer to arrive in Dayton that day.

Charles Bracken and his beautiful Berkut parked tail to nose with "The Spirit of Kitty Hawk" making us look like a couple of love bugs in south Florida. We cleaned and did prop nick repair on our canard racers while awaiting our van ride to the hotel. Others busied themselves with similar chores. All that had survived the "Race to the Start Line" were thankful to be earthbound.

Dick Keyt in his beautiful Polen Special had made an emergency landing enroute to Dayton due to a fuel system anomaly. His chase plane followed him down through the clouds in what has to be classified as a formation flameout approach. After refueling he landed at Dayton, none the less for wear, and headed to the hotel where we all assembled for a walk to TGI Fridays. As luck (or bad luck) would have it, the race committee had set up our hotel accommodations, but somehow their reservation had been lost. While waiting for the hotel van we entertained ourselves at the airport by listening to Race Committee member Bob Whitehouse explain the facts of life to the hotel reservationist. I'm not sure where the committee slept. Actually I'm not sure if they slept. They watched over and took care of our every need in a tireless fashion.

July 25th was to be the official race start date. Since the race is a timed event, the racers who had not made it to Dayton the day before would be allowed to start as soon as they arrived at Dayton. The racers on hand were launched by class and would head east after departure, reverse course, and make a low fast pass northwest bound over the start line. This was a nice show for the local press and racers alike.

After the last aircraft of the dawn launch was airborne we all switched to "Race Common" and the verbal games began. Prevailing westerly winds were light but constant and each racer planned his strategy based on their aircraft's performance. We all lied about our positions in an effort to get the other racers to ease the power. That just wasn't going to happen. All throttles were at the stops and oil temps, EGT's, and CHT's were the only controlling limits. This last leg of the race is completely over flat land and offers few obstructions in its path. I passed one of the FX class airplanes enroute which was a good sign, and my air data computed TAS held steady at about 200 MPH.

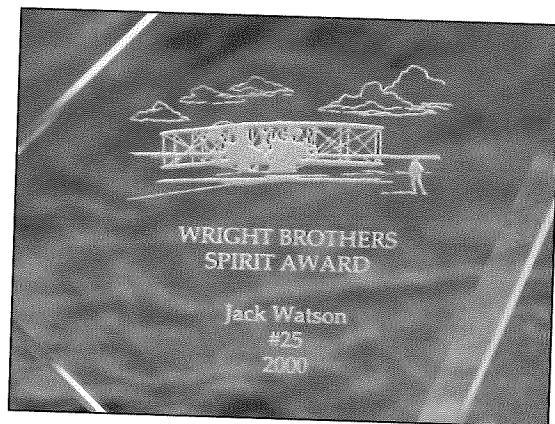
The initial leg is almost a straight shot to Aurora, Illinois where the racers must low fly over the airport (our turn point) and proceed northward on course to Oshkosh. Failure to check in over Aurora will disqualify you. After passing Aurora, Ernie Chauvin in his very fast Lancair 360 slowly moved past me on the right. Soon after, I tuned into the race check in frequency in preparation for the dash across the finish line abeam Warbird Island and the dock at Wendt's restaurant.

Last year a lot of the racers had trouble seeing the finish line but as I flew by in a slight descent, at 200 knots indicated, the flash of orange banner on Wendt's dock brought the race to a close for me. Before the day was over all racers had been accounted for, most seeing the flash of orange as they sped by the finish line wide open!

This was the third running of the AirVenture Cup race. For a few hours over two days we raced Mother Nature, and then each other. All of us won. The respective places we won in class were important, for sure! But, as we filed past the race committee on award night at Theater in the Woods everyone knew they came away a winner. I was honored by receiving the Wright Brothers Spirit Award that night, an award that the racers collectively voted on. It's humbling to be honored by your peers, this group should have all received that trophy. Wilbur and Orville would certainly applaud their efforts and praise their airmanship and spirit, as I do. During the awards ceremony several of us gave short speeches to the crowd and one of my race sponsors had given me a headset to present to Joe Coraggio, the youngest race committee member. If our future is in the hands of young men like Joe, rest assured that you can sleep easy with that knowledge. As for the rest of the racers, I hope they remember that winning in a race like the AirVenture Cup is secondary to participating.

The memories and the shared experiences of the last two races will put me at the start line again in 2001. I was 28 MPH faster last year. This year, who knows?

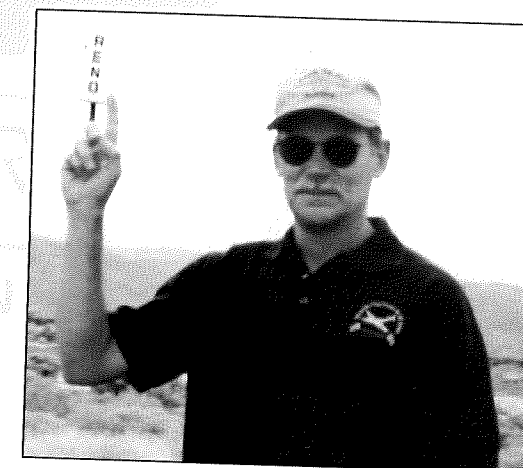
The memories and the shared experiences of the last two races will put me at the start line again in 2001. I was 28 MPH faster last year. This year, who knows?



Built over a period of four years, this beige and gold Smyth Sidewinder is making its second appearance in the Formula FX class. First raced by David Biesemeier in 2000, this airplane will carry two people nearly 800 miles at speeds up to 200 mph. The Sidewinder cost \$10,000 to build and was completed in January of 1981.

- AIRCRAFT MAKE:** Smyth
- AIRCRAFT MODEL:** Sidewinder
- BUILDER:** David Beisemeier
- TOP SPEED:** 200 mph
- RANGE:** 770 miles
- FUEL CAPACITY:** 30 US Gallons
- ENGINE:** Lycoming - O-320
- HORSEPOWER:** 160
- EMPTY WEIGHT:** 1050 lbs
- GROSS WEIGHT:** 1600 lbs
- TOTAL TIME ON AIRCRAFT:** 975 hours
- HOME BASE:** Jefferson County Airport, CO

Flying race number 86 is the owner/builder David Biesemeier of Golden, Colorado. David is a tool and die machinist by trade. David got started in aviation in the 1970's when he went to school and obtained his A&P mechanics license. After graduation from A&P school David decided to obtain his Private Pilot's license. He has more than 1100 hours of flight experience, most of it in the Sidewinder.



Dave Beisemeier

FORMULA FX

Race 80 - Paul Cox & Bruce Skaggs
Ft. Meyers, FL



Mustang II

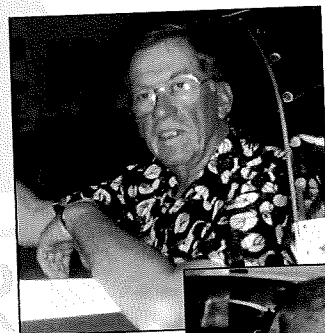
Race 80 is a red, white and orange Mustang II built over a three year period by Paul Cox. First flown in June of 1986, Race 80 features full IFR equipment, long range fuel and extra baggage space. Powered by a 200 hp fuel injected Lycoming IO-360 turning a constant speed propeller, Race 80 is capable of speed up to 220 mph.

- AIRCRAFT MAKE: Mustang II
- AIRCRAFT MODEL: PC-2
- TOP SPEED: 220 mph
- RANGE: 1000 miles
- FUEL CAPACITY: 51 US Gallons
- ENGINE: Lycoming IO-360
- HORSEPOWER: 200 hp
- EMPTY WEIGHT: 1,177 lbs
- GROSS WEIGHT: 1,885 lbs
- TOTAL TIME ON AIRCRAFT: 1,700+ hours
- AIRCRAFT HOME BASE: Ft. Meyers, Florida

Flying Race 80 is the veteran team of Paul Cox and Bruce Skaggs. Paul is a private pilot with an instrument rating. He has more than 3,000 hours of flight experience including 2,600 hours in Mustang IIs. Paul is a veteran air racer, having flown the Sun 100 several times, The Great Cross Country Flying Race, and the AirVenture Cup 2000 where he and Bruce placed third in the Formula FX class. In addition to his

flight experience, Paul is a licensed Airframe and Powerplant mechanic. When he is not flying, fixing, or building airplanes Paul is active in EAA Chapter 110, where he served as Chapter President from 1972-1978.

Assisting Paul again this year is Bruce Skaggs. Bruce is a Commercial rated pilot with an instrument rating. He has accumulated more than 2,800 hours of flying time in various types. He also brings a great deal of air race experience to the AirVenture Cup this year. Bruce is a veteran of the Sun 100, The Great Cross Country Flying Race, and the AirVenture Cup. In addition Bruce has flown in the American Yankee Association Races.



Paul Cox & Bruce Skaggs

UNLIMITED

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.



Orion Riddell was the Unlimited winner of the 2000 AirVenture Cup with the speed of 319.19 mph.

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
44	Lancair IV-P Bob Wolstenholme	350	85	2,700	385
89	Bohannon B-1 Bruce Bohannon	300	72	1,000	250

UNLIMITED

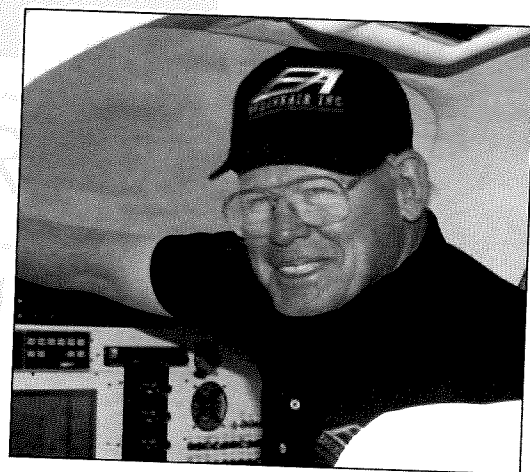
Race 11 - James Rahm
Daytona Beach, FL



This blue and white Lancair IV-P took Jim Rahm more than 6,000 hours to build. The result is what has become the fastest V-8 powered machine in the world. N420HP is powered by a 420 horsepower, liquid cooled, turbo-charged V-8 designed and developed by Engineair Power Systems, which Jim founded. The engine turns a five bladed composite propeller. The instrument panel is equipped with a Sierra Systems electronic flight instrument system and a GPS coupled to a moving map.

AIRCRAFT MAKE: Lancair
AIRCRAFT MODEL: LC 30 IV-P
TOP SPEED: 385 mph
RANGE: 2,700 miles
FUEL CAPACITY: 120 US Gallons
ENGINE: Engineair V-8
EMPTY WEIGHT: 2,264 lbs
GROSS WEIGHT: 3,600 lbs
TOTAL TIME ON AIRCRAFT: 800 hours
AIRCRAFT HOME BASE: Daytona Beach, FL

The pilot of Race 11, is Jim Rahm of Daytona Beach, FL. Jim is a Private Pilot with single and multi-engine ratings. He also holds an instrument and seaplane rating. He has more than 13,000 hours of flight experience including aerobatics and taildraggers. Jim has flown in more AirVenture Cup races than anyone else. He is the only person that has raced in every AirVenture Cup held since 1998.



Jim Rahm

FORMULA FX

Race 76 - Linda & Martin Pavlovich
Menomonee Falls, WI



Construction of the RV-6A that would become "Lynn's Toy" began in February of 1993. It was test flown in February 1998 after five years of work. "Lynn's Toy" is fully IFR equipped and weighs 1046 lbs empty. It can carry two people at 200 mph comfortably. The airplane is powered by a 150 hp Lycoming Engine with electronic ignition.

AIRCRAFT MAKE: Van's
AIRCRAFT MODEL: RV-6A
TOP SPEED: 200+mph
FUEL CAPACITY: 38 gallons
TOTAL TIME ON AIRCRAFT: 500 hours
EMPTY WEIGHT: 1046 lbs
GROSS WEIGHT: 1650 lbs
RANGE: 775 Statue Miles
SERVICE CEILING: 17,500 ft.
HOME BASE: Waukesha, WI

Flying Race # 76 is the husband and wife race team of Linda and Martin Pavlovich. Linda made AirVenture Cup history last year when she became the first female pilot to compete in the race. She has 500 hours of flight time in Cessna 150/152's and 172's in addition to the RV-6A that she is racing. Since it was first flown in 1998 Linda has logged nearly 200 hours in the RV. Not just the pilot, Linda was instrumental in the construction of the airplane. Being the official rivet



Linda & Marty Pavlovich

gun operator, she says, "It was interesting to help build the RV, but it is much more fun to fly." When she is not flying Linda is a surgical nurse and also operates her own business.

The co-pilot and navigator of Race 76, is Linda's husband Martin. Marty began flying as a junior in high school and has since logged nearly 3,000 hours of flight time. Marty holds a commercial license with single and multi-engine ratings as well as an instrument rating. In addition to his pilot's certificates he also holds an Airframe and Powerplant mechanics certificate. In the 1970's Marty got interested in homebuilts and when he saw Burt Rutan's Vari-EZ he started building one of his own. He finished the Vari-EZ in 1980 and flew it more than 1,500 hours. Since then he and Linda have built "Lynn's Toy." Marty is currently a professional pilot flying Cessna Caravans for CSA, a subsidiary of Fed-Ex.

FORMULA FX

Race 73 - Steve Hammer
Peachtree City, GA



Glasair 1-TD

This white and blue Glasair is a sistership to Race 91, last years Formula FX Champion. Built by Steve Hammer, N73SH was first flown in January of 1991. It is equipped with basic IFR instrumentation. During construction, the engine mount and cowling were extended by 4" allowing the installation of an aft mounted carburetor and the elimination of the lower cowl scoop. Race 73 is powered by a 180 hp Lycoming O-360A4M, with an Ellison Throttle Body Injector and a Light Speed Engineering Electronic Ignition System.

AIRCRAFT MAKE: Glasair

AIRCRAFT MODEL: 1 TD

TOP SPEED: 240+ mph

RANGE: 1000+ miles

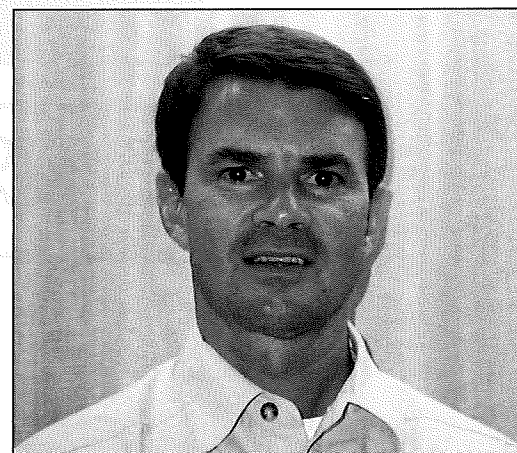
FUEL CAPACITY: 50 US Gallons

EMPTY WEIGHT: 1180 lbs

GROSS WEIGHT: 2000 lbs

AIRCRAFT HOME BASE: Peachtree City, GA

Competing in the AirVenture Cup for the first time this year, Steve Hammer brings a lot of experience with him. An airline captain flying MD-88s, Steve has more than 15,000 hours of flight time. In addition to his airline work, Steve is also a former C-130 pilot. Since completing the Glasair, Steve has flown it to Alaska, the Grand Canyon, and Key West, FL. He is also a veteran air race participant, having flown in the Sun 100 races in 2000 and 2001.



Steve Hammer

UNLIMITED

Race 44 - Bob Wolstenholme
Colmar, PA



Lancair IV-P

AIRCRAFT MAKE: Lancair

AIRCRAFT MODEL: IV-P

ENGINE: Continental TSIO 550-B

HORSEPOWER: 350

DISPLACEMENT: 550 cubic inches

WINGSPAN: 33 ft

GROSS WEIGHT: 3300 lbs

FUEL CAPACITY: 85 gal

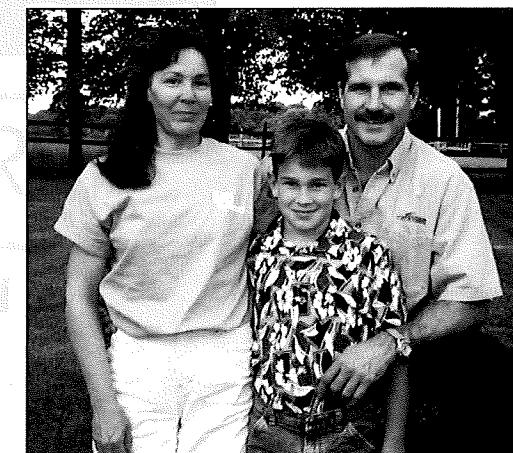
TOTAL TIME: 350 hours

Race 44 is a Pressurized Lancair IV built by Bob and Teri Wolstenholme over a period of six years in the family basement. The airplane took 6,784 hours to complete. The airframe construction accounted for 4,484 hours, the remaining 2,300 was needed for body fill, paint, surface finish blocking and final paint. The final 1,500 hours were completed in a 3-month period with the help of Greg Anderson of Autocraft Collision. The airplane's unique paint scheme consists of nine individual custom colors. The graphics were laid out using a rotary laser to ensure uniformity, parallelism and straightness. The graphics continue into the door jams, gear wells, cowling flange, even inside the baggage door, just to ensure a finished appearance. On the inside "Mistress" is equipped with dual turbochargers, and three intercoolers. The airframe is equipped with electric speed brakes, hydraulic flaps, and extended wing tip winglets with extra fuel carried in the wings. In the cockpit, "Mistress" features a full IFR package with dual flight instruments, dual electrical systems, autopilot, GPS, ArchAngel moving map, stormscope, and VM1000 engine monitor with a remote annunciator panel. The airplane has won

several awards, including Oshkosh 2000 Reserve Grand Champion Homebuilt, as well as a Bronze Lindy at Oshkosh in 1998. In 1999 it was the recipient of the Stan Dzik Award. "Mistress" also served as the official pace plane for the Sport Class at The National Air Races in Reno in 2000.

Racing "Mistress" is a family affair. The pilot, Bob Wolstenholme, has been flying since 1977. In addition to building "Mistress," Bob also built a Christen Eagle II. When he is not flying, Bob owns Wolstenholme Machine, Inc. Bob and Teri also own a 1953 Cessna 170, which is being flown in this year's race as a chase plane by John Woolley. Flying as co-pilot and navigator is Bob's wife Teri. Teri is a mother of "4" three children and the biggest kid of all her husband Bob. She says she is excited and nervous about competing in her first race.

Also helping out as the official crew chief for Team "Mistress" is Bob and Teri's son Ryan. Ryan is 10 years old and is excited to be part of the team for this year's race.



Teri, Ryan, & Bob Wolstenholme

SPORT

**Race 10 - Keith Phillips
Daytona Beach, FL**



Swearingen SX-300

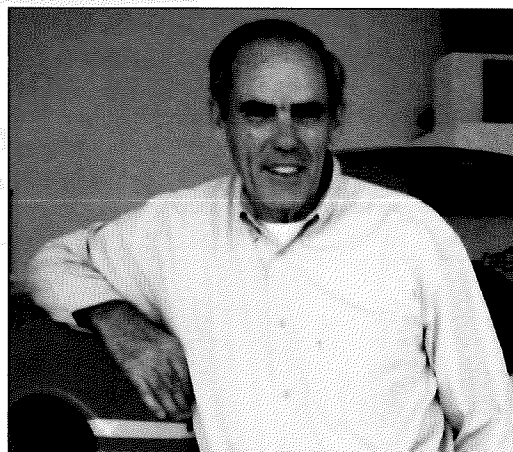
Designed in the early 1980s by noted aircraft designer Ed Swearingen, the SX-300 was one of the first "super kit planes." Designed for high speed cross country flying, the SX-300 was also developed as a military trainer.

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

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 to fly in a J-4 Cub coupe.

Keith is also a former USAF fighter pilot and has worked as an Aerospace Consultant. He was a competitor in the 1999 and 2000 Sun N' Fun Sun 100 race and the 2000 AirVenture Cup.



Keith Phillips

FORMULA FX

**Race 28 - Jeff Ludwig & Bion Ludwig
Jacksonville, FL**



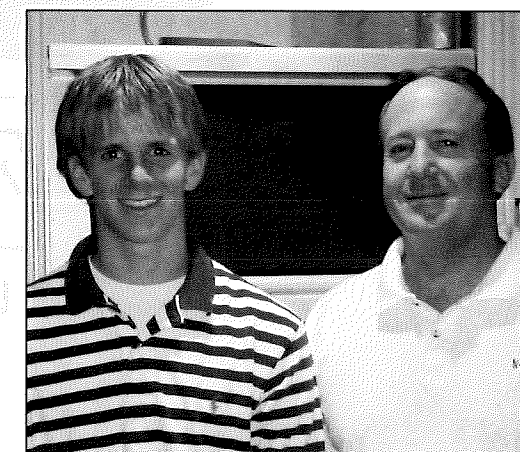
RV-8

Race 28 was only four months old when it ran its first AirVenture Cup Race in 1999. Since that time it has also competed in the 2000 AirVenture Cup. Built by Jeff Ludwig and Jack Harper, N468JL is equipped with a full IFR panel which includes an IFR approach capable GPS. In addition, the airplane also contains a two-axis autopilot with VOR/GPS tracking capability. N468JL weighs 1,118 lbs empty and has a top speed of 210 mph. The airplane is based at Herlong Airport, in Jacksonville, FL.

- AIRCRAFT MAKE: Van's
- AIRCRAFT MODEL: RV-8
- TOP SPEED: 210+mph
- RANGE: 800 miles
- FUEL CAPACITY: 44 US Gallons
- ENGINE: Lycoming O-360
- HORSEPOWER: 180
- HOME BASE: Herlong Airport, Jacksonville, FL

Race 28 is being flown this year by the Father-and-Son team of Jeff (Father) and Bion (Son) Ludwig of Jacksonville, FL. Jeff is a veteran of the AirVenture Cup in 1999 and 2000. He is an active Flight Instructor and holds a commercial license with single and multi-engine, seaplane and glider ratings. He has over 2,500 hours and 30 years of flying experience. He is active in many aviation related projects and practices law as an aviation attorney in Jacksonville.

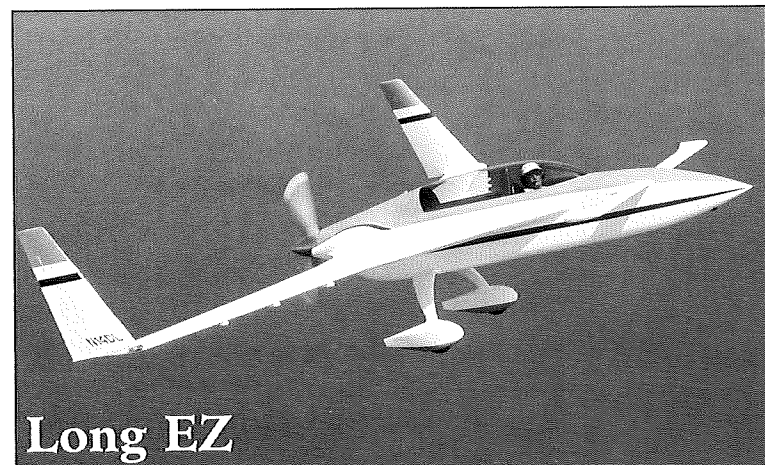
Bion Ludwig is making his first appearance in the AirVenture Cup this year. He is a newly licensed Private Pilot. Bion is 17 years old and will be entering his senior year of High School this fall. When he is not flying Bion is active in the Boy Scouts and is a candidate for becoming an Eagle Scout.



Bion & Jeff Ludwig

FORMULA FX

Race 24 - Dave Lind
DelMar, CA

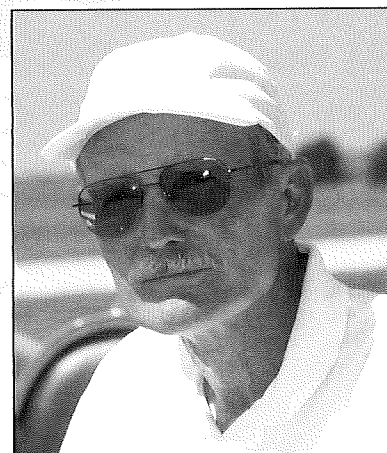


Race 24 is a Rutan Long-EZ built by its pilot, David Lind. Taking 9 years and nearly \$50,000 to build, it features many modifications including a longer nose, larger engine, and in his words, "many other minor improvements." The airplane was first flown on August 5, 1993. Since that time it has flown more than 1,100 hours including a crossing of the Pacific to Hawaii and back to the US mainland in July 1996. N14DL was named a EAA AirVenture Oshkosh Champion in 1999.

AIRCRAFT MAKE: Rutan
AIRCRAFT MODEL: Long-EZ
ENGINE: Lycoming O-320
HORSEPOWER: 160hp
PROPELLER TYPE: Catto, wood, three blade
EMPTY WEIGHT: 977 lbs
TOP SPEED: 230 mph
TOTAL TIME ON AIRCRAFT: 1,150 hours
FUEL CAPACITY: 58 Gal.

Dave Lind is a retired airline pilot with more than 18,000 flight hours of flight time. He learned to fly in a Piper J-5 in 1964. He then bought a Luscombe 8C, which was used to obtain his commercial, instrument and Flight Instructor ratings. After selling the Luscombe he later owned a Mooney Mite. In the early 1980s Dave received a ride in a friend's Vari-EZ and he quickly fell in love with the airplane. He purchased plans for the Long-EZ in 1984 and completed it in 1993. Dave served in the US Navy from 1961 to 1966 as a bombardier/navigator in the A-3B.

After finishing his tour of duty in the Navy, Dave joined United Airlines in 1966 where he remained until his retirement in 1997. He is also a veteran air race pilot having flown in nearly 20 races. He is type rated in Lear Jets, Boeing 737, 747, 757, and 767. This is his first AirVenture Cup Race.



Dave Lind

SPORT

Race 14 - Mark & Ann Bratton
Corpus Christi, TX



Race 14 is a Swearingen SX-300 built by Mark Bratton over a four year period that culminated in the first flight in July, 1988. Powered by a 300 hp Lycoming IO-540, the SX-300 is capable of 300 mph, with a range of 1,100 miles. The airplane carries 68 gallons in wet wing tanks. The airplane is equipped with a unique propeller with carbon fiber blades and a Hartzell hub.

AIRCRAFT MAKE: Swearingen
AIRCRAFT MODEL: SX-300
TOP SPEED: 300+ mph
RANGE: 1,100 Statue Miles
TOTAL TIME ON AIRCRAFT: 750 Hours
AIRCRAFT HOME BASE: Corpus Christi, TX

Flying Race 14, is the husband and wife team of Mark and Ann Bratton. Mark lays claim being the oldest pilot in the race at 76. Mark is a former US Army Air Corps veteran of WWII where he served as a Martin B-26 pilot in the European Theater in 1944-45. Since then Mark has been a Farmer and Land Developer. Besides flying the SX-300, Mark is an accomplished Sailplane pilot having earned two diamonds on his soaring badge.

Flying as co-pilot in Race 14 is Mark's wife Ann. Ann is a Private with according to her husband "nerves of steel." Ann accompanies Mark in the SX-300 everywhere. The pair is also experienced in Air Racing having competed in the Sun 100 Race in 1990, the Race at Albuquerque in 1990 and 1991. Mark flew in the Sport Class at Reno in 1999, and placed seventh in the Sport Class Gold Race.



Ann & Mark Bratton

SPORT

**Race 39 - Charles Bracken & Bernard Hogan
Detroit, MI**



Berkut CB540

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:** 150 Hours
- HOME BASE:** Detroit City Airport

Flying race number 39 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.

Bernie Hogan is also an experienced pilot and aircraft owner. Bernie, from Evansville, IN, is also a health care consultant.

Charles and Bernie are veterans of the 1999 AirVenture Cup, where they finished second in the Unlimited category. The pair also teamed up in the 2000 AirVenture Cup Race, where they placed third in the Sport Class.

AIR VENTURE CUP
KITTY HAWK • DAYTON • OSHKOSH

FORMULA FX

**Race 22 - Don Saint
Granbury, TX**



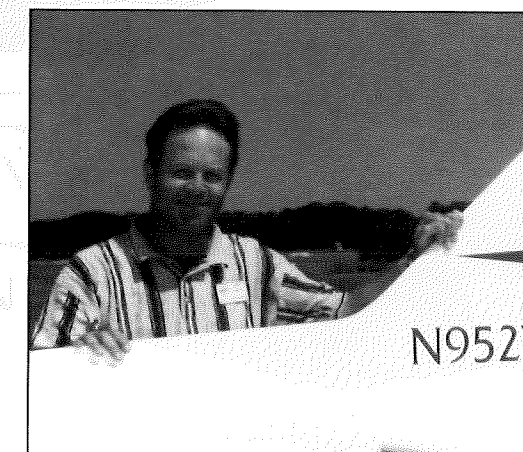
Glasair IISFT

This red and white Glasair II can carry two people non-stop for 1,200 miles. The airplane has a top speed of 220 miles per hour, on 180 horsepower. 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. Well equipped for long cross county flights, the Glasair even has a built-in CD player.

- TOP SPEED:** 220 MPH
- RANGE:** 1,200 Miles
- FUEL CAPACITY:** 55 US Gallons
- DISPLACEMENT:** 360 Cubic Inches
- HORSEPOWER:** 180
- TOTAL TIME ON AIRCRAFT:** 420 Hours
- EMPTY WEIGHT:** 1,317 lbs.
- GROSS WEIGHT:** 2,200 lbs.
- HOME BASE:** Granbury, Texas

Flying race number 22 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 2500 hours of flight time in small aircraft. In addition to the construction of the Glasair, Don also built the gear well fuel tank in the Polen Special.

Don is a veteran of the 1999 & 2000 AirVenture Cup Races and placed first in the Formula FX category in 1999. He also competed in the 2000 and 2001 Sun 100 Race.



Don Saint

AIR VENTURE CUP
KITTY HAWK • DAYTON

FORMULA FX

Race 18 - Robert Afflech & M. Gary Bauld
Harrow, Ontario, Canada



Thorp T-18

Race 18 is a Thorp T-18, the first of the type to participate in the AirVenture Cup. Built over an 8 year period by Jamie Alexander, the T-18 is powered by a Lycoming IO-320 producing 155 horsepower. This polished aluminum aircraft is capable of speeds nearing 200 mph and a range of 400 miles.

AIRCRAFT MAKE: Thorp

AIRCRAFT MODEL: T-18

TOP SPEED: 185 mph

RANGE: 400 miles

EMPTY WEIGHT: 870 lbs

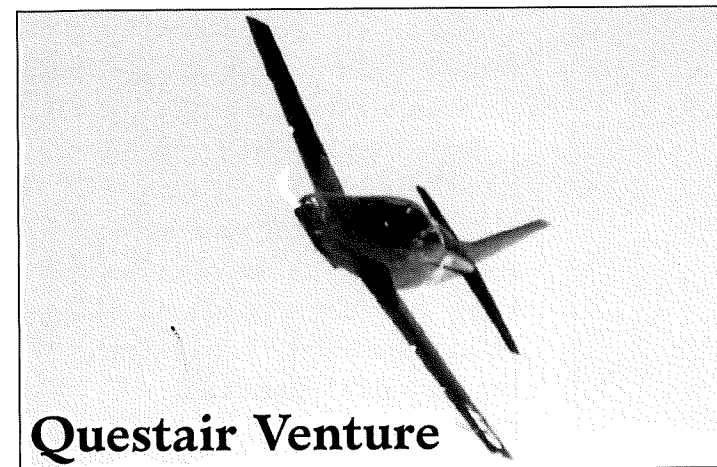
GROSS WEIGHT: 1470 lbs

AIRCRAFT HOME BASE: Windsor, Ontario, Canada

Flying Race 18 is the team of Robert Afflech and Gary Bauld. Between the two they have more than 40 years of flight experience and have flown a variety of aircraft including, Champs, Fleet Canucks, Midget Mustangs, and the T-18. This is their first experience racing.

SPORT

Race 50 - Wesley "Lee" & Jay Behel
San Jose, CA



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: 450 Hours

HOME BASE: San Jose, California

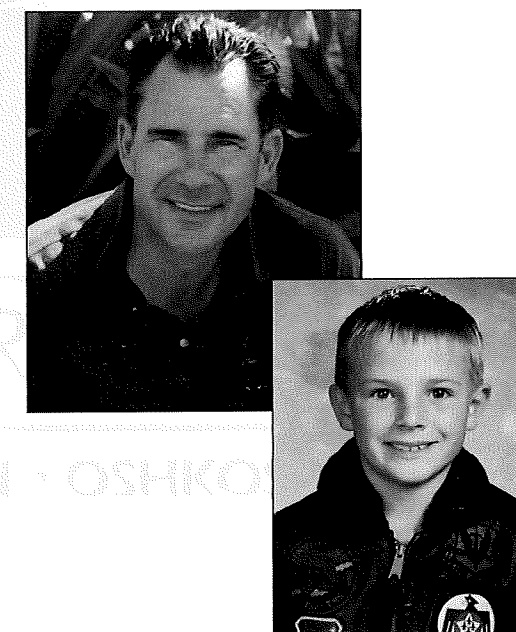
Flying race number 50 is Lee Behel and his son Jay. By profession, Lee owns a car dealership in San Jose. Lee is a commercial pilot with multi and single engine and instrument ratings.

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 also competed in the Sport Class in 2000.

Lee's navigator, Jay, is 11 years old. He has many hours of right seat time and has an understanding of basic navigation. This father and son team made their cross county race debut in the 2000 AirVenture Cup where they placed first in the Sport Class.



Lee & Jay Behel

SPORT

**Race 60 - Art Culver & Noreen Wiley
Henrico, NC**

FORMULA FX

AirVenture Cup 2001: Sport Participants



Seawind 3000

Race 60 is a Seawind 3000, and is the first amphibian to participate in the AirVenture Cup Race. Built from a kit by Art Culver, the airplane has won a number of awards including Reserve Grand Champion Seaplane at Oshkosh 2000. It was also the first place homebuilt at the EAA Virginia State Fly-In 2001. The airplane was test flown on April 26, 2000. The engine compartment is equipped with a fire detection and protection system. To aid in engine cooling, cowl air scoops were added. A unique feature of this Seawind is a computer controlled flap selection system. The airplane was built over a 10-year period at a cost of \$150,000.

- AIRCRAFT MAKE: Culver
- AIRCRAFT MODEL: Seawind 3000
- ENGINE: Lycoming IO-540
- HORSEPOWER: 300
- TOP SPEED: 160 mph
- RANGE: 900 miles
- TOTAL TIME ON AIRCRAFT: 150 hours
- GROSS WEIGHT: 3500 lbs
- HOME BASE: KAVC (and the lakes around it!)

Race 60 is being piloted by its owner/builder Art Culver. The 2001 AirVenture Cup is the first race for both pilot and airplane. Art is a retired airline pilot and former US Navy Carrier pilot. He holds an Airline Transport Pilot License with single and multi-engine land ratings. In addition to take full advantage of the Seawind's amphibious capabilities, Art also holds a single engine seaplane rating. He is type rated in the Boeing 727, 757, and 767 as well as the DC-9.

Assisting Art this year is Noreen Wiley. Noreen is a private pilot from Boynton Beach, FL. She brings to the AirVenture Cup previous race experience in the form of the 1990 Air Race Classic 2700 mile race from Temecula, CA to York, PA. She is currently employed at a major airline as a flight attendant. When she is not flying, she enjoys golf, reading and working out.



Noreen Wiley & Art Culver

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	Thorp T-18 Pilot: Robert Afflech Crew: M. Gary Bauld	155	35	400	185
22	Glasair IISFT Pilot: Don Saint	180	55	1,200	220
24	Long Ez Pilot: Dave Lind	160	58	1,500	230
28	RV-8 Pilot: Jeff Ludwig Crew: Bion Ludwig	180	44	800	210
33	RV-8 Pilot: Richard Martin	200	42	800	240
48	RV-6 Pilot: Dave Weisgerber	160	38	700	190
73	Glasair 1-TD Pilot: Steve Hammer	180	75	1,400	240
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	RV-6 Pilot: Dave Beisemeier	180	32	800	210
91	Glasair 1-TD Pilot: Bruce Hammer	180	75	1,400	240

AirVenture Cup 2001: Formula FX Participants

FORMULA RG

Race 77 - Mark Ravinski & Suzanne Farmer
Norton, MA

FORMULA RG



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: 1000 Hours
EMPTY WEIGHT: 1,090 lbs.
GROSS WEIGHT: 1,685 lbs.
HOME BASE: 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's co-pilot this year is Suzanne Farmer. Suzanne raced with Mark in the 1999 AirVenture Cup. An experienced pilot and flight instructor, Suzanne has been chief pilot and Chief Flight Instructor for King Aviation in Mansfield MA for several years and has held a CFI certificate since 1984.

Mark is no stranger to air racing. He raced and placed first in the 180hp at the 1998, 1999 and 2000 Sun 100 races at Sun N' Fun. He is also a veteran of the 1999 and 2000 AirVenture Cup.



Suzanne Farmer & Mark Ravinski

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

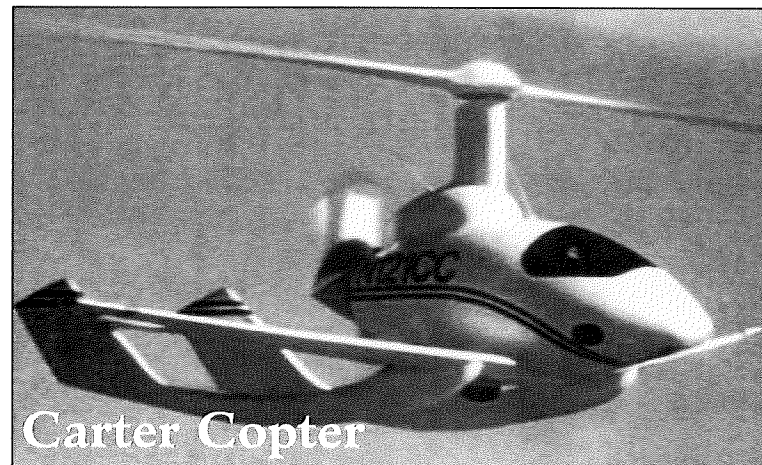


Dick Keyt and his Polen Special are the two time winners of the Formula RG class and finished last year with an average speed of 265.84 mph.

Race #	Type & Crew	Horse Power	Fuel Capacity (gal)	Range (Miles)	Top Speed (mph)
21	Carter Copter Pilot: George Mitchell	300	160	2,400	350
26	White Lightning Pilot: Pete 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
36	Lancair 360 Pilot: Larry Henney Crew: Daniel Henney	180	58	1,200	270
38	Berkut 360 Pilot: John Daniels	200	54	1,000	215
77	Lancair 360 Pilot: Mark Ravinski	180	43	940	250

FORMULA RG

Race 21 - George Mitchell
Centerville, TX



Carter Copter

The Carter Copter is like nothing else in aviation. A mixture of autogyro and fixed wing aircraft, the Carter Copter is designed to be the first aircraft to break the $\mu > 1$ barrier. Designed by Jay Carter, the Carter Copter is making its first public appearance as a flying aircraft in this year's race. Jay Carter is an aeronautical engineer, and a private pilot since 1967. In addition to the Carter Copter, he worked for Bell Helicopter on the XV-15 project. He is also credited with developing a steam powered automobile that could be cold started in 30 seconds, reach 80 mph and was the first car to meet the original 1976 EPA emission level standards. Jay is also the founder of Carter Wind Systems, one of only two companies that manufacture wind turbine generators in the US. The Carter Copter has earned more than 15 patents and has more pending. First flown in September, 1998, the Carter Copter has been refined and tested by an impressive mixture of Military and Civilian Test pilots. The credentials of the test pilots include test work in the CV-22 Osprey, F-111, F-15, UH-1N, C-23, HH-60, AH-64 and just about every type of Civilian autogyro and helicopter.

The Carter Copter is powered by the Chevrolet LS 1 engine from a Corvette, that turns the uniquely designed computer controlled propeller.

AIRCRAFT MAKE: Carter Copter
AIRCRAFT MODEL: CCTD
TOP SPEED: 350 mph
RANGE: 2400 Statue Miles
FUEL CAPACITY: 160 Gallons
TOTAL TIME ON AIRCRAFT: 115 hours
GROSS WEIGHT VERTICAL TAKE-OFF: 4,200 lbs
GROSS WEIGHT SHORT TAKE-OFF: 5,000 lbs
HOME BASE: Wichita Falls, TX

Race 21, the Carter Copter, is being flown in this year's race by George Mitchell of Centerville, TX. George holds ratings in single and multi-engine airplanes, instrument and helicopters. He is also a CFI in both airplanes and Helicopters. Besides the Carter Copter he also flies a Brock KB2. He has a very diverse professional background including electronic circuit design and fabrication, hydraulics and mechanical design and fabrication, and computer systems.

FORMULA RG

Race 38 - John Daniels
Pacific Palisades, CA



Berkut 360

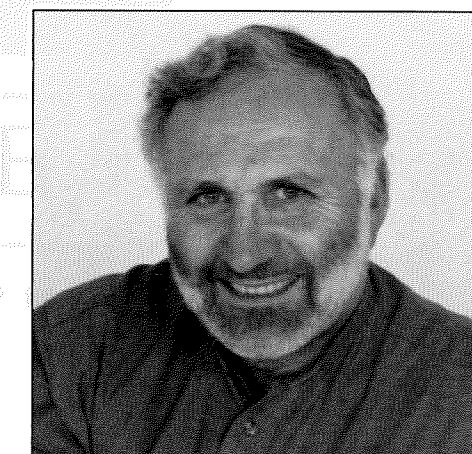
This red and white Berkut was built by John Daniels and Dave Ronnenberg and took two-and-a-half years to complete. Seating two people, this airplane has a range of 1300 miles and a top speed of 254 miles per hour. With its first flight in June of 1996, the aircraft has a Light Speed propeller and electronic ignition system. The aircraft is fully IFR equipped and has a Garmin GNS 430 and an S-Tec 60 autopilot.

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

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. John was a participant in the AirVenture Cup last year in the Formula RG class.



John Daniels

FORMULA RG

Race 36 - Larry & Daniel Henney
Fort Worth, TX



Lancair 360

First flown on December 8, 1998 Race 36 was built by Larry Henney of Ft.Worth, TX. Powered by a Lycoming O-360-B producing 180+ hp, the airplane is capable of more than 265 mph. The engine has been equipped with dual electronic ignition, a specially designed mass flow cooling air intake rings, cooling air plenum chamber, CHT balance baffles, lower aft inner cowl baffles and ceramic coated exhaust pipes. It also features a 3 tiered fail safe electrical system.

AIRCRAFT MAKE: Lancair

AIRCRAFT MODEL: 360

TOP SPEED: 270 mph

RANGE: 1000 miles

ENGINE: Lycoming O-360-B

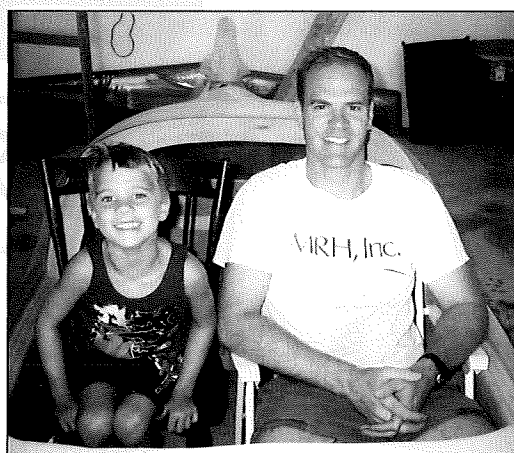
EMPTY WEIGHT: 1157 lbs

GROSS WEIGHT: 1685 lbs

AIRCRAFT HOME BASE: Decatur, TX

Flying Race 36 is the father and son team of Larry and Daniel Henney. Larry has a degree in mechanical engineering from the University of Texas. After graduation, Larry joined the US Navy and served as an F/A-18 Hornet pilot and instructor. He is presently a pilot for a major US airline flying the MD-80. He is also an EAA Flight Advisor and Technical Counselor.

The navigator and time keeper for race 36 is Daniel Henney. Daniel is 8 years old and has been flying with his dad since 1998. The pair plans to navigate the "old fashioned way" without GPS and gyros.



Daniel & Larry Henney

FORMULA RG

Race 26 - Peter C. Huff & Charles B. Roberts
McKinney, TX



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 horsepower 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

HORSEPOWER: 210

TOTAL TIME ON AIRCRAFT: 1000 Hours

EMPTY WEIGHT: 1,600 lbs.

GROSS WEIGHT: 3,000 lbs.

HOME BASE: McKinney Municipal

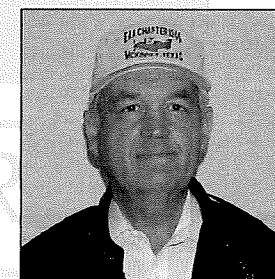
With over 2,000 hours, Peter C. Huff started flying in 1956. Inspired by his dad, a barnstormer and airline pilot, Peter holds a commercial single engine land instrument rating.

Peter says that he fulfilled his lifelong goal in July

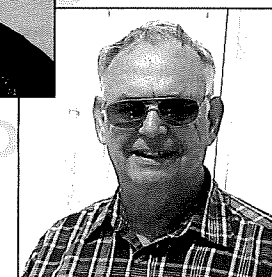
of 1993 when he completed and flew his homebuilt White Lightning. Since its first flight, Peter has flown to Europe by way of Canada and Iceland. While in Europe, he flew to 11 countries in 21 days and then returned safely to his home base in McKinney, Texas.

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, in 1994 and 1996. In addition the pair placed second in the 2000 AirVenture Cup.

Flying with Peter is Charles Roberts. Charles started his flying career at age 20. From 1955 until 1962 Charles served in the USAF as a flight engineer. He is currently a partner with his son in a V-35 Bonanza. In addition to being a pilot, Charles is also an A&P mechanic with an I.A. rating. He has more than 1800 hours of flight experience. In addition to his flying, Charles is an experienced racer. He has raced cars for 10 years with a USAC licence.



Peter C. Huff



Charles Roberts

FORMULA RG

**Race 31 - Richard & Debra Keyt
Granbury, TX**



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 280+ miles per hour. In 1976 the Polen Special II was judged Reserve Grand Champion Homebuilt at the EAA Convention in Oshkosh. Damaged at the Copperstate Fly-in last fall after the landing gear failed while landing, the Polen has been rebuilt and re-engined for this year's race. It has been equipped with a mechanical fuel injection system by BENDIX and a Kelly Aerospace/Consolidated fuels Turbo Charger. Dan Bond designed an intercooler specifically for this airplane. LPE/Zehrbach engines built the intercooler to Dan Bond's specifications.

In addition Dick and Debbie have increased the Polen's fuel capacity. The added fuel tank is in the landing gear well. The tank was designed by Dave Boldenow and built by fellow race pilot Don Saint (Race #22).

TOP SPEED: 280+ MPH
RANGE: 1,230 Miles
FUEL CAPACITY: 48 US Gallons
DISPLACEMENT: 360 Cubic Inches
HORSEPOWER: 180
TOTAL TIME ON AIRCRAFT: 1,200 Hours
EMPTY WEIGHT: 1,100 lbs.
GROSS WEIGHT: 1,600 lbs.
HOME BASE: Pecan Plantation, 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 for a major US Airline.

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. She is currently a flight attendant for a major airline and operates an Embroidery business in Granbury, TX

Dick and Debbie participated in the 1999 and 2000 AirVenture Cup races and placed first both years in the Formula RG class. In addition to the AirVenture Cup, they participated and won in the Golden West and Copperstate races. The Polen set a new course record at the Copperstate race last fall.



Debra & Richard Keyt

FORMULA RG

**Race 35 - Ernest Chauvin & Andrew Little
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 his night rating in 1986. He 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 and 2000 AirVenture Cup and placed third and fifth in the Formula RG category.

Flying with Earnie is his nephew, Andrew Little. Currently a second year aeronautical engineering student at Carlton University in Ottawa, Ontario, Andrew has started training to get his private pilots license and is about ready to solo. He is looking forward to his first race experience and providing expert navigational services to his uncle.



Ernest Chauvin