



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.



*Klein is proud to be the Platinum Sponsor of the 2002 EAA*

*AirVenture Cup Race.*

**KLEIN TOOLS**

For Professionals... Since 1857®

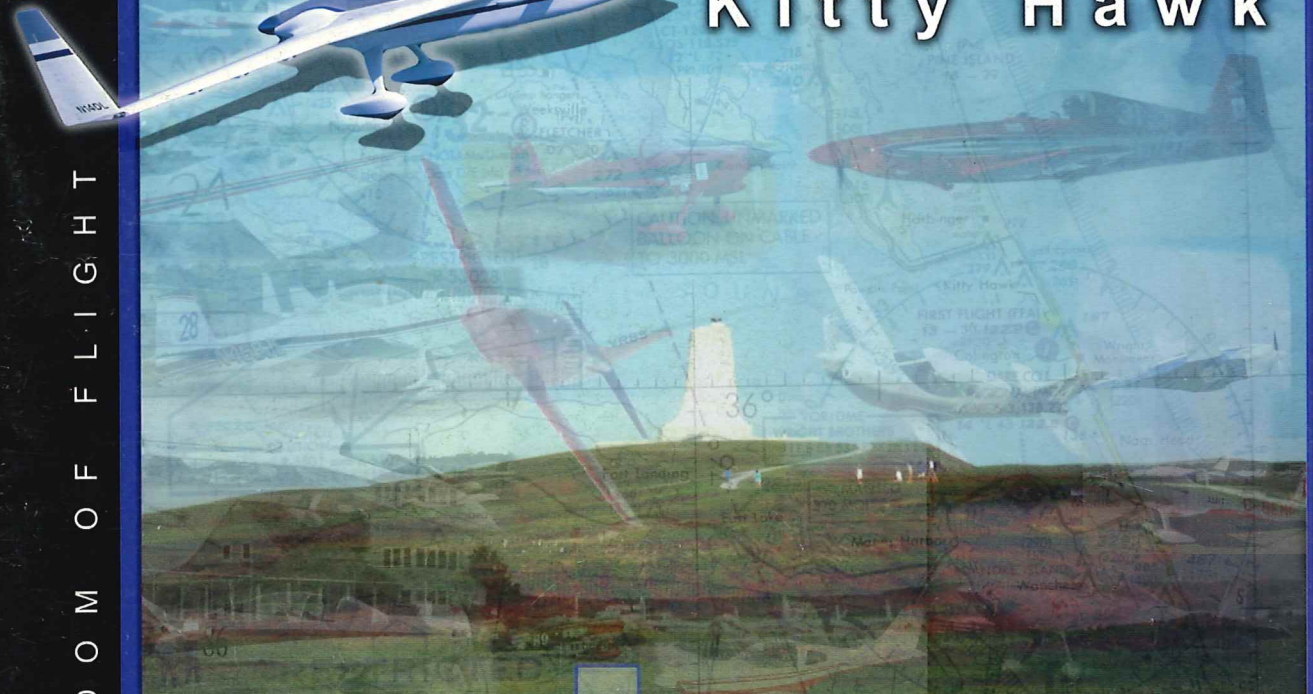
Chicago, IL U.S.A.  
www.kleintools.com



*Professionals Are Known By The Tools They Own™*

# AIR VENTURE CUP

Kitty Hawk



First Flight

World of Flight

CELEBRATING THE FREEDOM OF FLIGHT

Oshkosh



JULY 21-22, 2002

It's time to sell your old plane and buy today's best value.



To fly a Cirrus is to discover just how far general aviation has come. The Cirrus SR20 and SR22 soar ahead in speed and comfort. In operational ease. In structural integrity. And in safety.

From nose to tail, Cirrus offers the best value in a personal plane today. More than 500 owner-pilots agree, making Cirrus Design the fastest growing manufacturer of personal transportation aircraft, with shorter delivery times than ever.

Schedule a test flight in a new SR20 or SR22. Do it today, and compare us to any other airplane. We think you'll start making plans to sell your old plane.



**CIRRUS  
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To receive your free Cirrus Competitive Checklist or SR22 poster, call Angel Sarkela at 218-529-7292. [www.cirrusdesign.com](http://www.cirrusdesign.com)



# Thank You To Our Sponsors

The AirVenture Cup is brought to you by:

# KLEIN TOOLS®

Official Chase Plane:



**CIRRUS  
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**West Marine**  
We make boating more fun!™

Time Trial Speed Measurement  
Devices provided by:



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**Absolute**  
Automation Systems, Inc.

# ACKNOWLEDGEMENTS

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

## **2002 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  
Jaime Muza

## **Starting Line Judges**

Eric Whyte  
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

## **Race Photographer**

Ed Hicks

## **North Carolina Aquarium**

David Griffin

## **Dayton Judges**

Bob Whitehouse  
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 Clatterbuck

## **Dayton Flight Service**

Jerry Semler

## **Dayton Convention & Visitors Bureau**

Carmen Huffman

## **Commander Aero, Dayton**

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

## **Air Force Museum**

Gen. Charlie Metcalf, Director  
Teresa Lacy

## **FAA Air Traffic Controllers**

Washington Center  
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**

Ken Whyte  
Lew Poberezny  
Norm Poberezny  
Mike Cornell  
Dave Kapitan  
Phil Graybar  
Rich Polaski

## **AirVenture 2002 Volunteers**

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

## **Program Design**

Joe Coraggio  
Susie Thorn  
Eric Whyte



CELEBRATING THE FREEDOM OF FLIGHT

July 2002

EAA is proud to present AirVenture Cup 2002.  
This race brings together three significant cities in the aviation history...

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 2002

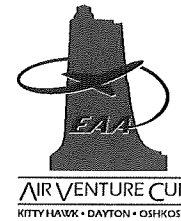
Tom Poberezny  
President and Convention Chairman

**JULY 23 - 29**

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

# WELCOME

CELEBRATING THE FREEDOM OF FLIGHT



## Participants, Volunteers, and Race Fans:

Welcome to the 2002 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.

This year's event is themed "Celebrating the Freedom of Flight" due to the events of September 11th. For the first time since World War II, general aviation was grounded for several weeks in September and October of last year. The Reno National Air Races were cancelled, as well as many smaller fly-ins and airshows. So this year we are proud to be back racing from "First Flight to the World of Flight."

This year we will be renewing a friendship with the folks from Commander Aero in Dayton, our hosts in 1999 and 2000. The Dayton stop promises to be an enjoyable evening for all.

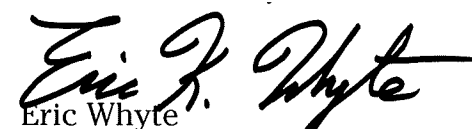
Crossing the finish line doesn't mean the end of the fun and excitement. 2002 marks the start of increased participation by the AirVenture Cup Racers at Oshkosh. To start with, we will once again have the race headquarters tent in the parking area. The tent will serve as a focal point for race activities 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 Wednesday, July 24 at 8:30 am in the Sporty's pavilion and the Showcase will be Thursday afternoon.

2002 marks the Second year for a major sponsor for the race. I am very pleased to welcome Klein Tools back again this year 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 in 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!

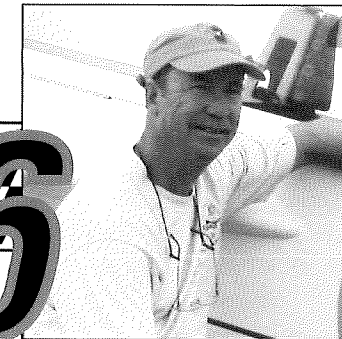
  
Eric Whyte  
Chairman, 2002 AirVenture Cup

# Sprint

**Rob Martinson**  
**Evergreen, CO**

CELEBRATING THE FREEDOM OF FLIGHT

# 66

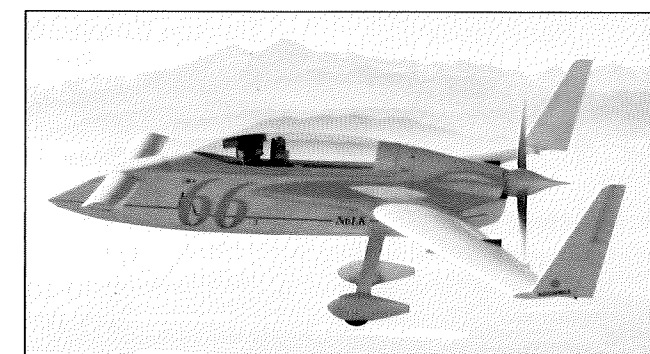


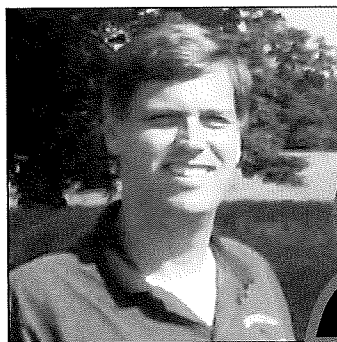
Race 66 is a Rutan Vari-EZ built by Lester King and completed in 1978. It was purchased by Rob Martinson in 1989. Since that time Rob has flown the airplane nearly 1,700 hours, including racing in the Great Cross Country Flying Race, Denver-to-Oshkosh, the Sun 100, and Copperstate Dash. The airplane 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.

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).

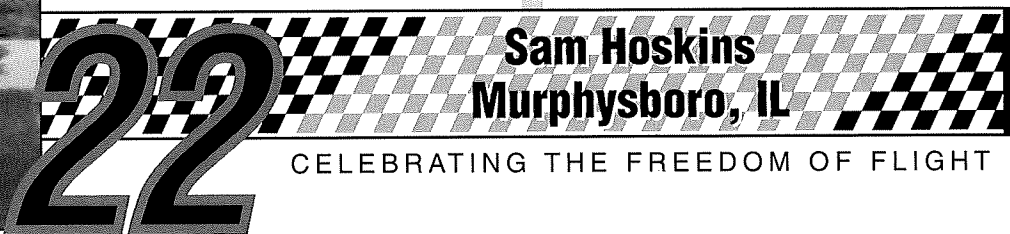
In addition to his cross county trips, Rob is also an experienced race pilot. He ran his first race in 1993. He has competed all over the country including winning the Sprint Class in the 2000 AirVenture Cup. Rob also participated as a chase plane in the 1998 AirVenture Cup, providing support for Formula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

Aircraft Make: **King/Rutan**  
Aircraft Model: **Vari-EZ**  
Engine: **Continental O-200**  
Horsepower: **100**  
Displacement: **200 cubic inches**  
Wingspan: **26' 11"**  
Gross Weight: **1150 lbs**  
Fuel Capacity: **25 gal**  
Total Time: **2000+ hours**





Sprint



Race #22 is a Q-200 built and flown by Sam Hoskins of Murphysboro, IL over a five-year period. It has accumulated more than 1,200 hours of flight time since its first flight on June 9, 1986. The Q-200 is powered by a Continental O-200A 100 hp engine turning a Performance Designs wood propeller. The airplane is built according to the plans, with the addition of differential brakes. The Q-200 has a 750-mile range on 30 gallons of fuel. On June 22, 1999, the airplane made a coast-to-coast flight from French Valley Airport in Murrita, CA to the Dare County Airport in Manteo, North Carolina establishing a coast-to-coast speed record for the Q-200 type. Sam completed the flight in 17 hours and 55 minutes, becoming the first Q-200 to cross North America in a single day. It also holds the distinct honor of being one of the highest time Quickie aircraft in the world. The 2002 AirVenture Cup will be the airplane's 14<sup>th</sup> trip to Oshkosh.

Inspired by his father, who served in WWII as a Navigator on the B-24 and PB4Y in the US Navy, Sam Hoskins joined the Civil Air Patrol during the 1960s while a teenager. Sam started skydiving at age 21 and soon was performing jumps at airshows, including at EAA Oshkosh 1976. As a skydiver, Sam participated in National Championship Competitions and was a participant in two World Record Freefall formations. In 1979, Sam learned to fly and bought a Cessna 172. In 1981, he sold his Cessna and bought a kit for the Q-200 that would become N202SH. His Coast-to-Coast record flight in his Q-200 was featured in the June 2000 issue of Kitplanes Magazine. When he is not flying, Rich is a Manufacturing Engineer for the Ensign-Bickford Company, which manufactures commercial explosives. This experience led to Sam being a 21 year veteran of "Rich's Incredible Pyro" setting up airshow pyrotechnics at airshows across the country including at EAA Oshkosh.

# WELCOME

CELEBRATING THE FREEDOM OF FLIGHT

DARE COUNTY  
AIRPORT AUTHORITY  
MANTEO, N.C.



SERVING THE  
OUTER BANKS

## 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.

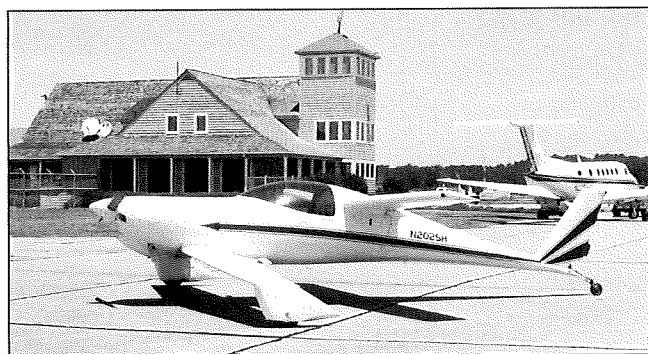
Our staff is here to make your stay an enjoyable one and hope that you will visit us at other times in the year and again for next years race.

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

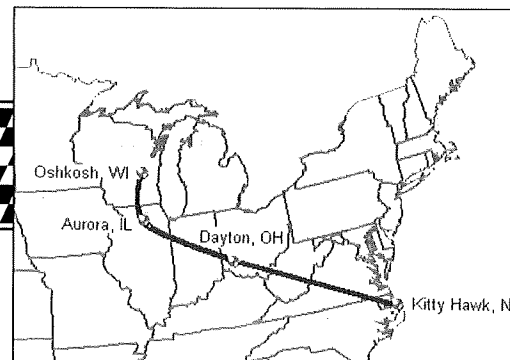
Aircraft Make: **Quickie**  
Aircraft Model: **Q-200**  
Engine: **Continental O-200A**  
Horsepower: **100**  
Displacement: **200 cubic inches**  
Wingspan: **16' 8"**  
Gross Weight: **1200 lbs**  
Fuel Capacity: **30 gal**  
Total Time: **1230 hours**



# THE RACE

CELEBRATING THE FREEDOM OF FLIGHT

Kitty Hawk, NC to Dayton, OH to Oshkosh, WI  
"First Flight to World of Flight"  
1000 Miles



The 2002 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 in Dayton, Ohio, to the current home of recreational aviation, EAA AirVenture Oshkosh.

The 2002 AirVenture Cup Race will attempt to replicate the excitement of the Bendix Trophy Races in 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 started in 1998 and is sponsored by the Experimental Aircraft Association as an official part of EAA AirVenture Oshkosh 2002. Below is a description of the aspects of the race.

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

**Pit Stop:** Racers will fly to Wright Brothers Airport (MGY) in Dayton, Ohio, for an overnight pit stop. Racers will report 5 miles out of Wright Brothers Airport (MGY). Then they will fly over a pre-determined point on the airport. Once they cross this point, race officials will record the time. Racers should then take their time to slow down the aircraft, and make a normal, safe pattern and landing to the active runway. The following day after breakfast and pilot briefing the racers will take off, and pilots will make another approach to the airport and fly over the same pre-determined point. The time will start when the aircraft passes over this point, not on takeoff. The racers will then proceed direct to Aurora (ARR) and to their final destination, Oshkosh (OSH).

**Pylon Turn:** After departing Wright Brothers Airport (MGY), racers will fly direct to Aurora Airport (ARR) to make a pylon turn and then proceed direct to the finish line.

**En route:** During the race, all FAR's and race rules will be observed. All racers will file flight plans, VFR or IFR. Arrangements will be made with air traffic control (ATC), to allow racers to use their race number as their official ATC call sign for the duration of the race.

**Finish:** The finish line will be marked appropriately abeam Warbird Island in Lake Winnebago.

**Timing:** The race will be timed by Official Race Judges at the starting line, finishing line, pit stop, pylon turn at Aurora, and the finish line. The judges will use the atomic clocks on the GPS satellites at all locations to ensure accuracy. The start, pit stop, and pylon times will be faxed/emailed to the finish line, and then confirmed by phone. By faxing these times, the race times and speeds can be computed as soon as each airplane crosses the finish line. The original hard copies of the times will be brought to the finish line by the race officials and will serve as verification.

**Race Scoring:** There will be several trophies awarded 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 category will be the winner of that category. Prizes will be awarded to the top three places in each category.

# Sprint

Frank Pullano  
Mays Landing, NJ

CELEBRATING THE FREEDOM OF FLIGHT

# 20



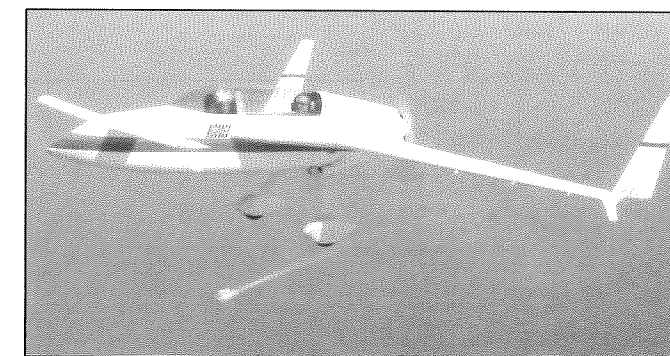
Race 20 is a Rutan Vari-EZ built by Victor Mondary of Brownsburg, IN and was completed in 1979. It features upgraded control rods, a Long-EZ pitch trim system, wing fences, vortex generators and vortilons on the main wing for improved control at slow speeds. Recently it went through Bob and Valerie Harris' "EZ Hanger" in Covington, TN. Race 20 is powered by a modified Continental C-90, converted to an O-200. In the 23 years since its first flight, N500EZ/Race 20 has accumulated more than 1,100 hours. Since its first flight the aircraft has received an electronics upgrade to include an EIS 4000 engine monitoring system, and a GPS with moving map display.

Flying Race 20 is Frank Pullano Jr, of Mays Landing, New Jersey. Frank is a 14-year veteran of the New Jersey Air National Guard, currently called to active duty in support of "Operation Noble Eagle" (Air Defense of the Homeland). He is a crew chief on the Lockheed F-16. His first flight was in a Stearman in the summer of 1991 and had obtained his Private Pilot Certificate a few months later. He has logged more than 400 hours in several aircraft, besides his Vari-EZ, including a Pitts S-2B, a WACO, T-34, and the F-16D. This is Frank's first race experience and his personal goals are to fly the cleanest possible profile and to finish the race! He says he is a relatively new member to the Canard Aviator's family and has found the group to be a fascinating and passionate congregation of aviators.

Frank would like to point out that his participation in this year's race would not be possible without the support of his wife, Jennifer, and his son Nick.

Frank said on his application, "My participation in this race is for the love of the game. Finally, following the horrible events of last September, I am proud to have served my Country in the USAF and to have the opportunity to provide and enjoy the freedom that allows us all the ability to participate in this AirVenture!"

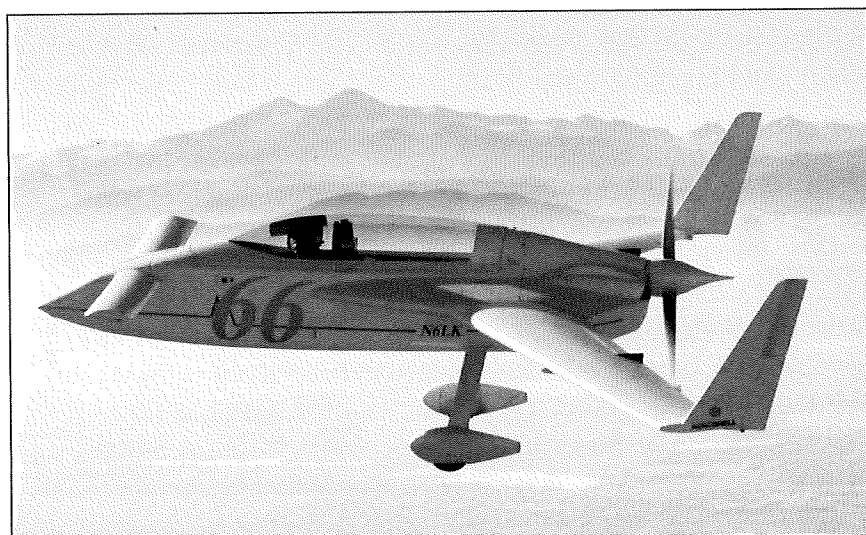
Aircraft Make: **Rutan**  
Aircraft Model: **Vari-EZ**  
Engine: **Continental O-200**  
Horsepower: **100**  
Displacement: **200 cubic inches**  
Wingspan: **26' 11"**  
Gross Weight: **1150 lbs**  
Fuel Capacity: **25 gal**  
Total Time: **1150 hours**



# SPRINT

CELEBRATING THE FREEDOM OF FLIGHT

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



*With a winning speed of 205.26 mph by Rob Martinson in his Vari-EZ won the 2001 AirVenture Cup.*

| Race # | Type & Crew                         | Horse Power | Fuel Capacity (gal) | Range (miles) | Top Speed (mph) |
|--------|-------------------------------------|-------------|---------------------|---------------|-----------------|
| 20     | Vari-EZ<br>Pilot: Frank Pullano     | 100         | 25                  | 900           | 173             |
| 22     | Quickie Q-200<br>Pilot: Sam Hoskins | 100         | 30                  | 750           | 195             |
| 66     | Vari-EZ<br>Pilot: Rob Martinson     | 100         | 25                  | 1,000         | 220             |

# SCHEDULE

CELEBRATING THE FREEDOM OF FLIGHT

**Briefing:** The race pilots will be required to attend two briefings before the race. The first briefing will be held on Saturday evening at 6:30 PM (EST) in the North Carolina Aquarium's Auditorium, located across the street from the airport. At the first briefing, the race rules, starting procedures, pit stop, procedures for Aurora and the finish details will be discussed. Also, a weather briefing will be provided from flight service. Details of the race will also be found in the race packets picked up at pilot registration. Flight plan forms will be handed out.

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

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

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

## TIME SCHEDULE:

### Saturday, July 20th, 2002

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

10:00 a.m. Briefing, Time Trials to follow

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

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

Shuttles to/from the hotel will be provided all day

### Sunday, July 21st, 2002

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

### Monday, July 22nd, 2002

6:00 a.m. (EST) First shuttle from Hotel to Wright Brothers Airport

6:00 - 7:30 a.m. (EST) Position aircraft for start

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

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

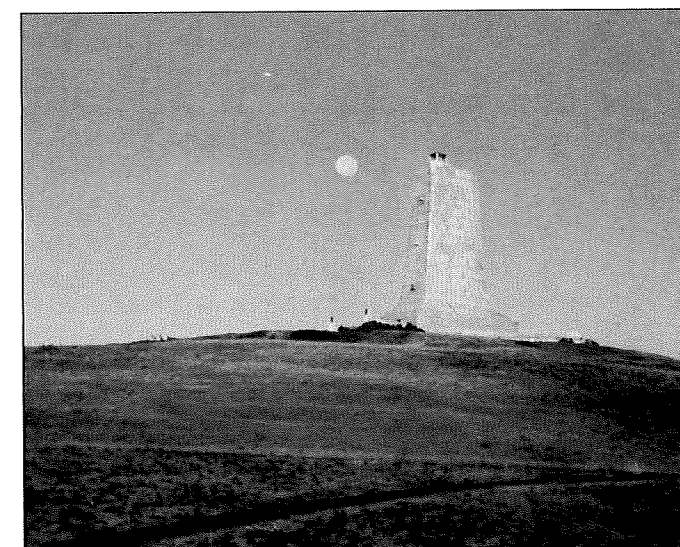
9:00 a.m. (EST) Race Start

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

**Wednesday, July 24th, 2002 - 8:00 p.m.** Awards Presentation at Theater in the Woods



# OFFICIAL RULES

CELEBRATING THE FREEDOM OF FLIGHT

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 2002 race the pit stop will be at the Wright Brothers Airport (MGY) in Dayton, Ohio.
4. All racers will overfly the Aurora Airport Pylon. Failure to do so will result in disqualification. The Aurora Pylon will be marked at a pre-designated point on the airport. The aircraft must pass over the designated point at an altitude less than 800' AGL. Aircraft are required to establish communication with Aurora Tower no less than 20 miles from the airport. 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, 2002 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:

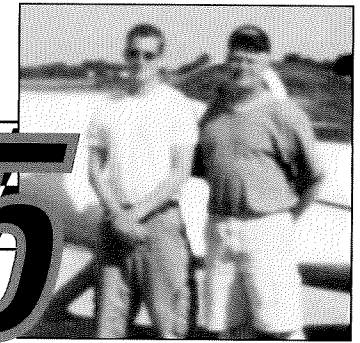
Karen Kryzaniak, EAA Insurance Administrator  
Telephone 920-426-4822  
Fax 920-426-6560  
E-Mail Kkryzaniak@eaa.org

## Formula FX

Kirk & Dan Harrell  
Danville, IL

CELEBRATING THE FREEDOM OF FLIGHT

# 45

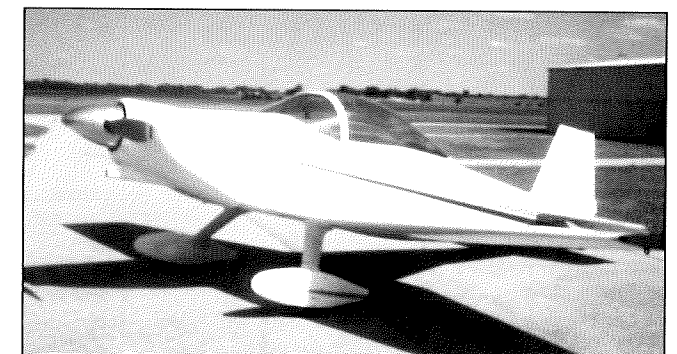


Race 45 is a Mustang II built by Kirk Harrell of Danville, IL from scratch over a 6-year period. Ron Frierberler started construction in 1975; after two years of work, the project was sold and stored for 16 years. Kirk Harrell bought it and completed the aircraft after four years of work. The airplane is 100% scratch built, no kits were used. During the construction, the airframe underwent aerodynamic clean-up including additional fairings and custom-built wheel pants, a custom modified engine cowl, and spinner. Inside the Mustang, the cockpit features modified Cessna 150 seats, and a GPS in addition to the standard instrument panel. One of the unique features of this Mustang is the wet wing tanks installed giving the aircraft 61 gallon fuel capacity.

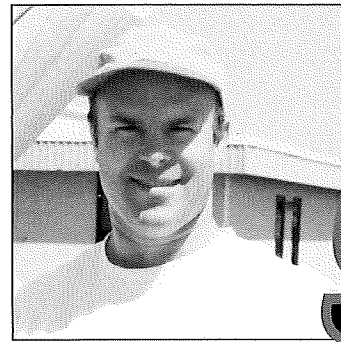
Flying Race 45 is the father and son team of Kirk and Dan Harrell of Danville, IL. Piloting the Mustang will be Kirk. Kirk earned his Private Pilot Certificate while in college. After graduating he took 14 years off from flying, devoting time to raising a family. In 1993 Kirk got back into flying and joined EAA Chapter 622 in Danville, IL. At the same time he started work on the Mustang II that would become Race 45. Since completing the aircraft in 1998, Kirk has flown it more than 200 hours, including two trips to Sun n' Fun and one to Oshkosh. While at Sun n' Fun this Spring Kirk flew the airplane in the Sun 100.

Assisting Kirk with the Mustang is his son, Dan. Dan recently graduated from Southern Illinois University with a degree in Mechanical Engineering. He has started his training for his Private Pilot Certificate and enjoys flying the Mustang with his dad. Dan is also a veteran motorcycle racer, and is looking forward to his first air race. This is the first AirVenture Cup for this team.

Aircraft Make: **Mustang Aeronautical**  
Aircraft Model: **Mustang II**  
Engine: **Lycoming IO-360-B1E**  
Horsepower: **180**  
Displacement: **360 cubic inches**  
Wingspan: **24' 4"**  
Gross Weight: **1,870 lbs**  
Fuel Capacity: **61 gal**  
Total Time: **220 hours**



# Formula FX



# 91

**Bruce Hammer**  
**Lafayette, LA**

CELEBRATING THE FREEDOM OF FLIGHT

This red, white, and blue Glasair I took Bruce 3,000 hours and \$42,000 to build. The airplane was test flown in May of 1997. 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 over 240 miles per hour. Bruce has modified the aircraft by extending the engine mount forward 4 inches to allow for an aft mounted carburetor and the elimination of the lower intake scoop. The aircraft features a full IFR panel and dual GPS for navigation. The airplane is very fast for a fixed gear airplane with a wooden propeller, in fact during last year's race it outran many of the aircraft in the Formula RG class! It has been very successful in races having placed 2nd in the 2000 Sun 100, and winning its class in the 2000 AirVenture Cup, the 2001 Sun 100, the 2001 AirVenture Cup and most recently the 2002 Sun 100.

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 Sikorsky S-76 and Bell 412SP 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, Steve. Next, he built a Cassutt Sport Racer. Bruce enjoyed the Cassutt, but said it got uncomfortable after two hours of flight. His second "and last" homebuilt is the Glasair 1TD, Race 91. Bruce feels it is a great cross country airplane, with lots of baggage room, long range, high speed and comfortable on long flights.

In the last four 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 & 2002 Sun N' Fun Sun 100 races. Bruce is competing in the AirVenture Cup for the third time this year and he will be defending his title as the Formula FX winner. Bruce was the Formula FX Champion in 2000 and 2001. Bruce enjoys the fact that he and Steve are the only pair of brothers competing in this year's race. He says that while he and Steve share race ideas they are very competitive!

Aircraft Make: **Glasair**  
Aircraft Model: **1-TD**  
Engine: **Lycoming O-360**  
Horsepower: **180**  
Displacement: **360 cubic inches**  
Wingspan: **22' 4"**  
Gross Weight: **1800 lbs**  
Fuel Capacity: **75 gal**  
Total Time: **500 hours**



# OFFICIAL RULES

CELEBRATING THE FREEDOM OF FLIGHT

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).

# UNLIMITED

CELEBRATING THE FREEDOM OF FLIGHT

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



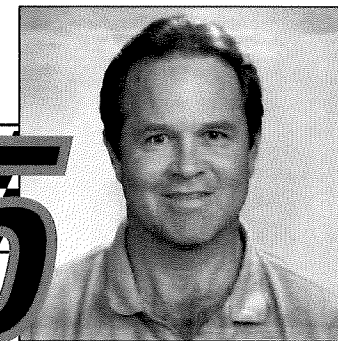
*James Rahm was the Unlimited winner of the 2001 AirVenture Cup with the speed of 287.30 mph.*

| Race # | Type & Crew  | Horse Power | Fuel Capacity (gal) | Range (miles) | Top Speed (mph) |
|--------|--|-------------|---------------------|---------------|-----------------|
| 12     | Pitts Model 12<br>Pilot: Keith Phillips<br>Crew: Tom Godfrey       | 300         | 64                  | 1,000         | 300             |
| 21     | Lancair Legacy<br>Pilot: Rick Schrameck<br>Crew: Dennis Mortenson  | 500         | 85                  | 1,100         | 335             |
| 25     | Yak 55M<br>Pilot: Jack Watson                                      | 360         | 44                  | 500           | 300+            |
| 33     | Lancair Legacy<br>Pilot: Darryl Greenamyre                         | 340         | 70                  | 2,200         | 300             |
| 44     | Lancair IV-P<br>Pilot: Bob Wolstenholme<br>Crew: Ryan Wolstenholme | 350         | 85                  | 2,700         | 385             |
| 88     | Lancair IV-P<br>Pilot: Steve Ramsay                                | 440         | 118                 | 2,000         | 385             |

# Formula FX

**Don Saint**  
Granbury, TX

# 85



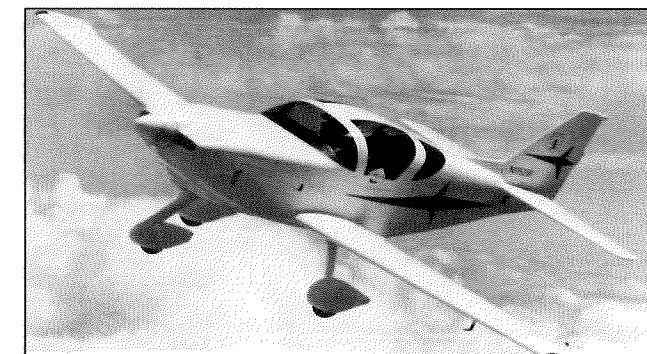
CELEBRATING THE FREEDOM OF FLIGHT

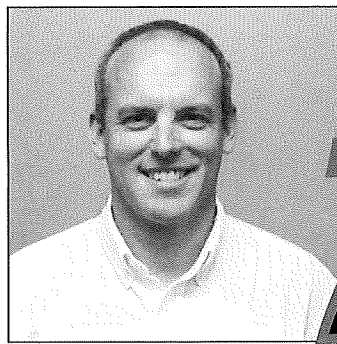
This red and white Glasair II can carry two people non-stop for 1,200 miles. The airplane has a top speed of 250 miles per hour on 180 horsepower. The aircraft has many modifications including one of a kind winglets and wing tip extensions as well as slotted flaps. He also added a 12-gallon header tank 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. Most recently Don has installed a Turbocharger in the airplane.

Flying race number 85 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. In addition he is a active Certified Flight Instructor. 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 for the Polen Special.

Don is a veteran of the 1999, 2000 and 2001 AirVenture Cup Races and placed first in the Formula FX category in 1999. He also competed in the 2000 and 2001 Sun 100 Race. Since the 2001 AirVenture Cup, Don has been busy modifying the Glasair with the installation of a turbocharger. A mechanical problem on the way to Sun n Fun kept Don from the Sun 100 in 2002 and he would like to thank the members of EAA Chapter 985 that helped him get the airplane ready for this year's race.

Aircraft Make: **Glasair**  
 Aircraft Model: **II SFT**  
 Engine: **Lycoming IO-360-B1E**  
 Horsepower: **180**  
 Displacement: **360 cubic inches**  
 Wingspan: **22' 4"**  
 Gross Weight: **2200 lbs**  
 Fuel Capacity: **55 gal**  
 Total Time: **540 hours**





# Formula FX

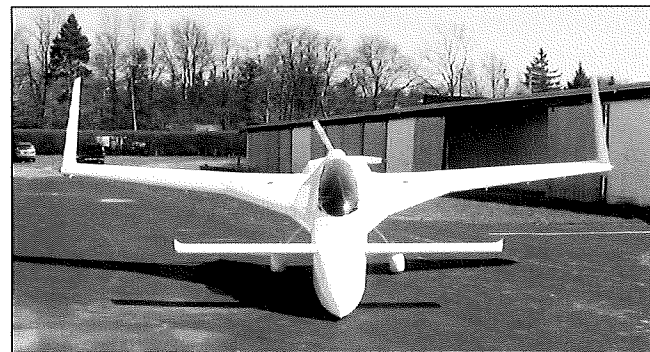
# 78

**Jay Blum**  
**Berwyn, PA**

CELEBRATING THE FREEDOM OF FLIGHT

Race #78 is a Rutan Long-EZ built by Lee Carlstrom of San Diego, California over a ten-year period. A Lycoming O-320 160hp engine, featuring electronic ignition, turning a Catto 3-blade propeller, powers the airplane. The airplane cruises at 170 mph and has a range of more than 1000 miles. The aircraft has been modified to include a longer than standard nose and a Light Speed Engineering low drag spinner for improved aerodynamics.

Flying Race # 78 is Jay Blum, from Berwyn, Pennsylvania. Jay is a Single and Multi-engine, Instrument and Commercial rated pilot. He received his Private Pilots Certificate in 1993 and has more than 600 hours of flying time. Jay is in the fabric and leather business and he provides material for the aircraft interiors for United, USAirways, Northwest, America West, Continental and Delta Airlines.



Aircraft Make: **Rutan**  
Aircraft Model: **Long-EZ**  
Engine: **Lycoming O-320**  
Horsepower: **160**  
Displacement: **320 cubic inches**  
Wingspan: **26' 8"**  
Gross Weight: **1786 lbs**  
Fuel Capacity: **52 gal**  
Total Time: **246 hours**

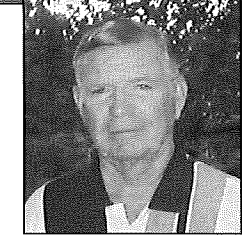
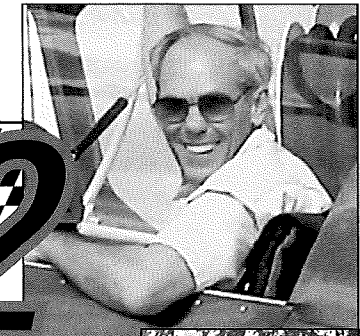
# Unlimited

# Keith Phillips & Tom Godfrey

**Daytona Beach, FL**

# 12

CELEBRATING THE FREEDOM OF FLIGHT

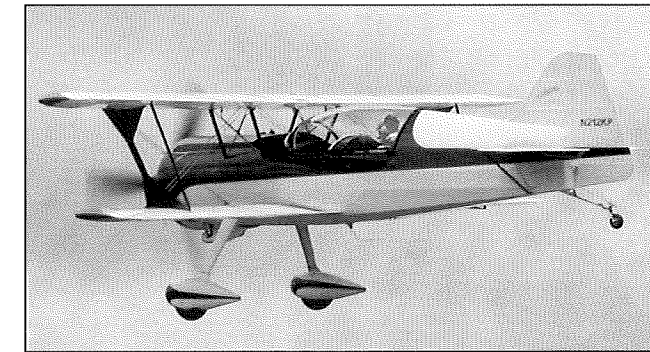


Race 12 is a Pitts Model 12 built by Keith Phillips. Designed by Curtis Pitts, the Model 12 is a modern aerobatic biplane powered by the Vendeneyeu MP-14 engine produced in Russia. The Pitts Model 12 was built from a kit from Jim Kimball Enterprises over a three-year period. It was first flown on May 23, 2002.

Keith Phillips has been flying for 50 years. Keith first started getting interested in flying in the early 1950s. 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 has flown a wide range of aircraft over his career, including jet fighters, aerobatic biplanes, and motorgliders. Besides the Pitts Model 12, Keith also built a Swearingen SX-300 and a Tailwind. He was a competitor in the 1999 and 2000 Sun N' Fun Sun 100 race and the 2000 and 2001 AirVenture Cup.

Assisting Keith in this year's race is Tom Godfrey, of Homestead, Florida. Tom is a retired Lt. Colonel with 29 years of active duty. During his career, Tom flew the F-89, F-100, F-102, F-4, fighters and the B-58 and B-52 bombers. This will be his first AirVenture Cup.



Aircraft Make: **Pitts**  
Aircraft Model: **Model 12**  
Engine: **MP-14**  
Horsepower: **400**  
Displacement: **620 cubic inches**  
Wingspan: **21 ft**  
Gross Weight: **2,300 lbs**  
Fuel Capacity: **54 gal**  
Total Time: **50+ hours**

# Unlimited

## 21

**Rick Schrameck & Dennis Mortenson**  
Las Vegas, NV

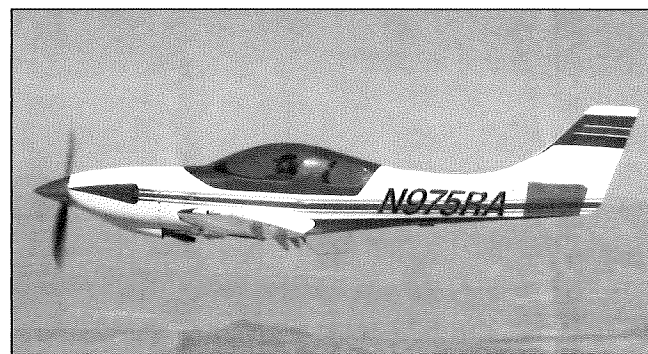
CELEBRATING THE FREEDOM OF FLIGHT

Race 21 is the the first Super-charged Lancair Legacy to be built. Constructed by Fred "Rick" Schrameck of Las Vegas, Nevada, the airplane was the first customer built Legacy to fly. It is powered by a modified, supercharged Continental SCIO-550N, producing an impressive 500hp. This is the first supercharged engine to be developed since World War II.

Flying Race 21 are Fred "Rick" Schrameck and Dennis Mortenson, both of Las Vegas, Nevada. Rick is a retired CEO of Verocom Communications, and is a co-founder of Aero Supercharger Solutions, the company which developed the Supercharger instillation for the Lancair.

Assisting Rick in this year's race is Dennis Mortenson. Dennis is the founder and President of Bold Technologies, and is the other co-founder of Aero Supercharger Solutions. Both Dennis and Rick raced in the 2002 Sun 100 race where they placed third. This will be the first AirVenture Cup for both the aircraft and crew.

Aircraft Make: **Lancair**  
 Aircraft Model: **Legacy**  
 Engine: **Continental SCIO-550N**  
 Horsepower: **500**  
 Displacement: **550 cubic inches**  
 Wingspan: **25' 6"**  
 Gross Weight: **2500 lbs**  
 Fuel Capacity: **67 gal**  
 Total Time: **150 hours**



# Formula FX

## 74

**Brian Eckstein & Brian Murphy**  
Lawton, MI

CELEBRATING THE FREEDOM OF FLIGHT



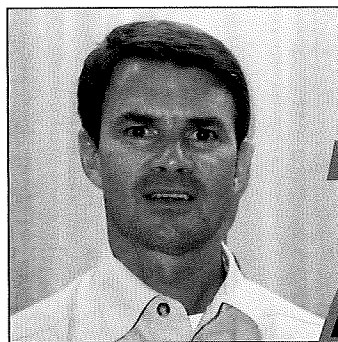
Race #74 is a Van's RV-6A built by Brian Eckstein of Lawton, Michigan. Construction of the RV-6A was started in 1996 and was completed after 2,800 hours of work. The aircraft was test flown for the first time on Memorial Day, 2001. Brian incorporated many changes to N747BS, most noticeably a NASA design inspired "Holy Cowl" which houses a 200hp Lycoming IO-360 with a cooling air plenum and Ram Air Induction. In addition the fuel tanks were enlarged eighteen inches to allow 53 gallons to be carried. Besides the modified cowling, N747BS features specially modified wheel pants and wing root fairings. An unusual feature of N747BS is a modified baggage compartment to carry fishing rods or other lightweight long objects.

Race #74 is being flown by Brian Eckstein of Lawton, Michigan and Brian Murphy of La Crosse, Wisconsin. Brian Eckstein is an instrument rated private pilot with more than 600 hours of flight time, including 125 in the RV-6A. He is the Director of Information Systems for Richard Allen Scientific, a medical supplies manufacturer in Kalamazoo, Michigan. Brian and his wife Sharon designed and built their own home, in Lawton, Michigan.

Assisting Brian Eckstein with the piloting and navigation duties is Brian Murphy. Brian is an attorney from La Crosse, Wisconsin. He is a 200 hour private pilot, presently working on his instrument rating. He and his wife Jane, also a private pilot, own a restored 1960 Cessna 172. The 2002 AirVenture Cup will be the first race for both.

Aircraft Make: **Van's**  
 Aircraft Model: **RV-6A**  
 Engine: **Lycoming IO-360-A1B6**  
 Horsepower: **200**  
 Displacement: **360 cubic inches**  
 Wingspan: **23 ft**  
 Gross Weight: **1850 lbs**  
 Fuel Capacity: **53 gal**  
 Total Time: **125 hours**





# Formula FX

# 73

**Steve Hammer**  
**Peachtree City, GA**

CELEBRATING THE FREEDOM OF FLIGHT

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. When asked the cost to build, Steve says \$100,000 including a pool, Sun Room and walk in closet for his wife!

Returning to the AirVenture Cup for the second 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, 2001 and 2002.

Aircraft Make: **Glasair**  
Aircraft Model: **Glasair 1 T.D.**  
Engine: **Lycoming O360A4M**  
Horsepower: **180**  
Displacement: **360 cubic inches**  
Wingspan: **22' 4"**  
Gross Weight: **2000 lbs**  
Fuel Capacity: **50 gal**  
Total Time: **1000 hours**

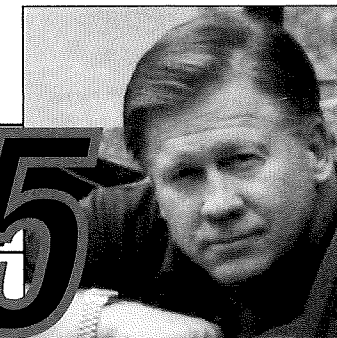


# Unlimited

**Jack Watson**  
**Daytona Beach, FL**

# 25

CELEBRATING THE FREEDOM OF FLIGHT



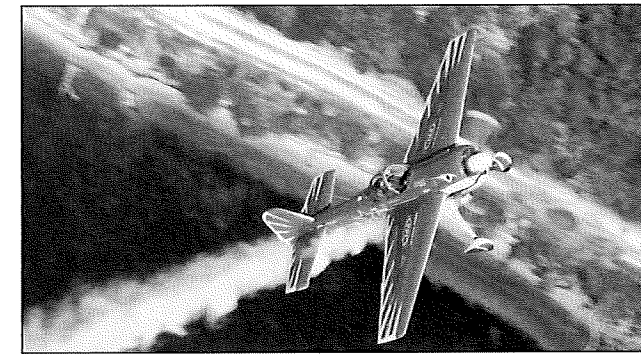
Race 25 is a Yakalov Design Bureau, Yak 55M, designed in Russia, and modified by Jack Watson for airshow and race work. It features a unique purple and yellow bird themed paint design. Named "the Hawk" by Jack Watson, the Hawk has been seen on the airshow circuit for several years, including an appearance as the only civilian performer at the December 17th fly-over in Kitty Hawk in 2000. Powered by the Vendeneyeu MP-14 radial engine, the Hawk has the looks of a vintage racer; however, the Yak-55 is designed for Unlimited style aerobatics. Some of the modifications Jack has made to the Yak, turning it into the Hawk, include a new instrument panel featuring a MACH III air data computer, vortex generators, Bendix King Avionics, including a KMD 150 GPS with color moving map. One of the unique features that set the Hawk apart from other Yak-55s are the custom designed wheel pants, complete with painted-on hawk "talons"!

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 three AirVenture Cup Races, Jack E. Watson is back again for AirVenture Cup 2002. 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. This is the first year Jack will be flying the "Hawk." In the 1999, 2000 and 2001 races, Jack flew a Rutan Long-EZ in the Sprint Class. 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!

Aircraft Make: **Yakalov Design Bureau**  
Aircraft Model: **Yak 55M**  
Engine: **Vendeneyeu MP-14**  
Horsepower: **360**  
Displacement: **620 cubic inches**  
Wingspan: **29' 3"**  
Gross Weight: **1,600 lbs**  
Fuel Capacity: **44 gal**  
Total Time: **1185 hours**



# 33

# Unlimited

**Darryl Greenamyre**  
**San Diego, CA**

CELEBRATING THE FREEDOM OF FLIGHT

Race # 33 is a Lancair Legacy built by Darryl Greenamyre and Andy Chiavette for Reno Air Racing. The aircraft was built in 15 months and was test flown in August of 2001. It is powered by a 340 hp Continental TIO-550-E, turning a Hartzell constant speed propeller to speeds over 300 mph. Designed by Lancair International, the Legacy is based on the design of the Lancair 360.

Flying Race #33 is Darryl Greenamyre, of San Diego, California. Darryl learned to fly at age 19 when he joined the California Air National Guard and was accepted into the United States Air Force Training School. He began his military career flying F-86A's. During college Darryl flew the F-100A with the Arizona Air Guard. After graduation, Darryl was hired by Lockheed Aircraft as a chase and target pilot, flying the F-86H and later became a production test pilot flying the F-104.

While at Lockheed, Darryl served as a contract pilot to FIAT, and as a consultant and acceptance test pilot for the Italian Air Force.

In 1963, Darryl was accepted to the United States Air Force Aerospace Research Pilots School at Edwards Air Force Base. After completion of the program, he was transferred to work for Kelly Johnson in the famed Advance Development Projects "Skunk Works." While at the Skunk Works, Darryl conducted test flights in the A-12 and SR-71 titanium "Black Birds." In addition, he also flew the U-2 and F-104S. As a test pilot for Lockheed, Darryl attended the Navy's Fighter Weapon School, better known as "Top Gun."

In addition to his military work, Darryl has long been involved in Air Racing. In 1964 he purchased a Grumman Bearcat and modified it for racing. In 1969 he used the aircraft to break the low altitude speed record, which had been held by the German ME-109R since before World War II. That airplane is now part of the collection of the National Air And Space Museum.

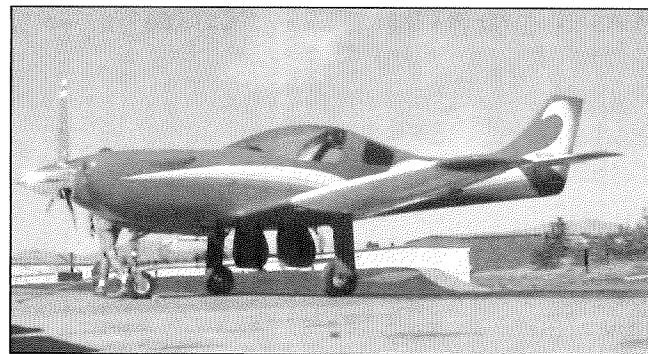
Between 1964 and 1977, Darryl raced at Reno 11 times and won the Unlimited Division 7 times. In addition to the Bearcat he has raced 3 P-51s and a P-38.

In 1970 he was selected, along with the Apollo 11 astronauts, to receive the "Ivan Kincheloe Award" given by the Society of Experimental Test Pilots to a pilot or pilots that have made the most significant contribution to aviation in the previous year.

In the mid 1960s he began accumulating parts to build a Lockheed F-104 for the purpose of setting world records. After completing the aircraft in 1976, it was used to break the World's Low Altitude Speed Record, then held by the US Navy in an F-4. After an unsuccessful attempt in 1976, he broke the record on October 24, 1977 by posting a new speed of 988.26 mph.

Recently he has been involved in buying and selling aircraft and recovering unusual aircraft for museums. For all his accomplishments, Darryl was inducted into the Motor Sports Hall of Fame in 1997.

Aircraft Make: **Lancair**  
Aircraft Model: **Legacy**  
Engine: **Continental TSIO 550-E**  
Horsepower: **340**  
Displacement: **550 cubic inches**  
Wingspan: **25' 6"**  
Gross Weight: **2200 lbs**  
Fuel Capacity: **70 gal**  
Total Time: **55 hours**



# Formula FX

**Bill Shannon**  
**Venice, FL**

CELEBRATING THE FREEDOM OF FLIGHT

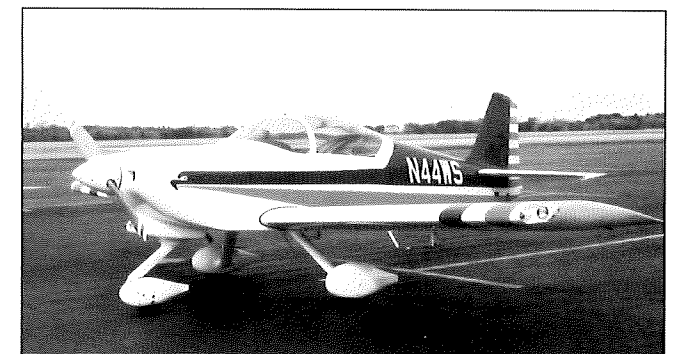


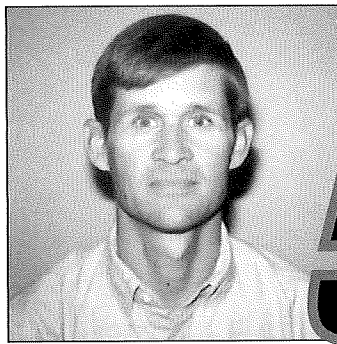
Bill built this red, white and blue RV-6A in a 7 by 20-foot shop over a six-year period. It took 3,700 hours to complete. The airplane can carry two people 700 miles non-stop with a top speed of 190 miles per hour. The aircraft had its first flight in Caldwell, NJ, on November 2, 2001. Bill says that it was interesting flying from Caldwell since there were many restrictions placed on the airport as a result of the attacks of September 11th and Caldwell's proximity to New York City. The airplane which Bill named "Carpe Diem" (Seize the Day) in memory of his late daughter, who helped build the plane.

"Carpe Diem" features full IFR instrumentation on the right side of the aircraft, including a King GPS and a Nav-Aid Autopilot.

Bill soloed a Piper J-3 Cub in 1946 and bought an Aeronca Champ to build flight time. As it turned out he sold the airplane a year later to buy an engagement ring and didn't do much flying for 40 years, but always kept an interest in aviation. After retiring from IBM in 1989, Bill finished his Private Pilots Certificate and obtained an instrument rating. In addition Bill is licensed to fly Seaplanes. Since earning his pilot's certificate Bill has accumulated over 700 hours. This year's AirVenture Cup will be Bill's first race.

Aircraft Make: **Shannon**  
Aircraft Model: **RV-6A**  
Engine: **Lycoming O360-A1A**  
Horsepower: **180**  
Displacement: **360 cubic inches**  
Wingspan: **23 ft**  
Gross Weight: **1650 lbs**  
Fuel Capacity: **38 gal**  
Total Time: **50 hours**





# Formula FX

# 56

**Scott Jordan**  
Wappingers Falls, NY

CELEBRATING THE FREEDOM OF FLIGHT

This Van's RV-8 was built by Scott Jordan in a 16' x 20' unheated/uninsulated tool shed over a four and a half year period. Powered by a 180hp Lycoming O-360-A1F6D turning a Hartzell aerobatic constant speed propeller, N733JJ is capable of 230mph. The engine is equipped with an Airflow Performance fuel injection system and the right magneto was replaced with an Electro Air ignition system. N733JJ was built stock according to Van's Aircraft's plans and is equipped with an IFR instrument panel complete with a Garmin GNL 300XL IFR approach approved GPS. The airplane is equipped with an inverted fuel and oil system to allow for aerobatics.

Flying Race # 56 is Scott Jordan, of Wappingers Falls, New York. Scott is an Airline Transport Rated pilot with more than 9,000 hours of flight experience in more than 50 different types of aircraft ranging from the J-3 Cub to the B-1 Bomber.

Scott earned his Private Pilot Certificate two days before graduating from high school in 1974. After graduation, Scott attended the University of Southern Maine, where he earned a Bachelor's degree in Business Administration. Scott paid for college working at the airport in Line Service, as a Flight Instructor and later as a charter pilot. After college Scott joined the United States Air Force and went on to become a B-52 pilot. He later advanced to the level of emergency procedures evaluator in the simulator. Scott was selected as part of the initial cadre to fly the B-1B at Ellsworth AFB, in Rapid City, South Dakota, where he was twice named to the prestigious Bomb Competition Team. During this time, Scott also earned a masters degree in Aviation Management from Embry-Riddle Aeronautical University.

After leaving the military in 1990, Scott was hired by PepsiCo as a corporate pilot, and has since served as a Captain on world-wide flights since 1994. During his Air Force and PepsiCo careers, Scott has remained active in private flying and has continued to instruct as well as attend and present safety talks at industry, Air Force and FAA sponsored safety seminars. In addition Scott is an EAA Flight Advisor, and has served as safety officer for PepsiCo for three years. The 2002 AirVenture Cup will be Scott's first race.

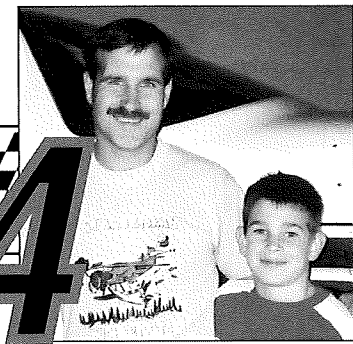
Aircraft Make: **Jordan**  
Aircraft Model: **RV-8**  
Engine: **Lycoming O-360-A1FGD**  
Horsepower: **180**  
Displacement: **360 cubic inches**  
Wingspan: **24 ft**  
Gross Weight: **1825 lbs**  
Fuel Capacity: **42 gal**  
Total Time: **70 hours**



# Unlimited

**Bob & Ryan Wolstenholme**  
Colmar, PA

# 44



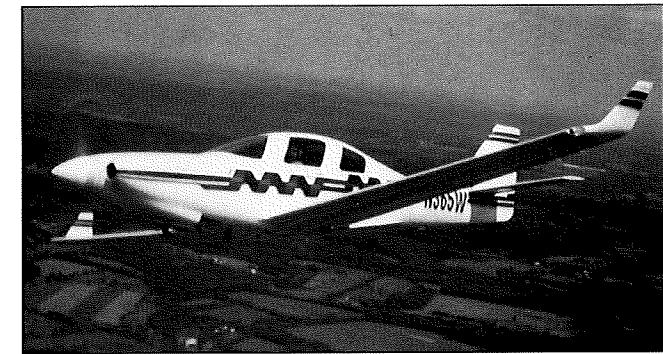
CELEBRATING THE FREEDOM OF FLIGHT

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 Craig Morningstar. Flying as co-pilot and navigator is Bob's son Ryan. Ryan is 11 years old and is excited to be returning to the AirVenture Cup. This Father and Son team raced to a second place finish in the Unlimited Class in 2001.

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**





# Unlimited

# 88

**Steve Ramsay**  
**Mobile, AL**

CELEBRATING THE FREEDOM OF FLIGHT

Race 88 is a Modified Lancair IV-P powered by a 440hp Engineair TSLIV 400/440 aluminum block V-8. Built over a period of 7 years, the airplane features several unique modifications. The pressurization controller and pressure vessel were modified from 5 psi to 7.5 PSI. The wing spars have been strengthened to accept 4.5 foot per side wing extensions or 14-inch per side wing tip extensions. The cowl openings on the bottom were removed and moved to a low-pressure area on the sides. The tail and rear fuselage were beefed up to handle higher airspeeds and power. All of the aircraft's radio equipment antennas are mounted internally for less drag at high speeds. In addition the airplane underwent a vigorous weight reduction during construction bringing it to an empty weight to 2070 lbs. The fuel system has been modified to include six fuel tanks. After the AirVenture Cup, the aircraft is to be raced at Reno in the Sport Class and go after multiple speed, altitude and distance records.

Flying race 88 is Steve Ramsey, an Emergency Room Physician from Mobile, Alabama. Since Steve works at several hospitals in Alabama and Georgia, Steve flies to and from work. By doing so he has accumulated more than 11,000 hours. In addition to the Lancair, Steve has flight time in 38 different types of aircraft including a C-150, a Mooney M20, an Aero Commander 680F and a Mooney TLS that he has owned. Steve got his start in aviation by flying gliders and then moved into powered flight. This year's AirVenture Cup will be his first race experience.

Aircraft Make: **Lancair IV-P**  
Aircraft Model: **TSLIV 400-440**  
Engine: **Engineair**  
Horsepower: **440**  
Displacement: **550 cubic inches**  
Wingspan: **33 ft**  
Gross Weight: **3300 lbs**  
Fuel Capacity: **118 gal**  
Total Time: **350 hours**

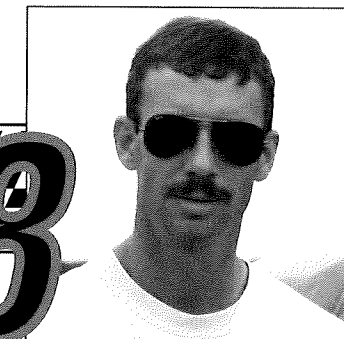


# Formula FX

# 48

**Dave Weisgerber**  
**Ionia, MI**

CELEBRATING THE FREEDOM OF FLIGHT



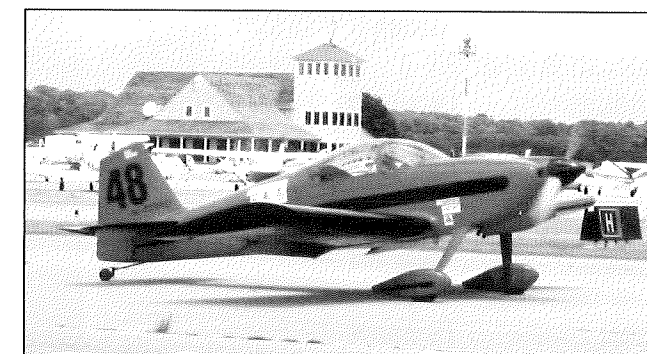
Dave built this black and red RV-6 in 1,500 hours with a total cost \$35,000. The airplane can carry two people 700 miles non-stop with a top speed of 190 miles per hour. The aircraft had its first flight in May of 1997. The RV-6 is made out of aircraft aluminum. Designed to cruise fast, land slow and be able to operate from short, grass runways, the RV series of aircraft are known for fulfilling their slogan of "Total Performance."

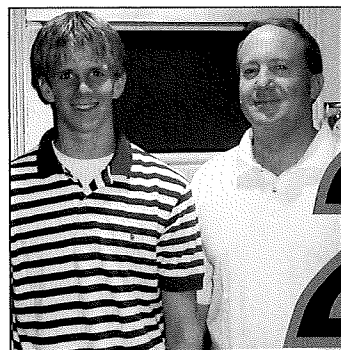
Flying race number 48 is Dave Weisgerber. Dave is a private pilot single engine land. He has 600 hours of total flight time, 400 of which are in experimental aircraft.

Dave got interested through his dad who has flown ever since he was 10 years old. Dave eventually got his private pilots license when he was 25. Since then he has built many airplanes including a Sonari II, Kitfox, and a Hatz Biplane. He has also restored a 1946 Aeronca Champ.

His first race was the 2000 AirVenture Cup. In 2001 Dave was back again, having spent time cleaning up the airplane with new fairings, new wheel pants, and re-pitched the propeller.

Aircraft Make: **Van's**  
Aircraft Model: **RV-6**  
Engine: **Lycoming IO-320-B1A**  
Horsepower: **160**  
Displacement: **320 cubic inches**  
Wingspan: **23 ft**  
Gross Weight: **1600 lbs**  
Fuel Capacity: **39 gal**  
Total Time: **200 hours**





# Formula FX

# 28

**Jeff & Bion Ludwig  
Jacksonville, FL**

CELEBRATING THE FREEDOM OF FLIGHT

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 and 2001 AirVenture Cup races. 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.

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 three-time veteran of the AirVenture Cup in 1999, 2000 and 2001. 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 second appearance in the AirVenture Cup this year. He is a newly licensed Private Pilot. Bion is 18 years old and recently graduated from Epistle High School in Jacksonville. This fall Bion will be a freshman at the University of Richmond in Richmond, Virginia. Bion is currently building flight time and is working on an instrument rating. When he is not flying, Bion is active in the Boy Scouts and has achieved the rank of Eagle Scout.

Aircraft Make: **Van's**  
 Aircraft Model: **RV-8**  
 Engine: **Lycoming O-360**  
 Horsepower: **180**  
 Displacement: **360 cubic inches**  
 Wingspan: **24 ft**  
 Gross Weight: **1800 lbs**  
 Fuel Capacity: **44 gal**  
 Total Time: **485 hours**



# SPORT

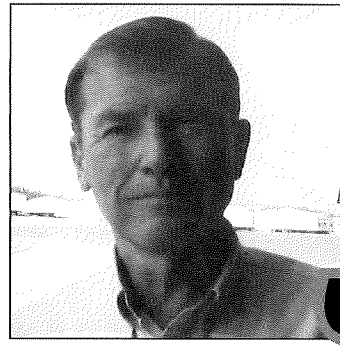
CELEBRATING THE FREEDOM OF FLIGHT

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



*Lee and Jay Behel  
set a course record in their  
Questair Venture in 2001.*

| Race # | Type & Crew   | Horse Power | Fuel Capacity (gal) | Range (miles) | Top Speed (mph) |
|--------|---|-------------|---------------------|---------------|-----------------|
| 3      | Questair Venture<br>Pilot: Tommy Rose                             | 300         | 56                  | 700           | 300             |
| 14     | Swearingen SX-300<br>Pilot: Mark Bratton<br>Crew: Ann Bratton     | 300         | 64                  | 1,000         | 300             |
| 24     | Stoddard-Hamilton Glasair III<br>Pilot: Joe Chennault             | 325         | 61                  | 1,100         | 300             |
| 60     | Seawind 3000<br>Pilot: Art Culver<br>Crew: Ken Culver             | 300         | 112                 | 900           | 190             |
| 80     | Seawind 3000<br>Pilot: Keith Walljasper<br>Crew: Brian Walljasper | 300         | 110                 | 1,200         | 200             |
| 90     | Bowes Seawind 3000<br>Pilot: Michael Bowes<br>Crew: Jody Bowes    | 300         | 110                 | 1,000         | 170             |



# Sport

# 3

**Tommy Rose**  
**Hickory, MS**

CELEBRATING THE FREEDOM OF FLIGHT

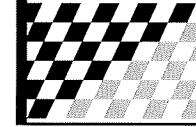
This black and red Questair Venture can carry two people 750 miles non-stop at speeds of up to 300 miles per hour. The airplane has raced at the Reno National Championship Air Races in the Sport Class and is fully instrument equipped and has a moving map GPS.

Flying Race #03 is Tommy Rose of Hickory, Mississippi. Tommy is a Reno Race veteran making his AirVenture Cup debut. He has previously raced a Glasair III in the Sun 100, and a Cessna 185 in the Sun 60. Tommy is an original member of the Sport Class at Reno. He has owned a number of aircraft in addition to the Venture, including the first customer built Thunder Mustang.

Aircraft Make: **Questair**  
Aircraft Model: **Venture**  
Engine: **Continental IO 550**  
Horsepower: **300**  
Displacement: **550 cubic inches**  
Wingspan: **27' 6"**  
Gross Weight: **2000 lbs**  
Fuel Capacity: **54 gal**  
Total Time: **650+ hours**

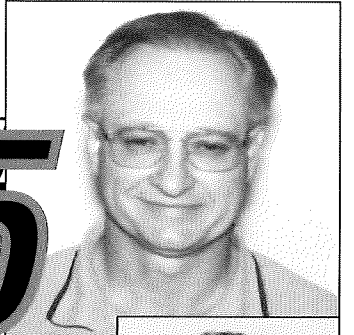


# Formula FX



**Tim & Wendy Freeze**  
**Fisherville, VA**

# 15



CELEBRATING THE FREEDOM OF FLIGHT

Designed by Nat Puffer, the Cozy is a Side-by-Side seated version of the Rutan Long-EZ. Race #15 is a Cozy Mark III built by Tim and Wendy Freeze of Fishersville, Virginia over a period of 5 years in a farm shop. A true family project, Tim and Wendy built the aircraft together and the registration number N215TW is their wedding anniversary and their initials! One of the unique things about the Cozy project is the fact it was scratch built from plans by the Freezes and not from a kit. The Cozy was first flown May 1, 2001. It features electric pitch trim, an electric retractable nose gear, a retractable entrance step, and a retractable landing light. All of these changes were made to reduce drag. The Cozy is equipped with an IFR instrument panel including a panel mounted GPS. The instrument panel is custom made out of burlled Carpathian Elm. It is the first Cozy to participate in the AirVenture Cup.

Race #15 is piloted by Tim and Wendy Freeze, a husband and wife team from Fishersville, VA. Tim is an electrical/mechanical engineer in a research lab for Dupont and holds a Commercial Pilot Certificate with Single and Multi-engine ratings as well as an instrument rating. He has more than 1,400 hours of flying time. In addition to the Cozy, Tim also flies a Beech 35 Bonanza and a Fisher Celebrity Biplane which he helped build. He is also a licensed A&P Mechanic and maintains all three aircraft.

Tim's co-pilot for the AirVenture Cup is his wife, Wendy. Wendy is a mechanical process engineer for a Dupont Manufacturing facility. She and Tim fly together frequently, and she serves as navigator, communicator, and "traffic lookout." Wendy learned to fly in a Piper Tri-Pacer. The 2002 AirVenture Cup will be the second race for the Team as Tim placed Second in his class at the 2002 Sun 100.

Aircraft Make: **Freeze Cozy**  
Aircraft Model: **Mark III**  
Engine: **O-320**  
Horsepower: **160**  
Displacement: **320 cubic inches**  
Wingspan: **28' 1"**  
Gross Weight: **1950 lbs**  
Fuel Capacity: **50 gal**  
Total Time: **135 hours**





# Formula FX

# 11

**James Rahm**  
**New Smyrna Beach, FL**

CELEBRATING THE FREEDOM OF FLIGHT

The 2002 AirVenture Cup is the first race appearance of the new Four Winds 192. Designed by Air Boss Aerospace, and developed by Jim Rahm, the Four Winds 192 has been dubbed the "Sport Utility Vehicle of the Air." It was designed to pick up 1,200 lbs and take it 1200 miles at 200 mph. The aircraft features composite construction of the wings, tail and fuselage, with a 4130 chromolly steel cage surrounding the cockpit area for added safety. The Four Winds 192 is powered by a Lycoming IO-360 producing 200hp. The cockpit of the Four Winds is unique in that it features four seats and four doors to ease loading and unloading of the aircraft. The aircraft in this year's race, N192FW, is the prototype.

The pilot of Race 11 is Jim Rahm of New Smyrna 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 is best known in aviation circles for his Lancair IV, N420HP, which he flew in the AirVenture Cup from 1998 until 2001. Jim was also instrumental in the development of the Engineair V-8 engine that powered his Lancair. Jim is the first, and so far the only, person to win two AirVenture Cup Unlimited titles.

Aircraft Make: **Four Winds**  
Aircraft Model: **192**  
Engine: **Lycoming IO-360**  
Horsepower: **200**  
Displacement: **360 cubic inches**  
Wingspan: **36' 8"**  
Gross Weight: **3000 lbs**  
Fuel Capacity: **90 gal**  
Total Time: **100 hours**



# Sport

# 14

**Mark & Ann Bratton**  
**Corpus Christi, TX**

CELEBRATING THE FREEDOM OF FLIGHT



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.

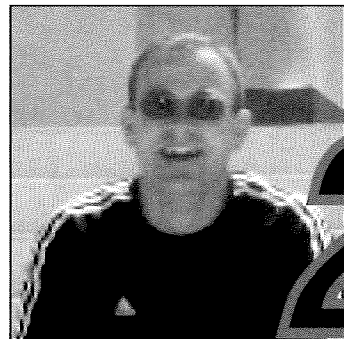
Flying Race 14 is the husband and wife team of Mark and Ann Bratton. Mark lays claim to being the oldest pilot in the race at 76. Mark is a US Army Air Corps veteran of WWII, where he served as a Martin B-26 pilot in the European Theater in 1944-45. Since then Mark has been a farmer and land developer. 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 Pilot 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 and 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.

Aircraft Make: **Swearingen**  
Aircraft Model: **SX-300**  
Engine: **Lycoming IO-540**  
Horsepower: **300**  
Displacement: **540 cubic inches**  
Wingspan: **24 ft**  
Gross Weight: **2,400 lbs**  
Fuel Capacity: **64 gal**  
Total Time: **750 hours**





# Sport

# 24

**Joe Chennault**  
Midlothian, TX

CELEBRATING THE FREEDOM OF FLIGHT

Race #24 is a Stoddard Hamilton Glasair III which was built at the builder assist program at Phoenix Composites in Phoenix, Arizona. This Glasair III is powered by a Lycoming IO-540, 325 hp engine turning a Hartzell constant speed propeller driving the airplane to speeds over 300 mph. The aircraft features full IFR instrumentation, including an ARGUS 3000 with moving map and a stormscope. In addition, to help on long flights the aircraft is equipped with a S-TEC autopilot and a Bose intercom and noise canceling headsets. The Glasair III was designed for not only quick cross-country transportation, but it is fully aerobatic as well. This aircraft is equipped with a Christen inverted system to allow the big Lycoming to operate while flying inverted.

Flying the Glasair in this year's race is Joseph "Joe" Chennault. Joe grew up in Texas and presently lives in Okinawa where he serves in the United States Air Force. Only 25 years old, Joe already has 10 years of flying experience. Currently he is an Air Battle Manager flying in the E-3 Sentry AWACS aircraft. In this role he has more than 200 combat support hours in the Middle East during Operation Southern Watch and Northern Watch. In November, Joe will be attending the USAF undergraduate pilot training program at Sheppard AFB. The 2002 AirVenture Cup will be the first race experience for both plane and pilot.

Aircraft Make: **Stoddard-Hamilton**  
Aircraft Model: **Glasair III**  
Engine: **Lycoming IO-540**  
Horsepower: **325**  
Displacement: **540 cubic inches**  
Wingspan: **23' 4"**  
Gross Weight: **2400 lbs**  
Fuel Capacity: **61 gal**  
Total Time: **450 hours**



# Formula FX

# 5

**Robert Green & Richard Miller**  
Mechanicsville, MD

CELEBRATING THE FREEDOM OF FLIGHT

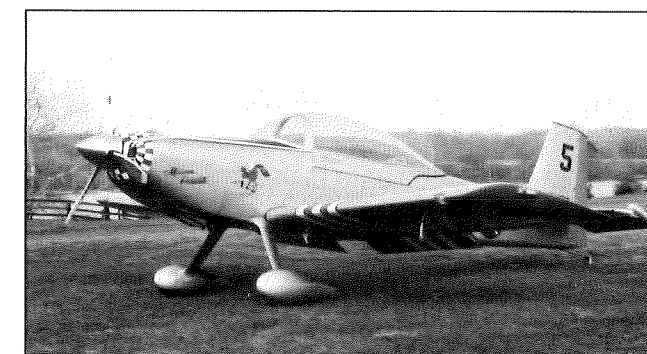


Race # 5 is a Van's RV-8 built in 12 months by Bob Green and Richard Miller in a garage in Mechanicsville, Maryland. It was completed and test flown on February 5, 2002. The airplane is equipped with a GPS and RNAV for cross country navigation and features an IFR panel. It was built by the owner for mild aerobatics, good cross country performance and short field usage. The airplane is powered by a Lycoming IO-360-A1B6, turning a Hartzell 3-blade propeller. Painted to look like a North American P-51 Mustang, the airplane is equipped with a smoke system and a full inverted fuel and oil system for aerobatics.

Flying Race #5 is Robert "Bob" Green from Mechanicsville, Maryland. Bob is a self-employed business owner who started flying in 1994. He says he enjoys taking people for sightseeing flights over Maryland's beautiful countryside and introducing them to the fun of flying. He is currently working on his instrument rating. Since completing the RV-8 Bob enjoys doing basic aerobatics, including loops, rolls, steep bank turns and spins.

Bob is joined by Richard Miller of St Mary's, Maryland. Richard works as a tech rep for Raytheon Aerospace, maintaining the T-34C Mentor for the US Navy. He holds an Airframe and Power plant mechanics certificate and holds an IA authorization. Richard is a private pilot with 650 hours. He has owned and operated several aircraft including a Piper PA-12, North American Navion, Pitts S-2B, and a RV-6 that he built and completed in 1998. In addition he has served as an Aircrew member for the US Navy.

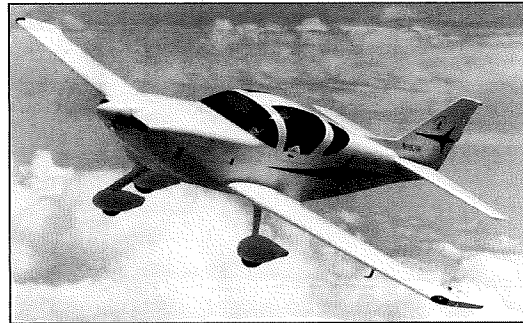
Aircraft Make: **Van's Aircraft**  
Aircraft Model: **RV-8**  
Engine: **Lycoming IO-360-A1B6**  
Horsepower: **200**  
Displacement: **360 cubic inches**  
Wingspan: **24 ft**  
Gross Weight: **1800 lbs**  
Fuel Capacity: **42 gal**  
Total Time: **35 hours**



# FORMULA FX

CELEBRATING THE FREEDOM OF FLIGHT

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.



*Don Saint's Glasair has a new turbo charger installed for this year's race.*

| Race # | Type & Crew   | Horse Power | Fuel Capacity (gal) | Range (miles) | Top Speed (mph) |
|--------|---|-------------|---------------------|---------------|-----------------|
| 5      | Vans Aircraft RV-8<br>Pilot: Robert Green<br>Crew: Richard Miller | 200         | 42                  | 763           | 220             |
| 11     | Four Winds 192<br>Pilot: James Rahm                               | 200         | 90                  | 1,500         | 210             |
| 15     | Freeze Cozy Mark III<br>Pilot: Tim Freeze<br>Crew: Wendy Freeze   | 160         | 50                  | 1,000         | 210             |
| 28     | RV-8<br>Pilot: Jeff Ludwig<br>Crew: Bion Ludwig                   | 180         | 44                  | 800           | 210             |
| 48     | RV-6<br>Pilot: Dave Weisgerber                                    | 160         | 39                  | 700           | 195             |
| 56     | Jordan RV-8<br>Pilot: Scott Jordan                                | 180         | 42                  | 800           | 230             |
| 71     | Shannon RV-6A<br>Pilot: Bill Shannon                              | 180         | 38                  | 600           | 180             |
| 73     | Glasair 1-TD<br>Pilot: Steve Hammer                               | 180         | 50                  | 1,000         | 245             |
| 74     | Van RV-6A<br>Pilot: Brian Eckstein<br>Crew: Brian Murphy          | 200         | 53                  | 1,200         | 210             |
| 78     | Rutan Long-EZ<br>Pilot: Jay Blum                                  | 160         | 52                  | 1,000         | 200             |
| 85     | Glasair IISFT<br>Pilot: Don Saint                                 | 180         | 55                  | 1,000         | 250             |
| 91     | Glasair 1-TD<br>Pilot: Bruce Hammer                               | 180         | 75                  | 1,500         | 245             |
| 45     | Mustang II<br>Pilot: Kirk Harrell<br>Crew: Dan Harrell            | 180         | 61                  | 1,200         | 230             |

# Sport

Art & Ken Culver  
Henrico, NC

CELEBRATING THE FREEDOM OF FLIGHT

# 60



Race 60 is a Seawind 3000, and was the first amphibian to participate in the AirVenture Cup Race when it entered in 2001. Built from a kit by Art Culver, the airplane has won a number of awards including Reserve Grand Champion Seaplane at Oshkosh 2000, the Stan Dzik award for outstanding design contribution at Oshkosh 2001, and Grand Champion Seaplane at Sun n Fun 2002. 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 designed by Art, which won him the Stan Dzik Award. 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.

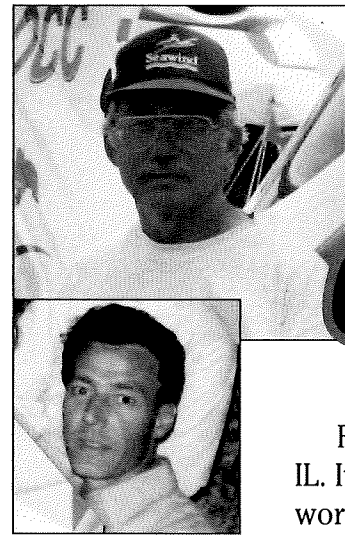
Race 60 is being piloted by its owner/builder Art Culver. The 2001 AirVenture Cup was the first race for both pilot and airplane. Art is a retired airline pilot and former US Navy Carrier pilot. During his Naval Aviation career, Art flew 122 combat missions in an A-4 Skyhawk off of an aircraft carrier. 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. Art was instrumental in the formation of the new SeaSport class this year.

Flying with Art this year is his son, Ken. Ken Culver is an ATP rated pilot for a major US airline, where he flies the Boeing 737. Ken learned to fly at Florida Institute of Technology, and over the course of his flying career he has flown many different aircraft ranging from the DC-3 and Convair 240 to the 737 and the Seawind. In addition, Ken helped build the Seawind.

Aircraft Make: **Seawind**  
 Aircraft Model: **3000**  
 Engine: **Lycoming IO-540**  
 Horsepower: **300**  
 Displacement: **540 cubic inches**  
 Wingspan: **35 ft**  
 Gross Weight: **3500 lbs**  
 Fuel Capacity: **112 gal**  
 Total Time: **250 hours**



# Sport



# 80

**Keith & Brian Walljasper**  
Normal, IL

CELEBRATING THE FREEDOM OF FLIGHT

Race 80 is a Seawind 3000 built and flown by Keith Walljasper, of Normal, IL. It was built over a 6-year period, taking more than 4,200 man-hours of work to complete. The aircraft was built according to the plans, with only a few minor changes. Among the unique features of the aircraft include an electric canopy lift, a canopy security system, hydraulic nose wheel steering and a fire detection system. To aid in engine cooling, the cowling features air outlet scoops. The cowl inlets were modified to decrease cooling drag. One of the unusual features of this Seawind is the Dolphin painted on the side, to commemorate the first flight from Dolphin Aviation, in Sarasota, Florida, on April 1, 2001. The aircraft's registration number N80CC is in honor of Keith's late brother Charles.

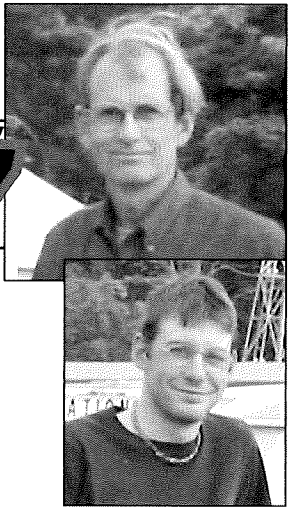
Flying Race 80 is the father and son team of Keith and Brian Walljasper. Keith has been interested in aviation his entire life. He started building model airplanes during his school years and later took flying lessons at Ingersoll Airport in Canton, IL. An interesting note, Keith's instructor was Stephen Nagel, who later would become an astronaut and fly the Space Shuttle. A retired toolmaker, Keith spent 37 years with Case/International Harvester. Since retirement Keith spent 10 years as a General Contractor.

Flying with Keith is his son, Brian. Brian is an air traffic controller, at the Atlanta Air Route Traffic Control Center. Brian spent 8 years in the US Air Force as an Air Traffic Controller, before going to the FAA. Brian is married and lives in Griffin, GA. This will be the first race for both the crew and the Seawind.

Aircraft Make: **Seawind**  
Aircraft Model: **3000 Amphibian**  
Engine: **Lycoming**  
Horsepower: **300**  
Displacement: **540 cubic inches**  
Wingspan: **35 ft**  
Gross Weight: **3600 lbs**  
Fuel Capacity: **110 gal**  
Total Time: **75 hours**



# Formula RG



**Mark & Paul Ravinski**  
Norton, MA

# 77

CELEBRATING THE FREEDOM OF FLIGHT

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; it also placed 3rd in 2000 and 2001. It won its class at the Sun 100 in 98, 99, 2000 and 2001. It is powered by a 180 hp Lycoming IO-360 B turning a Hartzell, Constant Speed Propeller.

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.

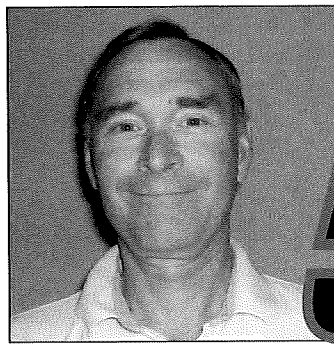
From 1974 to 1977, Mark was an Air Force Flight Instructor. He instructed for more than 1000 hours in a T-37.

Mark's co-pilot this year is his son Paul. Paul raced with him to a win in the 1999 Sun 100 race in Lakeland, Florida. He is looking forward to his first AirVenture Cup Race.

Mark is no stranger to air racing. He raced and placed first in the 180hp class at the 1998, 1999 and 2000 Sun 100 races at Sun N' Fun. He is also a veteran of the 1999, 2000 and 2001 AirVenture Cup races.

Aircraft Make: **Lancair**  
Aircraft Model: **360**  
Engine: **Lycoming IO-360B**  
Horsepower: **180**  
Displacement: **360 cubic inches**  
Wingspan: **23' 6"**  
Gross Weight: **1,685 lbs**  
Fuel Capacity: **43 gal**  
Total Time: **1000 hours**





# Formula RG

# 51

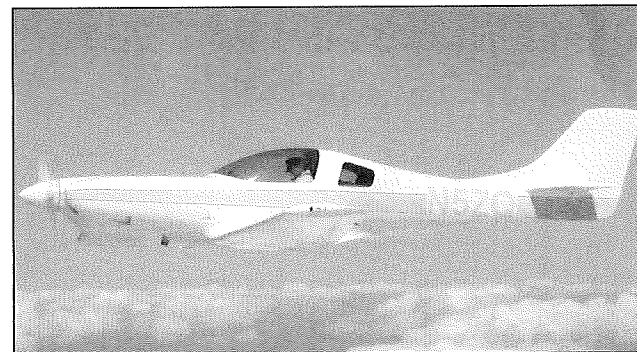
**Bill Harrelson**  
**Live Oak, FL**

CELEBRATING THE FREEDOM OF FLIGHT

Race 51 is a Lancair 320 built and flown by Bill Harrelson of Live Oak, Florida. Constructed over an eight-year period, Race 51 was flown for the first time in April of 2001. Since that time it has accumulated more than 300 flight hours. This Lancair is powered by a 160hp Lycoming O-320, turning a MT propeller. The Lancair 320 has a top speed of 220 mph and has a range of 1,300 miles, making it a very good cross-country traveling machine.

Flying Race 51, is the owner/builder of the aircraft, William "Bill" Harrelson. A MD-80 captain for a major US airline, Bill has more than 25,000 hours of flight experience. Bill holds type ratings, in the Boeing 757 and 767, the DC-9 and the Lear jet. In addition to an Airline Transport rating, Bill is also a certified flight instructor. This past spring Bill and the Lancair competed in the 2002 Sun 100 race. This will be the first Airventure Cup race for both man and machine.

Aircraft Make: **Lancair**  
Aircraft Model: **320**  
Engine: **Lycoming O-320**  
Horsepower: **160**  
Displacement: **360 cubic inches**  
Wingspan: **23' 6"**  
Gross Weight: **1,900 lbs**  
Fuel Capacity: **52 gal**  
Total Time: **300 hours**

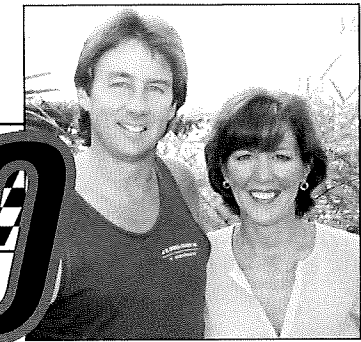


# Sport

**Michael & Jody Bowes**  
**Ellenton, FL**

CELEBRATING THE FREEDOM OF FLIGHT

# 90



Race #90 is a Seawind 3000, built by Michael and Jody Bowes of Ellenton, Florida. This Seawind features extended cord ailerons, an updated, larger canopy, a concealed water rudder steering system, and auxiliary heat vents in the rear of the engine cowl to aid in cooling during the race. Construction of this aircraft took the Bowes' six years to complete and it was test flown for the first time on March 31, 2002. Inside the cockpit, Race #90 features a full IFR instrument panel including a UPS technologies radio stack complete with a MX20 moving map display. Powered by a Lycoming IO-540-K1G5D, with a semi-tuned exhaust system, turning a Hartzell constant speed propeller, the Seawind is capable of 170 mph. N369JB is the tenth Seawind completed by Michael Bowes.

Flying Race #90 is the husband and wife team of Michael and Jody Bowes. Michael is a former bush pilot who now makes his living building Seawinds. In addition to bush flying, Michael has also spent time as a commuter airline pilot, and is type rated in the Cessna Citation and the DeHaviland Dash 8. When asked why he chose to build a Seawind instead of another type of aircraft, Michael says, "Sure I could have built a faster plane but I wanted one that could land on water more than once!"

Jody Bowes has spent the last six years sharing in the builders dream and is definitely looking forward to the payoff – the enjoyment of flying the Seawind. Jody owns her own Barber/Beauty Salon and met Michael as the result of a haircut 10 years ago. This will be her first race experience, but Michael likes to point out, "what she lacks in flying credentials she makes up for in enthusiasm!" When she is not flying, Jody enjoys gardening, working out and planning their next trip – Florida to Alaska in summer 2004.

Aircraft Make: **Bowes**  
Aircraft Model: **Seawind 3000**  
Engine: **Lycoming**  
Horsepower: **300**  
Displacement: **540 cubic inches**  
Wingspan: **35 ft**  
Gross Weight: **3600 lbs**  
Fuel Capacity: **110 gal**  
Total Time: **45 hours**



# TURBINE

CELEBRATING THE FREEDOM OF FLIGHT

The Turbine Class is open to any Experimental Category aircraft with a turbo-prop engine. Turbine engines are becoming popular in homebuilt aircraft due to their small size, high power and outstanding level of reliability. A turbo-prop is quite simply a jet engine driving a propeller, combining the best of both the jet and propeller driven worlds. You can expect to see this class grow in future races as more aircraft are designed and built with this type of power plant.



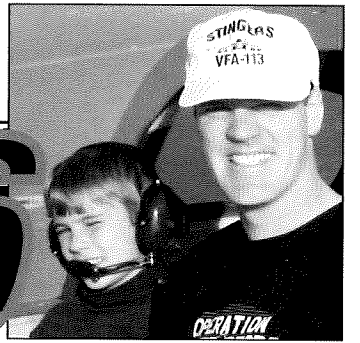
*Lee and Jay Behel flying their new Turbine Lancair IV-P. The turbine class is a new addition to the AirVenture Cup for 2002.*

| Race # | Type & Crew  | Horse Power | Fuel Capacity (gal) | Range (miles) | Top Speed (mph) |
|--------|--|-------------|---------------------|---------------|-----------------|
| 7      | Lancair IV Turbine<br>Pilot: Lee Behel<br>Crew: Jay Behel  | 650         | 120                 | 800           | 320             |
| 17     | Aerocomp CA-7<br>Pilot: Ron Lueck                          | 650         | 180                 | 450           | 205             |
| 81     | Aerocomp CA-8<br>Pilot: Charlie Gray<br>Crew: Steve Darrow | 650         | 180                 | 700           | 225             |

# Formula RG

Larry & Nicholas Henney  
Ft. Worth, TX

# 36



CELEBRATING THE FREEDOM OF FLIGHT

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. The aircraft features the MK II tail faired into the fuselage with custom designed strakes.

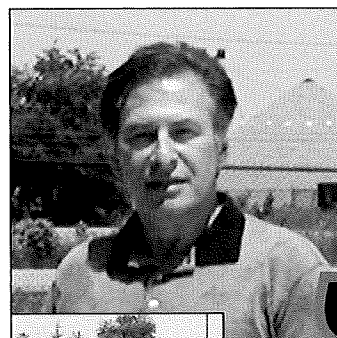
Flying Race 36 is the father and son team of Larry and Nicholas Henney. Larry has a degree in mechanical engineering from the University of Texas. After graduation, Larry joined the US Navy and served for 10 years as an F/A-18 Hornet pilot and instructor. He is presently a pilot for a major US airline flying the MD-80. He is also an EAA Flight Advisor and Technical Counselor. He is proud to have flown more than 40 Young Eagles in the Lancair, "One at a Time." Larry won the Lancair 360 class at the 2002 Sun 100 race. In addition he was a participant in the 2001 AirVenture Cup.

The navigator and time keeper for race 36 is Nicholas Henney. Nicholas is 10 years old and has been flying with his dad for several years already.

Aircraft Make: **Lancair**  
 Aircraft Model: **360**  
 Engine: **Lycoming IO-360-B**  
 Horsepower: **180**  
 Displacement: **360 cubic inches**  
 Wingspan: **23' 6"**  
 Gross Weight: **1850 lbs**  
 Fuel Capacity: **43 gal**  
 Total Time: **216 hours**



# Formula RG



# 35

**Ernest Chauvin & Dave Bondy**  
**Windsor, ONT Canada**

CELEBRATING THE FREEDOM OF FLIGHT

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 at Hamilton, Ontario.

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 pilot 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 an EAA Young Eagles co-coordinator in Windsor.

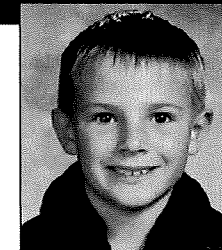
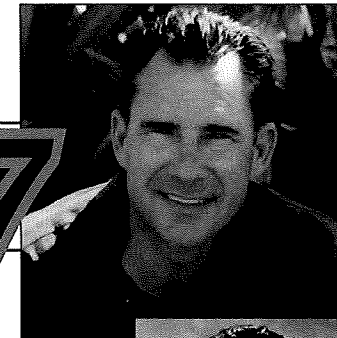
Ernie is a veteran of the 1999, 2000 and 2001 AirVenture Cup and placed third in 1999 and fifth in both 2000 and 2001 in the Formula RG category.

Assisting Ernie on this year's race is Dave Bondy of Amherstburg, Ontario. Dave is a graduate of the University of Windsor and a management consultant specializing in "lean manufacturing", he received his private pilots license in 1973 and is currently completing his night rating and working on an instrument rating. Dave is a long time member of the Windsor Flying Club and the Canadian Owners and Pilot's Association. He is a perennial "tire kicker" and a member of EAA Chapter 185 since 1995. This is his first race experience and feels, "This may well be the highlight of the summer of 2002. I am really looking forward to this adventure!"

Aircraft Make: **Lancair**  
Aircraft Model: **360**  
Engine: **IO-360**  
Horsepower: **180**  
Displacement: **360 cubic inches**  
Wingspan: **23' 6"**  
Gross Weight: **1,784 lbs**  
Fuel Capacity: **58 gal**  
Total Time: **450 hours**



# Turbine



**Lee & Jay Behel**  
**San Jose, CA**

CELEBRATING THE FREEDOM OF FLIGHT

This white, red and silver, Lancair IVT is the first aircraft to compete in the Turbine Class at the AirVenture Cup. This airplane is powered by a Walter 601D, turbine engine producing 650 hp. Weighing in at 2300 lbs empty the aircraft has a gross weight of 3550 lbs. It carries 126 gallons of Jet fuel which gives it a range of 800 miles at a top speed of 320 mph. Based in San Jose, California, Race 50 was first flown in May of 2002.

Flying race number 7 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 and F-101s for 25 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 12 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. The pair won the Sport Class again in 2001 by posting the fastest overall time for the race last year.

Aircraft Make: **Lancair**  
Aircraft Model: **IV Turbine**  
Engine: **Walter 601D**  
Horsepower: **650**  
Displacement: **Turbine**  
Wingspan: **33 ft**  
Gross Weight: **3550 lbs**  
Fuel Capacity: **120 gal**  
Total Time: **75 hours**





# Turbine

**17** **Ron Lueck**  
**Merritt Island, FL**  
 CELEBRATING THE FREEDOM OF FLIGHT

Race 17 is the largest aircraft to race in the AirVenture Cup. This 6-seat heavy hauler is the factory prototype of the Comp Air 7. First flown in March 1998, the CA-7 is powered by a 650 hp, Walter 601D, turboprop engine, driving the aircraft to speeds over 200 mph. This is the first race for the Comp Air 7.

Flying Race 17 is Ron Lueck. Ron is the co-owner of Aerocomp the company that manufactures the Comp Air line of aircraft. The company designs and builds several models of large experimental aircraft. Ron is the company test pilot, and makes the first flight of all of the company aircraft, as well as many of the customer built aircraft. To date he has test flown 12 new designs and more than 200 experimental aircraft. Before becoming involved with Aerocomp, Ron and his wife built a Long-EZ. Later he designed and built the AirShark amphibian. Using the AirShark, Ron set a World Speed Record for Seaplanes. This is his first appearance in the AirVenture Cup.

Aircraft Make: **Aerocomp**  
 Aircraft Model: **CA-7**  
 Engine: **Walter**  
 Horsepower: **650**  
 Wingspan: **35 ft**  
 Gross Weight: **3500 lbs**  
 Fuel Capacity: **180 gal**  
 Total Time: **60 hours**



# Formula RG

**Richard & Debra Keyt**  
**Granbury, TX**  
**31**  
 CELEBRATING THE FREEDOM OF FLIGHT



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 Hergert. 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 300+ miles per hour. In 1976 the Polen Special II was judged Reserve Grand Champion Homebuilt at the EAA Convention in Oshkosh. The aircraft was damaged at the Copperstate Fly-in October 2000, when the landing gear failed. The Polen was then rebuilt and re-engined for the 2001 race with a lot of help from friends. It is currently powered with a modified Lycoming T10-360 engine turning a custom designed Hartzell Constant Speed Propeller. It is equipped with a mechanical fuel injection system by BENDIX with GAMI injectors 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. One unique feature of the aircraft is the battery box. Due to the extreme heat from the turbocharger, the battery is protected with a thermal tile from the Space Shuttle. The most recent addition to the aircrafts a Trutrack Flight Systems autopilot.

After winning the Formula RG Class in 2001, the Polen broke the F.A.I. Class C1.b World Speed Record for a 500 km closed course, by posting an average speed of 303.49, making the Polen the fastest four cylinder engine powered vehicle in the world, a title formerly held by the Nemesis racer, which is now part of the Smithsonian collection.

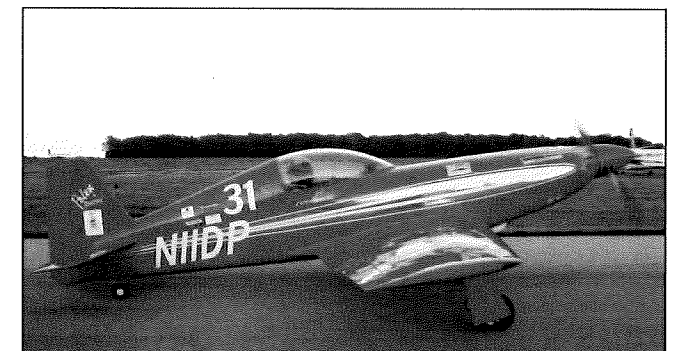
In addition Dick and Debbie have increased the Polen's fuel capacity. The added fuel tank is in the landing gear well. The tank was designed by Dave Boldenow and built by fellow race pilot Don Saint (Race #85).

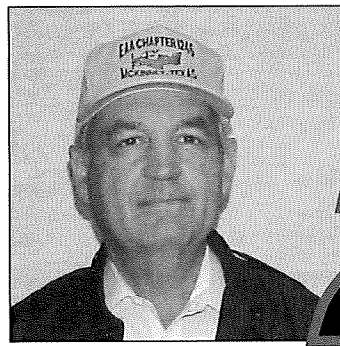
Flying race number 31 is Richard "Dick" Keyt. Dick has an Airline Transport Pilot Rating for multi engine aircraft, along with single engine commercial, glider, flight instructor, and instrument ratings.

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 Pilot License in 1997. Her first flight after receiving her license was on her way to Oshkosh. Dick and Debbie also 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 the Golden West and Copperstate races. The Polen set a new course record at the Copperstate race in 2000.

Aircraft Make: **Polen**  
 Aircraft Model: **Special II**  
 Engine: **Lycoming T10-360**  
 Horsepower: **184**  
 Displacement: **360 cubic inches**  
 Wingspan: **21 ft**  
 Gross Weight: **1750 lbs**  
 Fuel Capacity: **48 gal**  
 Total Time: **1300 hours**





# Formula RG

# 26

**Pete Huff**  
**McKinney, TX**

CELEBRATING THE FREEDOM OF FLIGHT

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. Pete 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, the White Lightning took 6,000 hours to build.

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

Pete says that he fulfilled a lifelong goal in July of 1993 when he completed and flew his homebuilt White Lightning. Since its first flight, Pete 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. In addition the airplane has been to Alaska, Canada, Mexico, the Caribbean and all over the US.

Both Pete 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 Pete placed second in the 2000 & 2001 AirVenture Cup.

Aircraft Make: **White Lightning**  
Aircraft Model: **WLAC-1**  
Engine: **Continental 210**  
Horsepower: **210**  
Displacement: **360 cubic inches**  
Gross Weight: **3000 lbs**  
Fuel Capacity: **68 gal**  
Total Time: **1060 hours**



# Turbine

**Charlie Gray & Steve Darrow**  
**Merritt Island, FL**

# 81

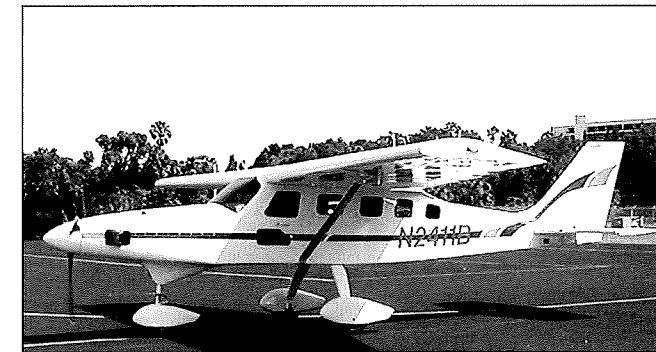
CELEBRATING THE FREEDOM OF FLIGHT

Race 81 is a Comp Air 8 Turboprop, developed by Aerocomp Inc. of Merritt Island, FL. The Comp Air 8 is a large, high performance/utility aircraft capable of carrying up to 6 adults in comfort, at speeds over 200 mph, with a range of up to 700 miles. Like all of the Aerocomp aircraft, the Comp Air 8 is capable of having amphibious floats installed. A Walter 601 Turboprop of 650 hp powers the Comp Air 8. To take advantage of the aircraft's power, the Comp Air 8 has a gross weight of 5,600 lbs. In addition the aircraft can carry up to 180 gallons of Jet-A fuel.

Flying the Comp Air 8 is Charlie Gray, of Merritt Island, FL. Charlie learned to fly in 1949 and later spent 23 years as a pilot for Eastern Airlines. While at Eastern, Charlie flew the DC-8, DC-9, Boeing 727 and the Lockheed L-1011. In addition to flying, Charlie is an A&P mechanic and avid aircraft builder. Over the last 30 years Charlie has built 13 experimental airplanes, including 2 Long-EZ's, a Glasair, a Defiant and a Velocity. Currently, Charlie does the engine installations for the Aerocomp build center, Skybuild Inc. No stranger to Air Racing, Charlie is the founder of the Sun 100 and Sun 60 races.

Assisting Charlie this year is the builder of the Comp Air 8, Steve Darrow, the owner of Skybuild Inc. Skybuild is the customer build center for the Aerocomp Aircraft. Steve is also a licensed pilot. This is the first race for the Aerocomp team.

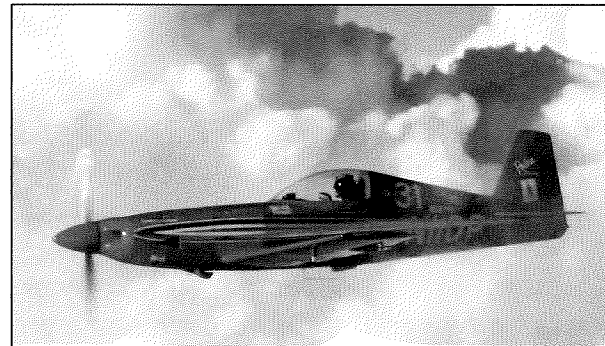
Aircraft Make: **Aerocomp**  
Aircraft Model: **CA-8**  
Engine: **Walter**  
Horsepower: **650**  
Wingspan: **33 ft**  
Gross Weight: **5,600 lbs**  
Fuel Capacity: **180 gal**  
Total Time: **60 hours**



# FORMULA RG

CELEBRATING THE FREEDOM OF FLIGHT

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



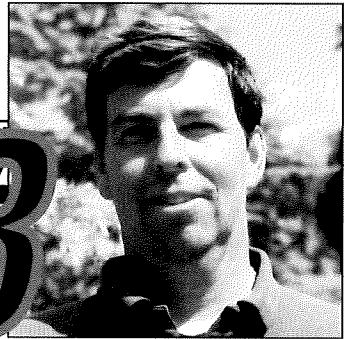
*Dick Keyt set a 500 km closed course world speed record in the Polen Special II after last years race.*

| Race # | Type & Crew   | Horse Power | Fuel Capacity (gal) | Range (miles) | Top Speed (mph) |
|--------|---|-------------|---------------------|---------------|-----------------|
| 18     | Stoddard-Hamilton Glasair I<br>Pilot: Stuart Van Buren      | 180         | 40                  | 800           | 210             |
| 26     | White Lightning<br>Pilot: Pete Huff                         | 210         | 68                  | 1,500         | 250             |
| 31     | Polen Special II<br>Pilot: Richard Keyt<br>Crew: Debra Keyt | 180         | 48                  | 1,200         | 325             |
| 35     | Lancair 360<br>Pilot: Ernest Chauvin<br>Crew: Dave Bondy    | 180         | 58                  | 1,200         | 270             |
| 36     | Lancair 360<br>Pilot: Larry Henney<br>Crew: Nicholas Henney | 180         | 43                  | 1,000         | 270             |
| 51     | Lancair 320<br>Pilot: Bill Harrelson                        | 160         | 52                  | 1,300         | 220             |
| 77     | Lancair 360<br>Pilot: Mark Ravinski<br>Crew: Paul Ravinski  | 180         | 43                  | 940           | 250             |

# Formula RG

Stuart Van Buren  
Bow, WA

# 18



CELEBRATING THE FREEDOM OF FLIGHT

Race 18 is a Stoddard-Hamilton Glasair I RG built by Stuart Van Buren of Bow, Washington over a period of 2,500 man hours. The aircraft features slotted flaps to aid in the slow-speed handling. Race 18 is powered by an 180hp Lycoming IO-360, equipped with a Lightspeed Engineering Electronic Ignition System. First flown on December 5, 1993, the aircraft has been flown more than 600 hours.

Flying Race 18 is Stuart Van Buren, the builder of the Glasair. Stuart owns a Land Surveying Business in Washington State, and developed an interest in flying after being delivered to an Alaskan glacier by bush plane during a mountain climbing expedition in 1982. Stuart is also a veteran racer, having posted a third place in the 1999 Copperstate Dash. This is Stuart's first appearance in the AirVenture Cup.

Aircraft Make: **Stoddard-Hamilton**  
 Aircraft Model: **Glasair I-RG**  
 Engine: **Lycoming IO-360**  
 Horsepower: **180**  
 Displacement: **360 cubic inches**  
 Wingspan: **22' 4"**  
 Gross Weight: **2000 lbs**  
 Fuel Capacity: **40 gal**  
 Total Time: **630 hours**

