AIR VENTURE CUP

KITTY HAWK • DAYTON • OSHKOSH

CELEBRATING 100 YEARS OF POWERED FLIGHT
1903-2003

2003

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1953 EAA 2003 FIFTY YEARS

July 2003

EAA's AirVenture Cup is a special race since it brings together three most significant cities in aviation history - Kitty Hawk, North Carolina; Dayton, Ohio; and Oshkosh, Wisconsin.

As we celebrate the centennial of flight, the AirVenture Cup Race takes on special meaning, not only for the participants, but for everyone involved. This year, we have the largest number of participants ever. I wish each of you luck and a safe flight. To all of you who have made this event possible, please accept sincere appreciation and thanks from myself and from everyone who benefits from your efforts.

Sincerely,

EAA AIRVENTURE OSHKOSH 2003

Tom

Tom Poberezny

President and Convention Chairman

AIR VENTURE CUP

KITTY HAWK • DAYTON • OSHKOSH

Participants, Volunteers, and Race Fans:

Welcome to the 2003 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.

2003 marks a year of anniversaries for the aviation community, it marks the 6th running of the AirVenture Cup Race, the 51st EAA fly-in, and most importantly the 100th year of Powered flight. The race's motto "First Flight to World of Flight has never been more true than in 2003. We are pleased to be back again at the historic site of the Wright Brothers successful experiments with controlled flight. Once again we are going to be visiting the Wright Brothers hometown of Dayton, OH, where the dreams that came true over the sands of the Outer Banks started with thought planning and experimentation. The finish line for 2003 is the home of "The World of Flight" EAA AirVenture "Oshkosh" the largest annual aviation event in the world.

As you walk among the parked racers it is amazing to see how far aviation has come in the last 100 years. When the AirVenture Cup was founded in 1998, our goals were to recreate the excitement of the old Bendix Trophy Races of the 1930's. In those days the cross-country racers were the fastest and most advanced airplanes in the world, some were faster than anything the military operated at the time. While the days of race planes going faster than the military are over, the airplanes participating in this year's race are representative of the latest technology in civilian aviation. It is always fun to look at the returning racers and see what modifications have been made over the winter and check out the new participants for fresh ideas.

This year, crossing the finish line doesn't mean the end of the fun and excitement. 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 and take the opportunity to view these machines up close. The racers will also take to the skies during the afternoon airshow in the "AirVenture Cup Showcase" during the Oshkosh Airshow.

2003 marks the Third year for a major sponsor for the race. I am very pleased to have 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 at Kitty Hawk, Dayton, Aurora, and Oshkosh. Without their help this event would not happen. Thanks also to the race participants and fans, I hope you enjoy this year's race and look forward to seeing you again next year!

Enjoy the Race!

Eric K. Whyte

Eric Whyte
Chairman, 2003 AirVenture Cup

Acknowledgements

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

2003 AirVenture Cup Race Committee
Eric Whyte
Erik Anderson
Sarah Whyte
Ken Whyte
Tim Bass
Joe Coraggio
Bob Whitehouse
Mike Felske
John Thorn

EAA Staff
Tom Poberezny
Wendy Stoneman
Jaime Muza
Ashley Widzinski
Molly Finger
Joe Schumacher

Starting Line Judges
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Erik Anderson
Craig Henry
John Thorn
Sarah Whyte
Joe Ptaszek
Joe Coraggio

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
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Steve Betzler
Mike Felske
Gary Johnson
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Dayton Air Traffic Control Tower
Greg Clatterbuck

Dayton Flight Service
Jerry Semler

Dayton Convention & Visitors Bureau
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Commander Aero, Dayton
John Bosch
Chris Boyer
Bill Childress
Scherry Diamond
Gary Kromer
Dick Wartinger

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Gen. Charlie Metcalf, Director
Teresa Lacy

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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
Fareed Guyot
Paul McAlister

Finish Line Judges
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Lew Poberezny
Norm Poberezny
Dave Kapitan
Phil Graybar
Rich Polaski
Jeanie Schroder
Scott Schroder

AirVenture 2003 Volunteers
Tim Bass
Dennis Gaulden
Jeffrey Gaulden
Bob Lang
Ron Holzom
Paul Nillis
Explorer Post 218

Program Design
Joe Coraggio
Eric Whyte
Sarah Whyte

COMMANDER AERO

July 2003

To: Air Venture Cup Race Participants

Commander Aero is most pleased to serve as your host for the stop-over in your race from Kitty Hawk to Oshkosh. We welcome you and consider your visit the highlight of our year.

With 2003 the Centennial of Flight year we will be offering you an old fashioned pig roast with all the trimmings. There is much to see here at the home of the Wright Brothers and only wish there would be more time to show you the sights. As aviation enthusiasts you will want to see the enlarged Air Force Museum and Huffman Prairie where the Wright brothers actually developed the airplane. This treasured piece of land is part of WPAFB. We also have a new National Park in Dayton which has preserved the neighborhood of the Wright Brothers including their home site and bicycle shop.

We hope you will come back and spend more time with us. We would like to help you arrange your visit. Please give me a call at 888-881-5580.

Sincerely,

John A. Bosch, President

Dayton - Wright Brothers Airport
10570 Springboro Pike Miamisburg, Ohio 45342
Phone 888-881-5580 937-885-5580 Fax 937-885-5586
Web commander-aero.com email service@commander-aero.com

AirVenture Cup Kitty Hawk Time Trials

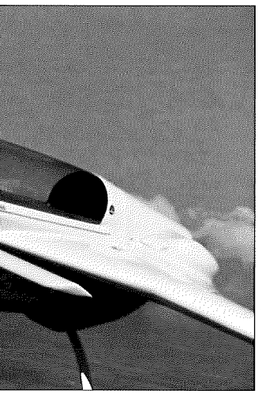
By: Jack E. Watson, "Race 25"

nt Brothers Memorial in Kill
ross the Albemarle Sound, lies
e of the EAA AirVenture Cup
ting point of the two-day race.
become a significant local event
ace on July 26 from 10 a.m.
27-28, stretching from Kitty
on to the EAA AirVenture

25), a four-time veteran of the
urns this year in his German
irline captain with over 32,000
pes of airplanes, helicopters and gyroplanes, yet rates the EAA AirVenture Cup as
ever had in flying!" Jack provides his take on the race, from the time trials to the race
ginning with Part 1, The EAA AirVenture Cup Kitty Hawk Time Trials.

inds were light and the mercury settled in just below 100 degrees. Croatan Sound,
airport, had bright florescent race markers moored to its shallow seabed at exactly
y 05. This marked the beginning of the one-mile timing gate on the upwind pass
vind run for the first EAA AirVenture Cup Time Trials.

g of the time trials, preceding the fourth running of the Klein Tools-sponsored EAA
t cross-country race in North America. It pitted eight classes of experimental aircraft



against each other in an all-out 1,000-mile trek from the Wright Brothers Memorial to Orville and Wilbur's birthplace in Dayton, Ohio, to center stage at EAA Air Venture 2002 in Oshkosh, Wisconsin.

The folks at MQI rolled out the red carpet for arriving racers. A hospitality trailer served as check-in facility for the inbound racers, and a quick air-conditioned cool down facility for those not used to the Outer Banks' steamy summer weather. For the first-time racers this was only a taste of what was to come. For the veterans it was like sharing the best-kept secret in sport aviation. If you want to fly your experimental airplane fast down on
rowd while being clocked by radar, this is as much fun as you can have outside of

and I came up with the idea for time trials in 2001, ostensibly to handicap racers
ed in favor of simply using clocked speeds to establish a starting order for the race

2002, racers checked in with the race committee, aircraft documents and licenses
ed the waiver allowing them to fly as fast as they wanted (below the speed of sound)

Golden Age

Open to aircraft or replicas that participated in either a cross-country or pylon racing prior to 1950.

40	Jim Younkin	Mr. Mulligan
47	Gary Hamilton	Twin Navion
61	Peter Coltman & Rick Chapman	Beech 18

The Golden Age class is a new class for the 2003 AirVenture Cup.

317.72
293.71
289.56
239.41
103.21
103.14

284.73
245.66
176.18
168.17
163.56

322.60

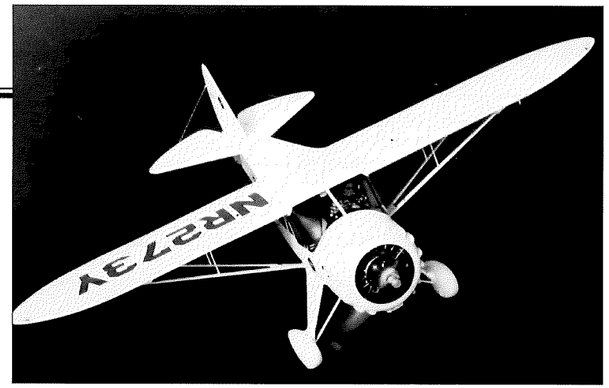
261.76

234.16
233.59
230.39
214.69
197.78

239.51
232.40
218.82
216.13
205.72
197.88
181.70
181.13
178.67
177.00
163.20
148.34
-

192.49
172.08
164.35

40 GOLDEN AGE — Jim Younkin



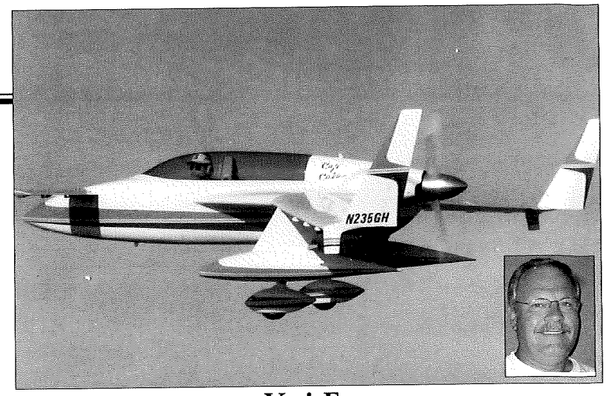
Mr. Mulligan

Race # 40 is a replica of the Howard Mr. Mulligan. The original was designed by Benny Howard in 1934-35 and was the fastest airplane in the world when it was first flown, a fact made even more amazing when you take into account that the airplane has seats for 4! It was able to out run anything the military flew at the time. It made headlines when it was flown by Harold Newman to victory in both the famed Bendix Cross Country Race and later in the same week it took first in the Thompson Trophy Race. The original Mr. Mulligan, was damaged beyond repair in the 1936 Bendix race when it suffered a propeller failure over New Mexico. NR273Y was built by Jim Younkin from his own construction drawings and information from photographs and drawings of the original Mr. Mulligan. This aircraft first flew on June 6, 1982.

Flying Mr. Mulligan is Jim Younkin. Jim is an electronic engineer and designer of autopilots for general aviation. He is presently the co-owner of Trutrak Flight Systems, a manufacturer of autopilots for experimental aircraft. Jim has over 6,000 hours of flight time. He has built many experimental airplanes besides Mr. Mulligan including a Travelair Mystery Ship replica, 3 Mullicoupes and numerous antique restorations. Flying co-pilot is John Turgyan of New Egypt, NJ.

Top Speed:	230 MPH	**Engine:**	Pratt & Whitney R1340
Range:	800 Miles	**Displacement::**	1340 Cu. Inches
		Empty Weight:	2,800 Lbs.
		Gross Weight:	4,500 Lbs.

92 SPRINT — Gary Hunter



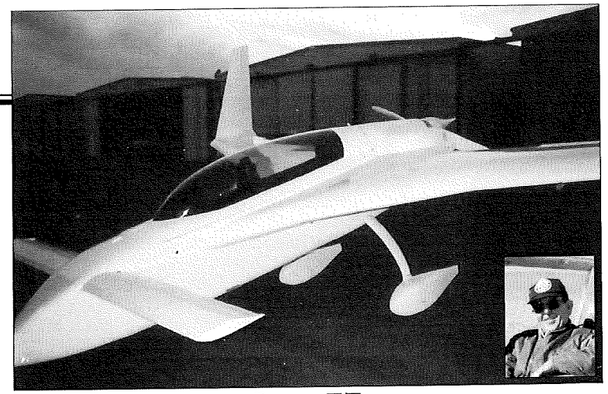
Vari-Ez

Race 92 is a Rutan Vari-EZ flown by owner/builder Gary Hunter of Houston, TX. The airplane was built in an apartment turned workshop and took 2200 hours to complete. Named "Cup Cake" by its owner, this Vari-EZ is capable of speeds over 215 mph. Power is provided by a Lycoming O-235-L2C turning a fixed pitch wood propeller. Since it's first flight "Cup Cake" has accumulated nearly 1,100 flight hours.

Gary Hunter is a well know name in Formula One Air Racing. For nine years he served as crew chief for Bruce Bohannon's Pushy Galore and he currently fills that same role for Bruce and the Exxon Flyin' Tiger, Race #89. He is also an EAA technical counselor and the owner/proprietor of "Gary Hunter Composites" a firm specializing in custom composites for experimental aircraft. With all of his years of Formula One race experience, this year's AirVenture Cup will be the first race in the Vari-EZ.

Top Speed: ..... 215+ MPH	**Engine:** ..... .Lycoming O-235	**Total Time on Aircraft:** ..... .1,100 Hrs.
Range: ..... 700 Miles	**Displacement::** ..... .235 Cu. Inches	**Empty Weight:** ..... .735 Lbs.
Fuel Capacity: ..... 30 Gallons	**Horsepower:** ..... .115	**Gross Weight:** ..... .1,350 Lbs.

97 SPRINT — John Fisher



Long-EZ

Race 97 is Rutan Long-EZ built by Steve Potter and was first flown on July 8th, 1986. It is being flown in this year's AirVenture Cup by its current owner John Fisher of Goleta, CA. The Long-EZ is powered by an 118hp Lycoming O-235 turning a three-blade Catto propeller. Based from the Santa Ynez, CA airport, the Long-EZ features a built in oxygen system for high altitude flying. In May of 2002, John installed a new instrument panel in the aircraft including all new wiring for the aircraft's avionics. The new panel features a Bendix/King KX-155 with Glide Slope, an ICOM A-200, a Garmin 295 GPS and a wing leveler for long distance flying. John also added a new electric speed brake to help slow the airplane for landing at the end of the race.

Flying Race 97 is John Fisher of Goleta, CA. John is retired from GTE and has been a pilot for nearly 50 years. He holds a Commercial Pilot Certificate with an instrument rating. He holds class ratings for Airplanes single and multi engine land. He has been flying the Long-EZ since 1999. This is his first race experience.

Top Speed: ..... .189 MPH	**Engine:** ..... .Lycoming O-235	
Range: ..... .1,500 Miles	**Displacement::** ..... .235 Cu. Inches	**Empty Weight:** ..... .998 Lbs.
Fuel Capacity: ..... 52 Gallons	**Horsepower:** ..... .118	**Gross Weight:** ..... 1,500 Lbs.

in the waivered airspace established around MQI. (Test pilot Darryl Greenameyer, who in 1977 set the World's Low Altitude Speed Record, 988.26 mph, in his own Lockheed F104, is the reason we had a cap on the speed at the time trials.)

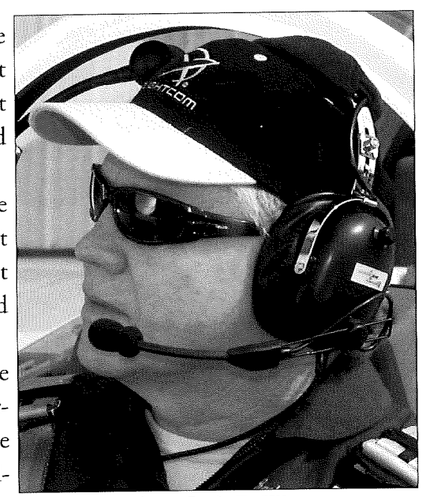
Large yacht-racing buoys anchored in the bay south of the airport established our "flying mile" course. A rescue boat monitored their position with race officials aboard. The distance was exactly one mile from the buoys to the end of the runway where race committee member Joe Coraggio operated the Decatur Electronics radar gun. The racers were tracked on both up and downwind passes and their speeds averaged for a final speed. The speeds were displayed on a large speed display (for the spectators) provided by Decatur, and logged by computer after each pass.

Being the first to fly the time trial that day allowed me the remainder of the day to watch the rest of the pilots. As I taxied out with the canopy slid back I could hear the announcer. "Ladies and gentleman welcome to theKitty Hawk Time Trials...taking the runway is Jack Watson from Daytona Beach, Florida in his Yak 55m for the first qualifying run." For many, this would be their 15 seconds of fame. For all of us it was exciting to actually be in Kitty Hawk...and racing in experimental airplanes to boot! Wilbur and Orville would have loved this event, and in fact competed in similar events post-1903.

The crowds loved seeing the low-flying, high-speed passes coming from across Croatan Sound. Engines of all types echoed high-rev noises throughout the day. Round motors, opposed and, this year, turbines rounded out the symphony of aviator music.

As the fast-paced day progressed, the radar gun tracked many speeds over 200 mph, and several over 300 mph. Colorful airplanes of all types, adorned with newly applied sponsor stickers and race numbers were transformed from mom-and-pop cruisers to honest-to-goodness racers. All that was missing was a mock air battle, and inverted spin.

You could see subtle changes in the racers as the time trials progressed. After they flew the time trial they started adding last-minute coats of wax, applying speed tape, opening up cowlings for last minute checks, and putting on their game faces. As great as friendships were, this was in fact the precursor of the long race to come. We all wanted to win.



Author: Jack E. Watson

The guy or gal with the biggest budget doesn't necessarily win the race. Everyone has a shot at winning because of the class distinctions. It doesn't matter if your flying an RV, Glasair, Lancair or "one-off" custom hot rods like world record-setter Bruce Bohannon's Exxon Tiger, which he raced last year. Even seaplanes raced.

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The time trials and race safety record is unequaled in a sport like this. The entire race committee, led by chairman Eric Whyte and co-chairman Eric Anderson, is committed to keeping it that way. No chances are taken, and a conservative and "safety first" approach to all decisions regarding the race and time trials is gospel.

Race Rules

1. All FARs will be followed.
2. No temporary fuel tanks in passenger compartment will be allowed. Fuel requirements will be VFR or IFR minimums.
3. All racers are required to make a mandatory pit stop at a point to be determined by the race committee.
4. All racers will overfly the Aurora Airport Pylon. Failure to do so will result in disqualification. The Aurora Pylon will be marked at a pre-designated point on the airport. The aircraft must pass over the designated point at an altitude less than 800' AGL. Aircraft are required to establish communication with Aurora Tower no less than 20 miles from the airport.
5. Cutting a Pylon at either the start or finish will result in a 45-minute time penalty.
6. Failure to overfly Aurora or make a pit stop in Dayton will result in disqualification.
7. All pilots will be required to show credentials upon check-in at Dare County airport prior to being allowed to fly. Those credentials required of all pilots are:
   - 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, 30-day notice of cancellation, and additional insured status as follows:
    - EAA, EAA Aviation Foundation, 2003 EAA AirVenture Cup, their Directors, Officers, Members and Volunteers.
    - Attention: Karen Kryzaniak
    - Corporate Risk Manager
    - 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
    - Telephone 920-426-4822
    - Fax 920-426-6560
    - E-Mail Kkryzaniak@eaa.org

    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.
12. The AirVenture Cup will be limited to a crew of 2, a Pilot and Crewmember. 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.
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 to 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.
16. 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.
17. 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).
18. The contest committee reserves the right to change the race course as needed in the name of safety. In the case of a change in the event all participants will be briefed accordingly.

81 SPRINT — John Lambert

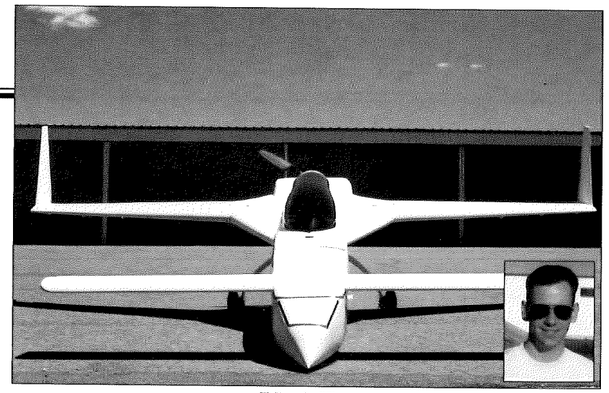
Vari-Ez

Construction of this Rutan Vari-EZ was started in 1979 and the airplane made its first flight on July 29th, 1986. Over the course of it's flying career it has been Ocean-to-Ocean and border-to-border during which it has accumulated more than 1,300 flight hours. Power is supplied by a 125 horsepower Lycoming O-235 turning a fixed-pitch wood propeller driving it to a top speed over 200 mph.

John Lambert learned to fly in 1975 in various Pipers and Cessnas and later transitioned to flying sailplanes. In 1979 he purchased plans for the Vari-EZ from Burt Rutan. He built the airplane over a 7 year period and served as the test pilot for the airplane when it was completed in 1986. Since that time he has flown it more than 1,300 hours including many cross-country flights that have taken him from the Pacific to the Atlantic and back and from Canada to Mexico. In 1992 he served on the board of directors of EAA Chapter 14 in San Diego. He has also served as Squadron Leader of the San Diego EZ Squadron for nearly 10 years. He has participated in 12 cross-country races with six 1st place finishes and three 2nd place finishes. In addition he placed second in the Sprint Class of the AirVenture Cup in 2000.

Top Speed:	200+ MPH	**Engine:**	Lycoming O-235	**Total Time on Aircraft:**	1,300 Hrs.
Range:	650 Miles	**Displacement::**	235 Cu. Inches	**Empty Weight:**	850 Lbs.
Fuel Capacity:	25 Gallons	**Horsepower:**	115	**Gross Weight:**	1,400 Lbs.

90 SPRINT — Edward Masterson



Vari-Ez

Race 90 is a Rutan Vari-EZ powered by a Lycoming O-235-L2C producing 118 horsepower. The engine turns a B&T propeller giving the airplane a top speed of 185 mph. The airplane carries 23 gallons of fuel giving the airplane a non-stop range of 650 miles. One unique feature of this Vari-EZ is that it was constructed by Edward Masterson while serving in the United States Air Force. It was completed and test flown in Albuquerque, New Mexico. Over the course of its life the Vari-EZ has been based in New Mexico, Crestview, Florida, and most recently in Lawrence, MA.

Flying Race 90 is US Air Force Major Edward J. Masterson. Major Masterson is currently station at Hanscom Air Force Base in Massachusetts, where he works on integration of Command and Control Systems. Maj. Masterson is a Private Pilot with an instrument rating. He has more than 500 hours total time with 150 hours of that in his Vari-EZ.

Top Speed:	185 MPH	**Engine:**	Lycoming O-235	**Total Time on Aircraft:**	150 Hrs.
Range:	650 Miles	**Displacement::**	235 Cu. Inches	**Empty Weight:**	700 Lbs.
Fuel Capacity:	25 Gallons	**Horsepower:**	115	**Gross Weight:**	1,200 Lbs.

66 SPRINT — Rob Martinson

Vari-Ez

Flying the Big Twin Beach in this year's race is owner Peter Coltman of Granbury, TX. Peter is a pilot for a major US airline, and a former Beech 18 Cargo pilot. Peter worked his way up through the aviation ranks, flying as a flight instructor, cargo pilot and eventually flying for the airlines. Assisting Peter this year is friend, Rick Chapman also of Granbury, TX. Rick holds a Private Pilot Certificate. This will be the first appearance in the EAA AirVenture Cup for both the airplane and crew.

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, 2001 and 2002 AirVenture Cup. Rob also participated as a chase plane in the 1998 AirVenture Cup, providing support for Formula FX winner Gus Sabo.

Top Speed:	220 MPH	**Engine:**	Continental O-200	**Total Time on Aircraft:**	2,000+ Hrs.
Range:	1,000 Miles	**Displacement::**	200 Cu. Inches	**Empty Weight:**	700 Lbs.
Fuel Capacity:	25 Gallons	**Horsepower:**	100	**Gross Weight:**	1,150 Lbs.

79 SPRINT — John Hsu

Long-Ez

This Long-EZ was built in by Hank Strauch in a hanger in Junction City, Oregon. Construction was completed and the airplane was test flown on March 24, 1998. Currently based in Independence, OR this Long-EZ is powered by a 118 horsepower Lycoming O-235-L2C driving a Hertzler propeller. This allows the airplane to cruise at 180 mph. 50 gallons of fuel are carried in two identical 25-gallon tanks in the strakes of each wing. The large tanks combined with the fuel-efficient Lycoming give the Long-EZ a non-refueled range of 1,110 miles.

John Hsu earned his Private Pilot Certificate in March 1996 and has accumulated more than 230 hours of total flight time of which 105 are in the Long-EZ. He has flown in 3 R.A.C.E. events and took 2nd place at two of the races including the large annual R.A.C.E. event in Jackpot, NV. When he is not flying, John owns and operates HB aviation an FBO at Independence, Oregon. This is his first AirVenture Cup Race.

Top Speed:	180 MPH	**Engine:**	Lycoming O-235	**Total Time on Aircraft:**	160+ Hrs.
Range:	1,100 Miles	**Displacement::**	235 Cu. Inches	**Empty Weight:**	860 Lbs.
Fuel Capacity:	52 Gallons	**Horsepower:**	115	**Gross Weight:**	1,400 Lbs.

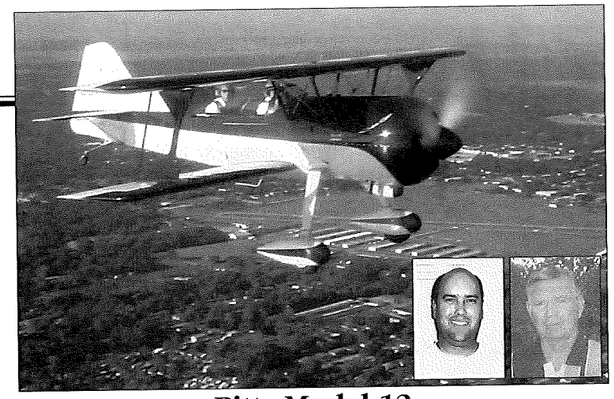
Unlimited

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.

2	Michael Phillips & Tom Godfrey	Pitts Model 12
33	Darryl Greenamyer	Lancair Legacy
44	Bob & Ryan Wolstenholme	Lancair IV-P
64	Keith Vasey	Columbia 400
89	Bruce Bohannon	Bohannon B-1

Darryl Greenamyer was the winner of the 2002 AirVenture Cup in his highly modified Lancair Legacy with an impressive speed of 317.72 mph.

12 UNLIMITED — Michael Phillips & Tom Godfrey



Pitts Model 12

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 23rd, 2002. It is powerd by a Vedenev M -14-PF, 400 horsepower radial engine turning an MT constant speed propeller. The airplane carries 54 gallons of fuel giving it a range of 525 miles. The rear seat has been modified to provide more space for a smoke system and to provide more leg room for the pilot on long flights.

Flying the Pitts this year is the builder's son, Michael Phillips. Michael resides in Deltona, Florida and is excited about making his first race appearance. He is a private pilot with airplane and glider ratings. He has flown more than 45 different types of airplanes. He is employed by Boston Whaler, which builds sport, recreational and commercial boats.

Assisting Michael 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 second AirVenture Cup, having flown this airplane last year.

Top Speed:	300 MPH	**Engine:**	Vedenev M-14-PF	**Total Time on Aircraft:**	50 Hrs.
Range:	1,000 Miles	**Displacement::**	620 Cu. Inches	**Empty Weight:**	1,542 Lbs.
Fuel Capacity:	54 Gallons	**Horsepower:**	400	**Gross Weight:**	2,300 Lbs.

33 UNLIMITED — Darryl Greenamyer

Lancair Legacy

Race # 33 is a Lancair Legacy built by Darryl Greenamyer and Andy Chiavette for Reno Air Racing. The aircraft was built in 15 months and was test flown in August of 2001. 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 Greenamyer, 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 as 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 he 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 1960's 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. He won the Unlimited Class in the 2002 AirVenture Cup

Top Speed:	.300+ MPH	**Engine:**	.Lycoming TIO-550	**Total Time on Aircraft:**	.100+ Hrs.
Range:	.1,200 Miles	**Displacement::**	.550 Cu. Inches	**Empty Weight:**	.1,700 Lbs.
Fuel Capacity:	.70 Gallons	**Horsepower:**	310	**Gross Weight:**	.2,250 Lbs.

41 SPRINT — Herb Rutter

Long-Ez

Race # 41 is a Rutan Long-EZ, owned, built and flown by Herb Rutter of Altoona, PA. The airplane is powered by a 115 hp Lycoming O-235 turning a Great American Fixed-Pitch Propeller. Construction of this airplane was completed by Herb Rutter over a 15-year period. During this period he made no modifications to Burt Rutan's plans. The airplane was first flown in October, 1995. It has made the trek from Altoona, PA and Oshkosh every year since it was built. The longest flight to date has been from its Pennsylvania base to Fort Collins, Colorado.

Flying race 41 is Herb Rutter of Altoona, PA. He started flying in 1946 and in that time has accumulated more than 3000 hours. He retired as a maintenance superintendent in 1995. Besides building the Long-EZ, he has also restored a 1941 Piper J-3 Cub. He has one previous race in his log book. In the mid 1980s he raced in a Cessna 172 and lost to a Pitts Special. He is looking forward to his first AirVenture Cup.

Top Speed:	170 MPH	**Engine:**	.Lycoming O-235	**Total Time on Aircraft:**	.750 Hrs.
Range:	.1,400 Miles	**Displacement::**	.235 Cu. Inches	**Empty Weight:**	.910 Lbs.
Fuel Capacity:	.52 Gallons	**Horsepower:**	.115	**Gross Weight:**	.1,435 Lbs.

44 UNLIMITED — Bob & Ryan Wolstenholme

Lancair IV-P

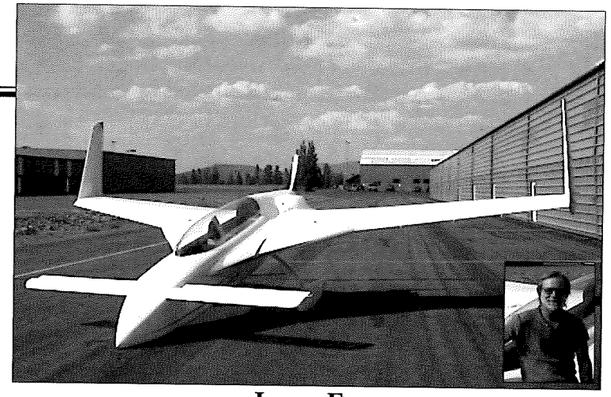
Race 44 is a Pressurized Lancair IV built by Bob and Teri Wolstenholme over a period of six years in the family basement. The airplane took 6,784 hours to complete. The airframe construction accounted for 4,484 hours, the remaining 2,300 was needed for body fill, paint, surface finish blocking and final paint. The finial 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, and a Cessna 206. 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 and 2002.

		Engine:	.Lycoming TSIO-550	**Total Time on Aircraft:**	.350 Hrs.
		Displacement::	.550 Cu. Inches		
Fuel Capacity:	.85 Gallons	**Horsepower:**	.350	**Gross Weight:**	.3,300 Lbs.

42 SPRINT — Larry Pollack



Long-Ez

Race 42 is a Rutan Long-EZ built owned and flown by Larry Pollock of Incline Village, NV. A Lycoming O-235, turning a Catto 3 blade propeller to a top speed of 200 mph, powers this Sprint Class racer. The Lycoming has both a traditional magneto and a Lightspeed Engineering Electronic ignition system. The engine has been port and polished and flow matched by Lycon. The airplane is equipped for long-range navigation with an Anywhere Map, X Com 760 Radio, and Garmin 190 GPS. The airplane was inspected for its airworthiness on February 19, 2003.

Larry Pollock is a former US Air Force Pilot and Vietnam Veteran. During his Air Force Career he served as a Forward Air Controller and later as a C-141 pilot. He took a 22-year hiatus from flying between 1978 and 2000. He credits EAA Chapter 1073 President Gary Scott with getting him back into flying. His address of record is in Incline Village, NV but he currently lives on a 54 foot Trimaran in the Pacific.

Top Speed:	.170+ MPH	**Engine:**	.Lycoming O-235		
Range:	.2,500 Miles	**Displacement::**	.235 Cu. Inches	**Empty Weight:**	.890 Lbs.
Fuel Capacity:	.52 Gallons	**Horsepower:**	.115	**Gross Weight:**	.1,700 Lbs.

29 SPRINT — Nick Ugolini & Kim Renfroe

This Rutan Long-EZ was originally built in 1986 and was completely rebuilt by the present owner in 2001. A 108 horsepower Lycoming O-235-C turning a three blade propeller designed and built by Nick Ugolini powers the airplane to speeds in excess of 170 mph. Well equipped for long range racing, the Long-EZ features an autopilot, stormscope, RMI encoder and engine monitor. For high altitude flights it has a supplemental Oxygen system for the pilot and co-pilot. It even features a built-in stereo. With a 52-gallon fuel capacity, the Long-EZ has a maximum range of 1400 miles.

Flying Race 29 in this year's race will be the team of Nick Ugolini and Kim Renfroe. Nick is the third and current owner of the airplane and is an instrument rated pilot with more than 1,500 hours of flight experience. He is a Civil Environmental Engineer by profession, and is able to fly a lot during the course of his job.

Long-Ez

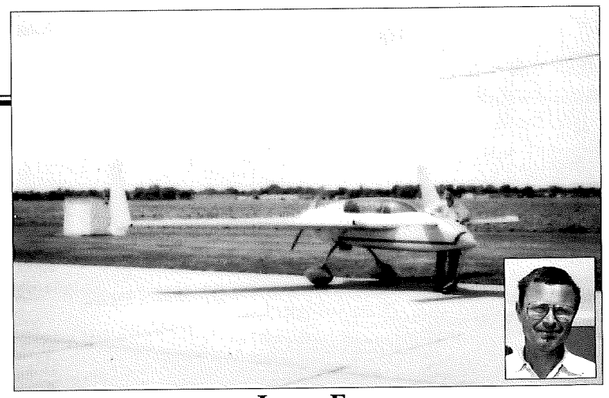
Flying Co-pilot with Nick is Kim Renfroe, of Tampa Florida. This will be the first air race for the pair.

Top Speed:	170+ MPH	**Engine:**	Lycoming 0-235		
Range:	1,400 Miles	**Displacement::**	235 Cu. Inches	**Empty Weight:**	940 Lbs.
Fuel Capacity:	52 Gallons	**Horsepower:**	115	**Gross Weight:**	1,500 Lbs.

37 SPRINT — Tim Swift

The first flight for this Long-EZ took place on November 18, 1990. Since that time it has spent more than 500 hours in the air. It has a cruise speed of 160 mph, with power provided by a 112 hp Lycoming O-235-L2C turning a Prince P Propeller. This power plant combination combined with 50 gallons of fuel allows this airplane a non-stop range of 1000 miles. It was built stock according to the plans drawn by Burt Rutan.

Tim Swift of Washington, IA is making his Air-Racing debut flying his Long-EZ, Race 37. Tim owns and operates a NAPA Auto Parts Store and Truck and Equipment Repair facility. He started flying and earned his Private Pilot Certificate in 1978. He added an Instrument Rating to his flying credentials in 1997. Besides the Long-EZ he has also owned and flown a Soneri, Vari-EZ and most recently a partnership in a Piper Archer.



Long-Ez

Top Speed:	160 MPH	**Engine:**	Lycoming O-235		
Range:	1,400 Miles	**Displacement::**	235 Cu. Inches	**Empty Weight:**	917 Lbs.
Fuel Capacity:	50 Gallons	**Horsepower:**	115	**Gross Weight:**	1,450 Lbs.

64 UNLIMITED — Keith Vasey

This Turbocharged Lancair Columbia 400 is the Experimental Prototype of the new production version of the Lancair. Designed by the same team that developed the popular Lancair kit aircraft, the Columbia 400 is a turbocharged version of the earlier model 300. Equipped with a state-of-the-art cockpit featuring a 12.2" Avrotec/Avidyne displays and an S-Tec autopilot. Powered by a Teledyne Continental TSIO-550, 310 horsepower engine turning a Hartzell constant speed propeller, delivering a top speed of 225 knots.

Flying the Lancair Columbia in the 2003 AirVenture Cup is Keith Vasey of Seattle, Washington. Keith is a Commercial rated pilot and also holds a Flight Instructor Rating. He first raced the Columbia in the 2002 AirVenture Cup race. A true family affair, copiloting the Lancair will be his mother, Elinor "Skip" Vasey who is also serving as ground crew for her husband and Keith's father, Bob Vasey, flying the #63 RV-3 in this years race!

Lancair Columbia 400

Top Speed:	235 MPH	**Engine:**	Continental TSIO-550		
Range:	1,320 Miles	**Displacement::**	550 Cu. Inches	**Empty Weight:**	2,550 Lbs.
		Horsepower:	310	**Gross Weight:**	3,400 Lbs.

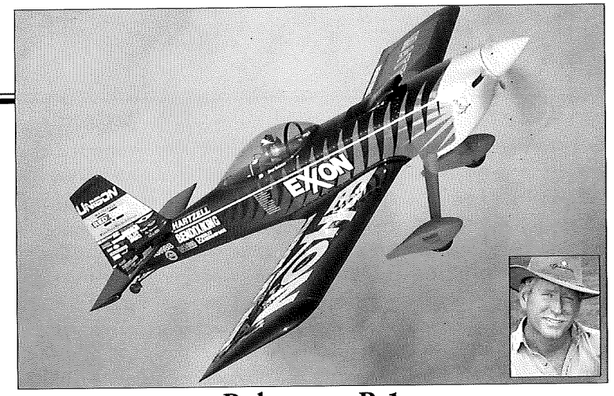
89 UNLIMITED — Bruce Bohannon

First Flown in March of 1989, the Exxon Flyin' Tiger is a one-of a kind mixture of RV-3, RV-4, RV-8 and F-1 Rocket parts. Bruce says the airplane is basically an RV-4 with a Rocket front end, RV-4 wings, an RV-8 vertical fin and rudder. An RV-3 bubble canopy covers what would be the rear seat in the RV-4 fuselage. The area where the front seat would have been located is now home to a huge intercooler for the specially designed Kelly Aerospace Turbocharger. The Turbocharger is not designed o "boost" the engine but rather maintain sea level manifold pressure to 27,000 feet. The airplane was designed and built to break World Altitude and time-to-climb records a mission the airplane has been very successful at completing. It currently holds 9 world records. Including Absolute Altitude of 41,611 feet, Altitude in Horizontal Flight 40,604 feet. Time-to-Climb to 12,000 meters - 31 minutes, 3 seconds. Time-to-Climb to 9,000 meters - 16 minutes 3 seconds. Time-to-Climb to 3,000 meters - 2 minutes, 20 seconds. The airplane also holds the distinct honor of holding every time-to-climb and altitude record in its weight class. The Tiger is powered by a custom built Mattituck IO-555, 350 horsepower engine turning a custom designed Hartzell three blade constant speed propeller. This power plant allows the Tiger to achieve a maximum speed of 275 mph and a range of 650 miles.

Bruce Bohannon got into aviation at the age of 12 when he was hired by a crop dusting company to load seed and fertilizer, flag and clean the airplanes. He bummed rides in everything that flew from the airport including riding in the hoppers of the crop dusters! He started flying at age 16 and had a job flying crop dusters by age 19. In 1980, Bruce bought a wreaked Pitts Special and rebuilt it. He began flying aerobatic competitions and airshows in that airplane during the off-season from crop dusting. In 1984, Bruce went to work as a co-pilot of a Hawker HS-125-600 corporate jet.

In addition, Bruce worked as a flight instructor, teaching aerobatics and tail-dragger flying. He also towed banner with an open cockpit biplane.

In 1988, Bruce attended the Reno Air Races for the first time. There he watched the Formula One racers scream around the pylons. He vowed that he would be back in 1989 but this time as a competitor. Former Astronaut Deke Slayton, then president of International Formula-One, invited him to race in Palestine, TX. At that race he met Jim Miller and was impressed with his one-of-a-kind pusher. He made a deal with Jim to build another example, which he did and named "Pushy Galore." Bruce and "Pushy" went on to become one of he best known Formula One Race teams in history. He raced "Pushy" for 10 years before retiring the airplane to the EAA Museum in Oshkosh in 1998, after completing his new "Flyin' Tiger." Besides Formula One Bruce is also a veteran Cross-Country racer. He and the "Tiger" placed 3rd in the Unlimited Category in the 2000 and 2001 AirVenture Cup Races.



Bohannon B-1

The Bohannon's photographs, including the photo on the cover by James Lawrence

Top Speed:	275 MPH	**Engine:**	Mattituck IO-550		
		Displacement::	550 Cu. Inches	**Empty Weight:**	1,350 Lbs.
		Horsepower:	350	**Gross Weight:**	2,000 Lbs.

Sport Class

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

5	Lee & Jay Behel	Lancair Legacy
10	Keith Phillips	SX-300
21	Harry Manvel & Stephen Sorenson	Defiant
30	Richard Riley	Berkut 540
39	Charles Bracken & Brian Smith	B erkut 540
43	John Cargill & Randy Brown	Velocity XLRG
51	Brad Crawford & Graham Solomon	Cozy Mark Iv
84	Mark Frederick & Marcus Goetting	Team Rocket F1
96	Colin Clarke, Brock Wilson, &Patricia Moore	Bellanca CH-300

5 SPORT — Lee & Jay Behel

This 2002 Lancair Legacy was built to race. It made its racing debut at the 2002 Reno Air Races, before it was given it's red, white and blue paint! At Reno it was the fastest airplane powered by a Continental IO-550, 310 horsepower engine. The big Continental turns a Hartzell Constant Speed propeller to give the airplane its race performance. Construction of this airplane was accomplished from a Kit from Lancair, by Andy Chiavetta, of Laguna Beach, CA over a period of one and a half years. During this process he modified the cowling and the flaps to enhance the performance of the airplane. The 2003 AirVenture Cup will be the first Cross Country Race for this Legacy.

Flying the #5 Legacy is the Father and Son team of Lee and Jay Behel. This pair is making their 4th appearance in the AirVenture Cup. In 2000 and 2001 they placed first in the Sport Class flying a Questair Venture. In 2002, they won the first running of the Turbine Class flying a Lancair IV-PT.

Lee owns a Porsche and Audi Dealership in San Jose, CA, and has been very active in Air Racing. He is one of the founding members of the Sport Class Racing Association, an organization formed to open the National Championship Air Races in Reno up to Experimental/Kit aircraft. He is also a past President of the organization, and continues to serve on the board of directors. In addition to his service on the organizational level, Lee has also been an active racer, being a 4-time participant in the Reno Races and a 3-time participant in the AirVenture Cup.

Lancair Legacy

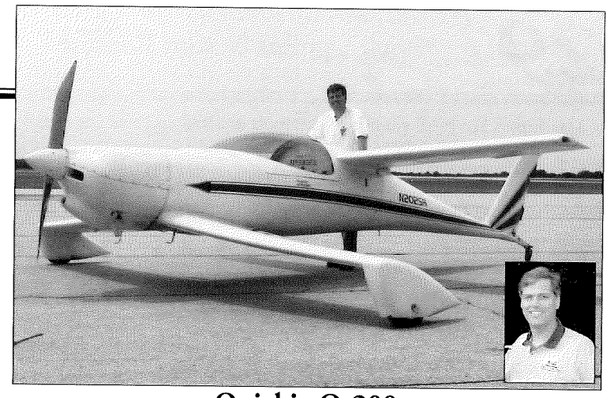
Flying with Lee, is his son, Jay. Jay is currently a student at Redwood Middle School and has been flying with his dad for several years. He is a three time AirVenture Cup Veteran, and is excited about racing the new Legacy this year.

Top Speed: ..... 300+ MPH	**Engine:** ..... Continental IO-550	**Total Time on Aircraft:** ..... 65 Hrs.
Range: ..... 1,200 Miles	**Displacement::** ..... 550 Cu. Inches	**Empty Weight:** ..... 1,700 Lbs.
Fuel Capacity: ..... 70 Gallons	**Horsepower:** 310	**Gross Weight:** ..... 2,250 Lbs.

22 SPRINT — Sam Hoskins

Race #20 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 9th, 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 2003 AirVenture Cup will be the airplanes 15th trip to Oshkosh.

Inspired by his father, who served in WWII as a Navigator on he B-24 and PBY in the US Navy, Sam 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 the Cessna and bought a kit for the Q-200 that would become N202SH. His Coast-to-Coast record flight in the Q-200 was featured in the June 2000 issue of



Quickie Q-200

Kitplanes Magazine. Sam placed 2nd in the Sprint Class of last year's AirVenture Cup. Since the first flight of the Q-200 on June 9th, 1986, Rich has logged more than 1,200 hours flying the Q-200 making him one of the highest time Quickie pilots in the world, and N202SH one of the highest time Quickies in the world. When he is not flying, Sam 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. He would like to thank Sandy Smith for putting up with him through all the race preparations.

Top Speed: ..... 195 MPH	**Engine:** ..... Continental O-200	**Total Time on Aircraft:** ..... 1,260 Hrs.
	Displacement: ..... 200 Cu. Inches	**Empty Weight:** ..... 640 Lbs.
	Horsepower: 100	**Gross Weight:** ..... 1,200 Lbs.

24 SPRINT — Edgar Flaig

This teal and white canard pusher, a Rutan Long-EZ was built by R.W. Johnson and R.B. Rogers of Orlando, FL and was first flown on September 5th 1986. The airplane is powered by a 110 horsepower Lycoming O-235-L2C turning a fixed-pitch wooden propeller. The airplane has a top speed of 170 mph and a maximum range of 1150 miles. It has accumulated nearly 1,200 hours of flight time in the past 16 years.

Edgar Flaig was born in Stuttgart, Germany in 1931. In 1956 he moved to Toronto, Canada. During his early twenties he raced motorcycles including two years on the German Road Course while employed by Mercedes Benz Company. Following five years in Toronto, Edgar moved to Connecticut where he operated an automobile repair business. He later moved to Charlestown, NH before moving to Florida in 1997. While living in New Hampshire he became involved in owning

Long-Ez

and racing stock cars. His interests lead him to aviation in 1992 when we started flying. Edgar received his Private Pilot certificate in 1993 and bought the Long-EZ a year later. The 2003 AirVenture Cup will be his first race.

Top Speed: ..... 170 MPH	**Engine:** ..... Lycoming O-235	
Range: ..... 1,150 Miles	**Displacement::** ..... 235 Cu. Inches	**Empty Weight:** ..... 950 Lbs.
Fuel Capacity: ..... 50 Gallons	**Horsepower:** 115	**Gross Weight:** ..... 1,400 Lbs.

Sprint Class

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

20	Frank Pullano Jr.	Vari-Ez
22	Sam Hoskins	Quickie Q-200
24	Edgar Flaig	Long-Ez
29	Nick Ugolini & Kim Renfroe	Long-Ez
37	Tim Swift	Long-Ez
41	Herb Rutter	Long-Ez
42	Larry Pollack	Long-Ez
66	Rob Martinson	Vari-Ez
79	John Hsu	Long-Ez
81	John Lambert	Vari-Ez
90	Edward Masterson	Vari-Ez
92	Gary Hunter	Vari-Ez
97	John Fisher	Long-Ez

10 SPORT — Keith Phillips

SX-300

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

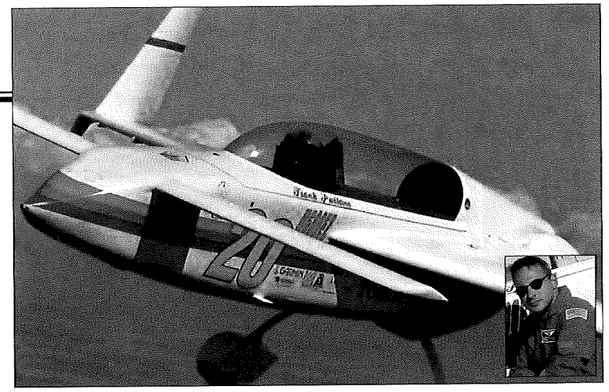
Keith Phillips purchased the kit that would become race 10 in 1985. While it was a difficult airplane to build, taking nearly 8,000 man-hours to complete, Keith says it is a well-designed airplane. During the building process, Keith modified the rudder pedals and seat position to provide him with more legroom. The added a bubble canopy in place of the original design. He also added an emergency blow down gear system to assist in lowering the landing gear if the primary system fails. He also added a throttle on the left side of the cockpit to allow the pilot to fly with either hand. The SX-300 is very fast and Keith reports that it feels like a small fighter.

Keith Phillips has been flying for 50 years. Keith first started getting interested in flying in the early 1950's. He had a paper route that included the Maule Airport in Napoleon, Michigan. He eventually got hired at the airport, and began to fly. He learned to fly in a J-4 Cub coupe.

Keith is also a former USAF fighter pilot and has worked as an Aerospace Consultant. He has flown a wide range of aircraft over his career, including jet fighters, aerobatic biplanes, and motorgliders. Besides the SX-300, Keith also built a Pitts Model 12, (Race 12, being flown by his son Michael and Tom Godfrey,) 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.

Top Speed:	300 MPH	**Engine:**	IO-540	**Total Time on Aircraft:**	375 Hrs.
Range:	1,000 Miles	**Displacement::**	540 Cu. Inches	**Empty Weight:**	1,750 Lbs.
Fuel Capacity:	64 Gallons	**Horsepower:**	300	**Gross Weight:**	2,400 Lbs.

20 SPRINT — Frank Pullano



Vari-Ez

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 1,250 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.

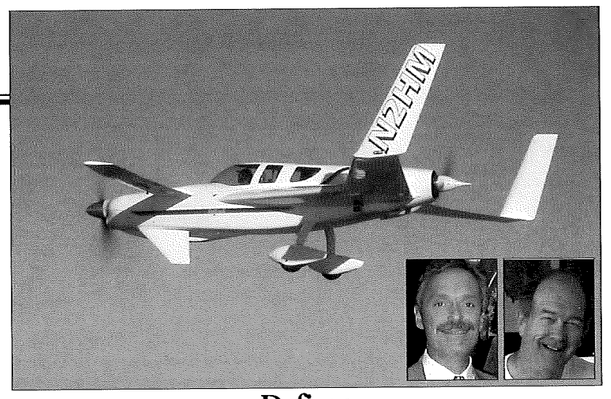
Flying Race 20 is Frank Pullano Jr, of Mays Landing, New Jersey. Frank is a 14-year veteran of the New Jersey Air National Guard, currently called to active duty in support of various operations including "Operation Noble Eagle" (Air Defense of the Homeland). He is a crew chief on the Lockheed F-16. 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 second appearance in the Airventure Cup, having placed third last year and his personal goals are to fly the cleanest possible profile and to finish the race and beat Sam Hoskins! 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, in light of current events, 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!"

Top Speed:	173 MPH	**Engine:**	Continental 0-200	**Total Time on Aircraft:**	1,200 Hrs.
Range:	900 Miles	**Displacement::**	200 Cu. Inches	**Empty Weight:**	704 Lbs.
Fuel Capacity:	25 Gallons	**Horsepower:**	100	**Gross Weight:**	1,150 Lbs.

21 SPORT — Harry Manvel & Stephen Sorenson



Defiant

2003 marks the first year a Rutan Defiant appears in the AirVenture Cup. Designed by Burt Rutan, the Defiant was designed to be the "world's safest twin" featuring composite construction, with seating for four and the added safety of two engines without the problems of asymmetrical thrust. Powered by twin Lycoming O-320-B1B, 160 horsepower engines turning Prince Composite Propellers, the Defiant has a cruise speed of 200 mph. 118 gallons of fuel carried in two tanks, one in each wing, give the airplane a maximum range of 1200 miles.

This particular Defiant was built by Harry Manvel of Clarkston, MI with over 4,800 hours spent in the construction process spread out over a 15 and a half-year period. It was first flown on November 11, 2000. During the construction process, Harry moved the ailerons outboard for better roll control, added armpit cooling to the rear engine to keep temperatures in check and modified the rear windows to improve the visibility for the rear seat passengers. All of that work was rewarded at Oshkosh in 2001 when the airplane received an Outstanding Workmanship Award.

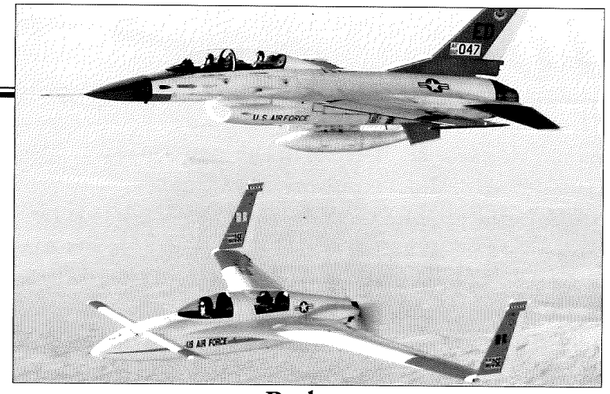
The airplane is well equipped for long cross-country flying. It is equipped with a full IFR instrument panel including Dual Nav/Coms with dual ILS receivers, dual vacuum and dual electrical systems.

Harry Manvel will be flying the Defiant in this years AirVenture Cup Race along with Co-pilot Steve Sorenson. Harry has been a pilot since 1980, however this will be his first air race. He is a Private Pilot with instrument and Multi-engine ratings. He is the President of Manvel Machinery Sales, a Plastics Processing Equipment firm. He enjoys formations flying with other canard type aircraft and has recently started a drag reduction program on the airplane. Harry and his wife live in Clarkston, MI.

Assisting with the Defiant in this year's race is Steve Sorenson. Steve hails from Reston, VA and brings a wealth of aviation and race experience with him. A Hydrologist with the US Geological Survey, his life-long passion has always been aviation. A Commercial Rated pilot with Instrument and CFI ratings Steve has more then 4,500 hours of flight experience. In 1981 he completed a Rutan Vari-EZ and is currently building a Defiant of his own. He has also competed in 4 CAFÉ 400 races and several Jackpot 120 events. This will be his first appearance in the AirVenture Cup.

Top Speed:	200 MPH	**Engine:**	2 Lycoming O-320	**Total Time on Aircraft:**	175 Hrs.
Range:	1,200 Miles	**Displacement::**	2(320) Cu. Inches	**Empty Weight:**	1,900 Lbs.
		Horsepower:	2(160)	**Gross Weight:**	3,100 Lbs.

30 SPORT — Richard Riley



Berkut

This Berkut 540 is the prototype of the 540 cubic inch Lycoming powered Berkut. It was built by Mish Kasyan between 1991 and 1996 at the Berkut Factory in Santa Monica, CA. First flown in July of 1996, it was used as the Berkut company demontrator after the loss of the first prototype in an airshow accident . It was raced in many events including the first AirVenture Cup in 1998. During a R.A.C.E. Event in Jackpot, NV. The airplane was badly damaged in an accident at the hands of another pilot. Misha brought the battered Berkut back to Santa Monica and rebuilt it over the next year. During the airplanes career it has been featured in numerous magazines, including on the cover of Kitplanes while in US Air Force Test colors. During the photo shoot for the cover the airplane was photographed in formation with an Edwards Air Force Base test F-16.

Flying the #30 Berkut, is the team of Michael Kasyan and Richard Riley. Michael or "Misha" was born in a small Russian village on the island of Sakhalin, a remote area north of Japan. Misha studied music in college and became a classical bassist in the Kishinev Philharmonic in Moldavia. He came to the United States in 1979 and settled in Los Angeles. In 1989, he found a newspaper article on Long-EZs featuring the Santa Monica EZ Squadron and began by sweeping floors in the shop. In 1991, he rescued a prototype Berkut baggage door for the trash and asked if he could built and airplane around it. His Berkut flew in 1996 and has been featured in numerous magazines. In 1997, Misha obtained his pilot's license and quickly learned to fly the Berkut he had built, soloing in it after 10 hours of dual instruction in a Grumman T-Cat. Misha lives with his wife, Basia, in Santa Monica, CA.

Flying with Misha is Richard Riley of Whitter, CA. Richard is a Private Pilot with more than 400 hours of total flight time. After growing up in Southern California, he graduated with a degree in Theater from UC Irvine and an MBA and MFA from UCLA. While working at Paramount Pictures in 1991, he wrote an article for Kitplanes magazine about the prototype Berkut. He was so impressed with the airplane, that he went to work full time with the various companies that produced the Berkut kit from 1992 to 2000. He is currently finishing his own Berkut and works for Boeing Integrated Defense Systems. He lives in Whittier, CA with his wife Caye and is looking forward to the birth of their first child in December.

Top Speed:	275 MPH	**Engine:**	Lycoming O-540	**Total Time on Aircraft:**	822 Hrs.
Range:	1,100 Miles	**Displacement::**	540 Cu. Inches	**Empty Weight:**	1,250 Lbs.
		Horsepower:	300	**Gross Weight:**	2,250 Lbs.

39 SPORT — Charles Bracken & Brian Smith

Berkut

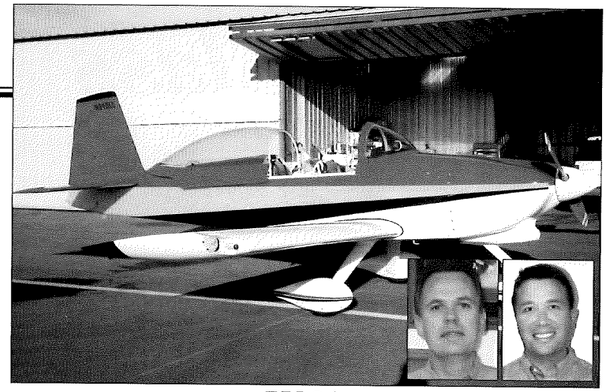
Taking three years to complete this white and blue BERKUT 540 is capable of carrying two people 1,000 miles non-stop at speeds up to 280 miles per hour. The instrument panel is equipped for IFR flight. Dave Ronneburg of Santa Monica, CA designed the BERKUT 540 as an improved version of the Long-EZ. Some of the improvements designed into the BERKUT include a larger fuselage, more power and a fully retractable landing gear. This airplane is one of only 6 BEKUTs currently flying. A 315 horsepower Lycoming IO-540-C4B5 turning a Lightspeed Engineering, carbon fiber over a hard-rock maple core fixed-pitch propeller, powers it. Charles Bracken and Steve Drybread built the airplane from 1997 through 2000. It was first flown in the spring of 2000. During construction, Steve Drybread added several modifications to the airplane, including, a cabin heater in the nose, landing lights molded in the nose, and all electric panel and engine compartment, an in-cowl exhaust system, and an audio engine monitoring system. Since it's first flight it has accumulated nearly 400 hours of flight time, including 3 AirVenture Cup races. It holds the distinction of being the first BERKUT to exceed 300 mph.

Making his forth appearance flying his BERKUT is Detroit, MI resident, Charles Bracken. Charles has been flying for ten years and is an instrument rated private pilot. He is a healthcare consultant by profession.

Assisting Charles in this year's AirVenture Cup is Brian Smith, also of Detroit, MI. Brian is a PhD engineer working in the defense industry. He is a Private Pilot and holds an instrument rating. He is an EAA Chapter President and also serves as the President of the National Tuskegee Airman. This will be his first appearance in the AirVenture Cup.

Top Speed:	300+ MPH	**Engine:**	Lycoming IO-540	**Total Time on Aircraft:**	390Hrs.
Range:	1,100 Miles	**Displacement::**	540 Cu. Inches	**Empty Weight:**	1,247 Lbs.
		Horsepower:	300	**Gross Weight:**	2,000 Lbs.

87 FORMULA RV — E. Len Leggette & Larry Bowen



RV-8A

Race # 87 is a multi-colored RV-8A which was built by Len Leggette. This aircraft took 3 years, 8 months to complete. N910LL was first flown on October 27, 2002. This plane has an electronic ignition, back-up alternator and wig-wag lights.

Flying this colorful RV-8A are Len Leggette and Larry Bowen. Len is a private pilot with 600 hours. He got his license in 1980. Len owns a furniture manufacturing business. This is his first race. Larry learned to fly in 1997 and has accumulated 250 hours since that time. He is currently building his own RV-8 which he hopes to be flying by the flight centennial later this year. This is Larry's first race also.

Top Speed:	212 MPH	**Engine:**	Lycoming O-360	**Total Time on Aircraft:**	69 Hrs.
Range:	800 Miles	**Displacement::**	360 Cu. Inches	**Empty Weight:**	1,100 Lbs.
Fuel Capacity:	42 Gallons	**Horsepower:**	180	**Gross Weight:**	1,600 Lbs.

98 FORMULA RV — Donah Bohannon

RV-4

Race 98 may be one of the most easily recognized RV-4s in the world. This all black airplane with MATTITUCK spelled out along the fuselage has long been a support airplane for Bruce Bohannon's race efforts, both in Pushy Galore and more recently in the Exxon Flyin' Tiger. The airplane was built by Bruce after he found the project abandoned. He purchased the project from the builder that had given up on it and with the help of Don Davila, completed it in 1996. For Bruce it was love at first flight when it came to the RV-4. He says, "It's not great at anything, but it is good at everything!" Powered by a Mattituck Red/Gold IO-360 turning a Hartzell two-blade constant speed propeller, the RV-4 cruises between 180 and 200 mph on 9-10 gallons per hour. This airplane also had a major role in Bruce's latest airplane, the Flyin' Tiger. After flying the dangerous, "Pushy Galore" Formula One racer, Bruce had all but lost his love of flying. He says that the RV-4 reminded him why he learned to fly in the first place…all of a sudden flying was fun again! It was flying this RV-4 that gave Bruce the idea for the Flyin' Tiger which is a very much modified version of the RV-4. The airplane also serves as the support plane for the Flyin' Tiger and follows it to airshows and appearances throughout the country.

Flying the Mattituck RV-4 is Donah Bohannon. Donah is Bruce Bohannon's wife and is excited after years of watching Bruce race to be participating in her first race. Donah met Bruce when she was a student pilot working as a Houston radio and TV reporter assigned to cover one of Bruce's World Record Attempts in Pushy Galore. They became friends and Bruce encouraged her to "hang in there" and finish her flight training. She passed her Private Pilot Check ride in 1997 and Bruce was there to "hoot and holler" as she taxied in…..a Private Pilot! Donah says "Bruce has been there pushing and prodding me along ever since." When she obtained her Private Pilot's Certificate, she had only flown Cessna 150s. Bruce ever the performance nut, could only stand to watch Donah grind along in the C-150 for so long, before he suggested she might like flying the RV-4 a whole lot more. To get her Tailwheel endorsement, they borrowed a friends Citabria and Bruce tought her how to land a real airplane. Donah says the Citabria taught her just how much she didn't know… "like how to move my feet!" After building time in the Citabria, Donah said the transition into the RV-4 was like going from a "Volkswagen to a Ferrari!" She says, "Bruce kept talking about what a joy the RV was to fly and how easy it was. But when I looked in the cockpit, my brain struggled to comprehend 180 MPH on the airspeed indicator, a constant speed prop that I didn't have a clue about "what the hell is manifold pressure" To say the least I was intimidated be would be putting it mildly. But after much coaching and some cursing, I finally got the hang of it and you couldn't give me another Cessna!" Donah has also fallen in love with the RV-4 and sums it up as "a fast reliable, practical and far-out way to fly!" She is looking forward to her first Cross Country Race.

The Bohannon's photographs, including the photo on the cover by James Lawrence

Top Speed:	300+ MPH	**Engine:**	Lycoming TIO-360	**Total Time on Aircraft:**	1,200 Hrs.
Range:	1,230 Miles	**Displacement::**	360 Cu. Inches	**Empty Weight:**	1,100 Lbs.
Fuel Capacity:	48 Gallons	**Horsepower:**	180	**Gross Weight:**	1,600 Lbs.

74 FORMULA RV — Scott Spencer

RV-4

Race 74 is a Van's Aircraft RV-4 being flown by owner/builder Scott Spencer of Indianapolis, IN. This RV-4 was originally built by Herschel Wilson of Tomball, TX but was damaged early in its life. It was salvaged by Scott Spencer, when he purchased the airplane from the insurance company and extensively rebuilt the airplane. This RV-4 is powered by a Lycoming O-320 turning a Global fix-pitched ground-adjustable carbon fiber propeller. When Scott rebuilt the plane, he added several customized changes to the cockpit of the RV-4 allowing him to have more instrument panel space and additional storage space in the cockpit.

Flying Race 74 is Scott Spencer of Indianapolis, IN. Scott is a charter pilot by profession and flies a mix of business turboprops and small jets. He holds an ATP certificate and is type rated in a Hawker business jet. During his career, Scott has also worked as an engineer in the defense aerospace industry and spent several years working as an A&P mechanic, working mainly on light helicopters. It was during this time, that he was working as a mechanic that he rebuilt the RV-4.

Top Speed:	.200+ MPH	**Engine:**	.Lycoming O-320		
Range:	.860 Miles	**Displacement::**	.320 Cu. Inches	**Empty Weight:**	.973 Lbs.
Fuel Capacity:	.32 Gallons	**Horsepower:**	.150	**Gross Weight:**	.1,500 Lbs.

76 FORMULA RV — Wayne & Richard Williams

RV-8A

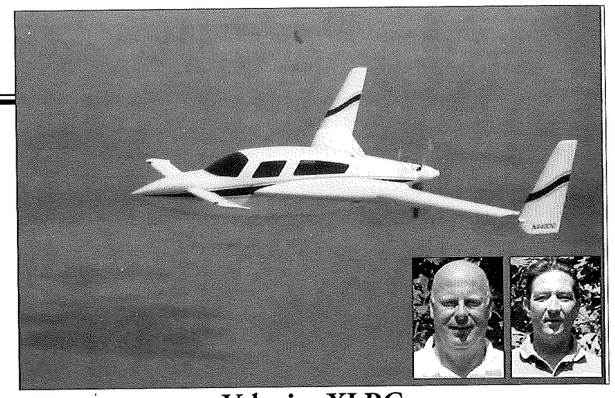
This Van's RV-8A, was a father and son project, which was first flown on April 10, 2002 after 1800 hours of construction. The RV-8A was designed by Dick VanGrunsven, to be a cross-country airplane capable of recreational aerobatics. The RV-8A is a Tri-Gear version of the two-place tandem seating RV-8. This airplane is equipped for IFR flight, including a GARMIN 430 GPS with a moving map and a 2-axis autopilot. For added comfort on long flights, the airplane was built to include a DC power outlet in the rear seat for a DVD player and heated seats. For added performance, the Lycoming O-360-A1A is equipped with a Lasar Ignition system. This power plant drives a Sensenich, fixed-pitch metal propeller, which produces a top speed of 212 mph. For added situational awareness, the builder added an Angle of Attack indicator to the instrument panel.

The same father and son team that built the #76 RV-8A is also flying it in this year's race. Father Wayne and Son Richard are teaming up for their first race experience. Wayne is an medical doctor, who works as an ENT specialist and Aviation Medical Examiner. In addition he served in the United States Air Force as a Flight Surgeon, obtaining the rank of Major. Recently he has also become involved in local politics and is currently serving as Vice Mayor of Danville, VA. He is a Commercial single and multi-engine, instrument rated pilot. Besides the RV-8A, he also flies a Cessna C177B, Cardinal.

Sharing in the flying during this year's AirVenture Cup is Wayne's son Richard. Richard is a seventh grader at Bonner Middle School and loves sports and flying. He is always ready to fly with his dad in the RV-8A, especially when it comes to flying aerobatics. He stays active playing basketball and roller hockey. Richard is counting the days until he can solo, but his dad reports that he is probably ready now! He is looking forward to taking part in this year's AirVenture Cup race, since flying cross-country is one of his favorite weekend activities.

Top Speed:	.212 MPH	**Engine:**	.Lycoming O-360	**Total Time on Aircraft:**	.100+ Hrs.
Range:	.780 Miles	**Displacement::**	.360 Cu. Inches	**Empty Weight:**	.1,067 Lbs.
Fuel Capacity:	.42 Gallons	**Horsepower:**	.180	**Gross Weight:**	.1,800 Lbs.

43 SPORT — John Cargill & Randy Brown



Velocity XLRG

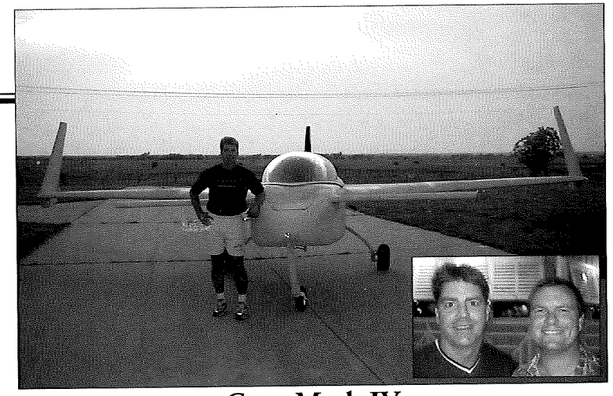
This Velocity XLRG was built in Florida by Mitch Ide and the crew at Hangar 18. It was completed and flown for the first time in 2002. After completing a successful test program, the airplane was moved from Florida to Upstate New York. Currently the airplanes calls North Carolina home. Built entirely out of composites the Velocity was designed to be a four-seat adaptation of Burt Rutan's popular Long-EZ. The XLRG is the latest version of the design, XL meaning "eXtra Large" and RG for "Retractable Gear." The Velocity features a comfortable cabin for four passengers. A Lycoming IO-540 producing 260 horsepower turning a MT constant speed propeller drives the airplane to speeds over 200 mph. The airplane is well suited for long trips with a maximum range of 1000 miles.

John Cargill and Randy Brown will be flying the Velocity in this year's race. The pilot, John Cargill of Cary, NC, has been flying since he was ten years old. His father got him started in a Stearman and an AT-6. His first solo flight was in a Stearman. He has flown coast-to-coast in an open cockpit biplane. Besides the Velocity, he also flies an RV-3, RV-4 and a 1934 Fairchild 22. John reports that he flies the Velocity for long trips and the others for fun. He serves as Chairman of Stellar Engineering, a Michigan Company.

Assisting with the Velocity in this year's race is Randy Brown of Apex, NC. Randy has been a flight instructor for 5 years and has a diverse background in aviation. He has flown floatplanes in New York City, and cargo planes in North Carolina. He currently flies an RV-4 for fun and is looking to fly corporate airplanes in the future.

Top Speed:	.230 MPH	**Engine:**	.Lycoming IO-540	**Total Time on Aircraft:**	.135 Hrs.
Range:	.1,000 Miles	**Displacement::**	.540 Cu. Inches	**Empty Weight:**	.1,760 Lbs.
		Horsepower:	.260	**Gross Weight:**	.2,800 Lbs.

51 SPORT — Brad Crawford & Graham Soloman



Cozy Mark IV

This red and white Cozy Mark IV, Race # 51, was built by Brad Crawford. This plane took over 4000 hours to build and just had its first flight in June 2003. N1BC is the only Cozy to be powered with a continental 0-470 engine. The Cozy MK IV is the latest evolution of the Cozy series designed by Nat Puffer of Co-Z Development Corp. The Cozy MK III was introduced in 1982, as a three-place offshoot of the Long-EZ. The MK IV is a four-seat development of the airplane. The combination of a full bubble canopy and the engine mounted in the rear gives the Cozy MK-IV excellent visibility for pilot and co-pilot. A top speed of 228 mph and a range of 1000 miles makes the Cozy a very capable cross country machine.

Race # 51 is being flown by Brad Crawford and Graham Solomon. Brad is an Air Force Major with over 5800 hours. He has combat time in E-3 Awacs, E-8 J-Stars. He also took the test pilot course at Mohave, CA. Graham is a CFI who used to fly in the Canadian Forces. He also has his helicopter rating. Graham has over 5500 hours and is the training director at the University of Oklahoma.

Top Speed:	.220 MPH	**Engine:**	.Continental O-470		
Range:	.1,000 Miles	**Displacement::**	.470 Cu. Inches	**Empty Weight:**	.1,400 Lbs.
Fuel Capacity:	.43 Gallons	**Horsepower:**	.225	**Gross Weight:**	.2,000 Lbs.

84 SPORT — Mark Frederick & Marcus Goetting

Harmon Rocket

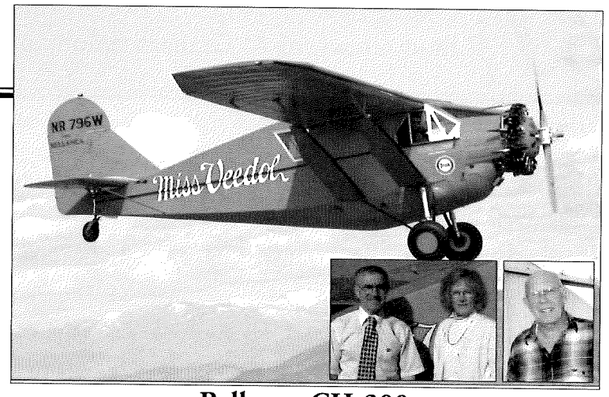
This Team Rocket F-1 is the factory demonstrator for Team Rocket Aircraft. It was built by Mark Fredrick and Marcus Goetting at Team Rocket Aircraft in 7 months. This military gray hot-rod, is powered by a Lycoming IO-540-D4A5 280 horsepower engine turning a MT constant speed propeller. The instrument panel features a GARMIN 295 GPS coupled to a TRU-TRAK autopilot, to ease pilot workload on long distance flights. With 52 gallons of fuel on board, the airplane will cruise for more than 1000 miles. It has a top speed of 250 mph. For high altitude flying, the airplane is equipped with a built-in Oxygen system for both pilot and crew.

Mark Fredrick not only flies the Team Rocket F-1 he owns and operates the company that produces the kit for the airplane. A Certified Flight Instructor with more than 3000 hours of dual given in tailwheel airplanes, Mark has more than 5000 hours total time in his logbook. He got an early start in aviation, having started flying with his dad at age 2 in an Aeronca Champ. More recently, he has been involved in Air Racing, having flown in the Sun 100 twice and organizing and promoting the Texas 100 Air Race. In addition to the AirVenture Cup, Mark plans to race the F-1 in the Sport Class at Reno 2003.

Flying as Co-pilot in the F-1 is co-builder Marcus Goetting, also of Taylor, TX. He has previous race experience in the F-1 having teamed up with Mark in the 2003 Sun 100 race. Besides the F-1, Marcus has experience in a Spezio Tuholer. This will be the first AirVenture Cup for the team.

Top Speed:	.250 MPH	**Engine:**	.Lycoming IO-540	**Total Time on Aircraft:**	.100 Hrs.
Range:	.1,000 Miles	**Displacement::**	.540 Cu. Inches	**Empty Weight:**	.1,177 Lbs.
Fuel Capacity:	.52 Gallons	**Horsepower:**	.280	**Gross Weight:**	.2,000 Lbs.

96 SPORT — Colin Clarke, Brock Wilson, &Patricia Moore



Bellanca CH-300

Race # 96, N796W, is a replica of the original 1931 single-engine Bellanca monoplane "Miss Veedol" flown by Clyde Pangborn and Hugh Herndon on the first non-stop trans-pacific flight from Sabishiro Beach, Japan to Wenatchee, Washington. This trans-pacific flight was the last leg of an around the world flight. The Spirit of Wenatchee Committee, made up of members of EAA Chapter 424, built this replica. Construction took over 4 years and with considerable hired work, the cost approached $500,000. The first flight took place in early May 2003. In 2004, they intend to re-create the Pangborn-Herndon World Flight including the trans-pacific crossing.

Flying Race # 96 are several members of the Spirit of Wenatchee Committee. Colin Clarke is a retired U.S. Air Force fighter pilot. Colin has over 9000 flight hours and has built several homebuilts including a Glastar and Glasair TD. He is the manager of Pangborn Memorial Airport and a past president of EAA Chapter 424. Colin has been designated the flight committee chairman for the Spirit of Wenatchee project. Brock Wilson is a mechanical engineer who has had a life-long interest in aviation. Brock does not have his pilot's license but has had numerous flying opportunities. He has spent the past five years helping to build "Miss Veedol". Patricia Moore is the assistant manager of the Pangborn Memorial Airport. She has accumulated over 1000 hours of flight time, mostly in tail-draggers. She has flown numerous cross-country trips including to the east coast and to Alaska.

Range:	4,000+ Miles	**Engine:**	.Prat & Whitney R985	**Total Time on Aircraft:**	20 Hrs.
		Displacement::	.985 Cu. Inches		
		Horsepower:	.450		

71 FORMULA RV — Bill Shannon

RV-6A

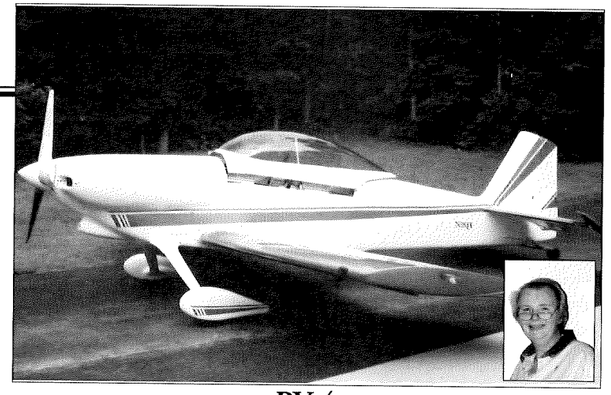
Bill built this Red, White and Blue RV-6A in a 7 foot by 20-foot shop over a six-year period. It took 3,700 hours to complete. The airplane can carry two people 750 miles non-stop with a top speed of 190 miles per hour. The airplane is powered by a 180hp Lycoming O-360 turning a Hartzell constant speed propeller. 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 a full IFR instrument panel on the right side of the aircraft, including a King IFRGPS and a Nav-Aid Autopilot. In addition for long range and high altitude flying "Carpe Diem" features a rectangular aluminum tank permanently mounted behind the passenger seat and a supplemental oxygen system for pilot and passenger. When Bill built the RV-6A, he opted for an electric trim and flap system.

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 years AirVenture Cup will be Bill's second appearance in the AirVenture Cup. After competing in last year's race, Bill flew "Carpe Diem" from Florida to Oregon for the Van's Aircraft annual RV Homecoming.

Top Speed:	.190 MPH	**Engine:**	.Lycoming O-360	**Total Time on Aircraft:**	.50 Hrs.
Range:	.750 Miles	**Displacement::**	.360 Cu. Inches	**Empty Weight:**	.1,136 Lbs.
Fuel Capacity:	.39 Gallons	**Horsepower:**	.180	**Gross Weight:**	.1,650 Lbs.

72 FORMULA RV — Bobbi Boucher



RV-4

Race 72 is a Van's Aircraft RV-4. The RV-4 was designed by Dick VanGrunsven, of North Plains, Oregon in 1979 as a follow-on to his very successful RV-3 single seat sport plane. It carries two people in tandem at speeds of 200 mph. It was built by Bobbi Boucher. It is powered by a 160 horsepower Lycoming O-320 turning a fixed pitch wooden three-blade propeller.

Flying the #72 RV-4 is Bobbi Boucher. Bobbi makes her living as an Airframe and Powerplant Mechanic. She and the RV-4 raced in the 2002 AirVenture Cup Race in the Formula FX class. She is looking forward to returning this year in the new Formula RV class.

Top Speed:	.185 MPH	**Engine:**	.Lycoming O-320		
Range:	.500 Miles	**Displacement::**	.320 Cu. Inches	**Empty Weight:**	.944 Lbs.
Fuel Capacity:	.Gallons	**Horsepower:**	.160	**Gross Weight:**	.1,500 Lbs.

67 FORMULA RV — Larry Klusmier & Scott Morton

RV-6A

Race # 67 is an Van's RV-6A built by Larry Klusmier of Germansville, PA. This RV-6A is IFR equipped with dual nav/coms and a GARMIN GPS. It is powered by a 160 horsepower Lycoming O-320-E2D engine turning a wooden fixed-pitch propeller. Construction was completed aver an 1800 hour period in Larry's Basement, Garage and completed in his hanger. Because of a job change of the builder, construction took place in two states and three different residences. It was first flown on October 8th, 1995 and has since accumulated over 500 hours of flight time. Larry adds that this airplane was built to enjoy, experience and share the freedom of flight with others.

Fling race 67 is the team of Larry Klusmier and Scott Morton. The Pilot, Larry Klusmier is also the builder of the airplane. Larry is a mechanical engineer with 5 patents in the field of cryogenics. Larry earned his Private Pilot Certificate in 1988. He started flying in a Grumman AA1B and later flew Cessna 172s and Piper Cherokee 180s. Recently Larry earned his instrument rating in the RV-6A.

Sharing the flying of Race #67 is Scott Mortin of Allentown, PA. Scott is a CFII with more than 1,800 hours of flying experience. Scott is also an engineer with a broad background of experience in large chemical plant projects and in chemical and electronic manufacturing. Besides flying, Scott is also building a Van's RV-7A, which he hopes to have completed in time for the 2004 AirVenture Cup Race.

The 2003 AirVenture Cup race will be the first race for the pair.

Top Speed: .....190 MPH	**Engine:** .....Lycoming O-360	**Total Time on Aircraft:** ..... Hrs.
Range: .....760 Miles	**Displacement::** .....320 Cu. Inches	**Empty Weight:** .....1,037 Lbs.
Fuel Capacity: .....38 Gallons	**Horsepower:** 160	**Gross Weight:** .....1,650 Lbs.

70 FORMULA RV — Claudio Tonnini

RV-4

Race 70 is a Van's RV-4 built and flown by Claudio Tonnini of Morganville, NJ. The airplane was first flown on July 3, 1987 and attended the EAA Convention in Oshkosh on July 26th, 1987 with 40 hours of total time. In 1988 Claudio flew his "Purple Passion" to his hometown of San Paulo, Brazil. In 1990 he took the airplane further by flying all the way to the tip of Cape Horn in Argentina. He repeated the trip to the tip of South America in 1994. To make these long range flights possible, Claudio equipped the Purple Passion with extra fuel tanks in the wings, giving him a total fuel capacity of 68 gallons. The airplane is equipped for IFR flight and features dual nav/coms a mode-C transponder and a GPS. Power for the long distances is provided by a 160 hp Lycoming IO-320. The airplane has been featured in Sport Aviation and Kitplanes magazines. It is based in Old Bridge, NJ and has accumulated more than 1,800 hours of flight time.

Flying Race 70 is Claudio Tonnini of Morganville, NJ. Claudio was part of the first AirVenture Cup in 1998 and flew again in 1999. He has also flown 6 Sun 100 races and took part in the Denver to Oshkosh Great Cross Country Flying Race. Origionally from San Paulo, Brazil, Claudio got started making long distance flights by taking the "Purple Passion" to visit his hometown. He has since made 2 additional flights all the way to the tip of South America. In his spare time he is currently building an RV-8. He is looking forward to participating once again in the AirVenture Cup

Top Speed: .....180 MPH	**Engine:** .....Lycoming IO-320	**Total Time on Aircraft:** .....1,800 Hrs.
Range: .....1,000 Miles	**Displacement::** .....320 Cu. Inches	**Empty Weight:** .....1,150 Lbs.
Fuel Capacity: .....68 Gallons	**Horsepower:** 160	**Gross Weight:** .....1,650 Lbs.

Sea Sport

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

50	George & Joan Osborne	Seawind 3000
60	Art Culver & Edward Maguire	Seawind 3000
80	Keith & Jason Walljasper	Seawind 3000

Art Culver in his Seawind was the fisrt seaplane to race in the AirVenture Cup.

50 SEA SPORT — George & Joan Osborne

Seawind 3000

This Seawind 3000 was built by George Osborne, of Berwyn, PA over a three-year period. George says, "The plans were followed very closely, with only a few additions."

Those additions include a built-in fire extinguisher system, and an engine pre-heater system to aid in starting in cold weather. The airplane also incorporates a few features unique to its amphibious mission. It is equipped with a depth gauge for on-water operations, and a built in cleat for mooring something its land-based counterparts don't have to worry about! Even though it is an amphibian, the airplane has a little "racers" touch with a unique water rudder tail fairing to close the opening between the air rudder and the fuselage. For high altitude flying, the Seawind is also equipped with a built-in Oxygen system. The airplane was first flown on Valentines Day, 2003. The AirVenture Cup will be the first race for this airplane, which was the 57th Seawind to fly.

The husband and wife team of George and Joan Osborne are flying the #50 Seawind in its race debut. George is an audiologist and Dean of the PCO School of Audiology. He has been a pilot for more than 30 years. Together with his family, George has flown all over he country, from the Florida Keys, to 500 miles north of the Artic Circle. He aspired to build an airplane since 1980 a dream he realized when he test flew the Seawind earlier this year.

Flying with George is his wife Joan. Joan is a Sports Physiologist, runner and owner of the Running Place, a specialty running shoe store in Newtown Square, PA. Joan is not a pilot, but is a strong GA supporter and enthusiast and has been a constant "right seater" and companion for George.

Top Speed: .....200 MPH	**Engine:** .....Lycoming IO-540	**Total Time on Aircraft:** .....50 Hrs.
Range: .....1,100 Miles	**Displacement::** .....540 Cu. Inches	**Empty Weight:** .....2,706 Lbs.
Fuel Capacity: .....74 Gallons	**Horsepower:** 300	**Gross Weight:** .....3,000 Lbs.

60 SEA SPORT — Art Culver & Edward Maguire

Seawind 3000

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 was the Grand Champion Seaplane at Sun n Fun 2002. It was also the first place home-built 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 is 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 from aircraft carriers. 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 in 2002.

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.

Top Speed:	.190 MPH	**Engine:**	.Lycoming IO-540	**Total Time on Aircraft:**	.150 Hrs.
Range:	.900 Miles	**Displacement::**	.540 Cu. Inches	**Empty Weight:**	2,700 Lbs.
Fuel Capacity:	.74 Gallons	**Horsepower:**	.300	**Gross Weight:**	.3,500 Lbs.

80 SEA SPORT — Keith & Jason Walljasper

Seawind 3000

Race 80 is a Seawind 3000 built and flown by Keith Walljasper, of Normal, IL. 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 1st, 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 Jason 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 and 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, Jason. Jason is a US Army Veteran of Desert Storm. During his stint in the Army he served with the 299th Engineering Battalion at Ft Sill, OK. He is married with four children and resides with his family in Abington, IL

Top Speed:	.200 MPH	**Engine:**	.Lycoming IO-540	**Total Time on Aircraft:**	.100 Hrs.
Range:	.1,200 Miles	**Displacement::**	.540 Cu. Inches	**Empty Weight:**	2,700 Lbs.
Fuel Capacity:	74 Gallons	**Horsepower:**	.300	**Gross Weight:**	3,600 Lbs.

58 FORMULA RV — Alan & Maxwell Kritzman

RV-8

The pilot and his family built this RV-8 over a 5 and a-half year period in the family basement and garage. The builder, Alan Kritzman, also gives credit to fellow EAA Chapter 33 members for much help with the project. This RV-8 is powered by a Lycoming O-320-D2A producing 160 horsepower turning a Sensenich, fixed pitch propeller a combination that gives the RV-8 a top speed of 195 mph. The airplane is well equipped for VFR flight and the instrument panel features, a Microair com and Transponder, a Garmin GPS 16 driving, a IPAQ with Flight Link moving map software developed by fellow EAA Chapter 33 member, Steve Willhoite. Currently Alan is working on the installation of a Dynon EFIS for the airplane.

The 2003 AirVenture Cup will be the first Race experience for the father-and-son team of Alan (father) and Max Kritzman. Alan is an Avionics Systems Engineer for Rockwell Collins. Alan has a degree in Aircraft Engineering Technology from Embry-Riddle Aeronautical University but did not start flying until 1998. While in college, he took up skydiving, and made around 300 jumps in 2 fi years. After college he got married and his wife talked him out of skydiving, but told him he could build an airplane as time and money permitted. When he started building the RV-8, he had never taken a flying lesson, so by the time he finished the tail and wings for the airplane, he enrolled in a ground school at the local community college and began taking lessons with the Green Castle Flying Club in Oxford, IA. He soloed and did all of his flight training in one of the clubs Cessna 150s. After earning his Private Pilot Certificate he checked out in a Cessna 172 but felt it was like flying a truck. With the RV-8 well underway, Alan got checked out in a Citabria and later took transition training in an RV-6. He performed the first flight of his newly completed RV-8.

Flying with Alan is his 8 year old son, Max. Max will be starting 3rd grade next fall and already has several years of flying experience with his dad. When not in school or flying in the RV-8, Max enjoys playing, Flag Football, basketball, baseball and soccer. In addition he is involved with an AWANA Stockade Program.

Top Speed:	.195 MPH	**Engine:**	.Lycoming 0-320	**Total Time on Aircraft:**	.40 Hrs.
Range:	.850 Miles	**Displacement::**	.320 Cu. Inches	**Empty Weight:**	.1,031 Lbs.
Fuel Capacity:	.44 Gallons	**Horsepower:**	.160	**Gross Weight:**	.1,800 Lbs.

63 FORMULA RV — Bob & Elinor Vasey

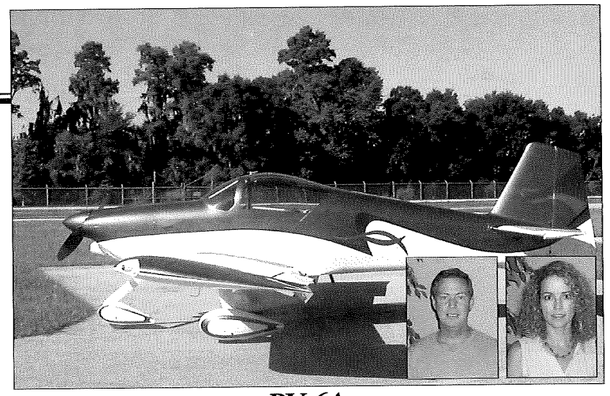
RV-3

Race # 63 is a red RV-3 with yellow and white striping. The plans for this plane were originally purchased in 1973, the 13th set sold by Van's Aircraft. Bob purchased the project in 1994 after it had sat for 15 years and finished it in 9 years and 3000 hours. The first flight for N13BV was on April 29, 2003. When building his RV-3, Bob included electric flaps and a header tank behind the firewall. The RV-3 was the first airplane to be completely designed by Dick VanGrunsven. The RV-1 was a highly modified Stits Playboy; the RV-2 has yet to be finished. The RV-1 had a steel tube fuselage and metal wings, much like the wing used on the RV-3. Inspired by the tremendous gain in performance over the original Playboy, Van decided to build an all-new airplane, making more improvements to the design. The result of this work is the RV-3. All of the other RV airplanes can trace their heritage back to this little sport plane. This is the first RV-3 to participate in the AirVenture Cup.

Flying Race #63 are Bob and Elinor "Skip" Vasey. Bob is a practicing large and small animal veterinarian and Skip is a retired registered nurse, currently helping Bob in his veterinary office. Bob soloed a J3 Cub in 1962. He has accumulated over 9000 hours, including 3000 as an Alaskan bush pilot, 2500 on the pipeline patrol, and a few hundred as an agricultural spray pilot. Bob built a 78% scale P51D powered with a 400CID Ford V8 engine. He has made his own 4 blade ground adjustable propeller. Skip has flown along with Bob since he learned to fly; she is a great navigator. Bob and Skip have flown together on several trips to Alaska. Bob is an AirVenture Cup Veteran, having flown in 2002, teamed up with his son Keith in the Lancair Columbia.

Top Speed:	.210 MPH	**Engine:**	.Lycoming O-320	**Total Time on Aircraft:**	.36 Hrs.
Range:	.750 Miles	**Displacement::**	.320 Cu. Inches	**Empty Weight:**	.817 Lbs.
Fuel Capacity:	.38.4 Gallons	**Horsepower:**	.150	**Gross Weight:**	.1,300 Lbs.

55 FORMULA RV — James & Gail Norman



RV-6A

This colorful blue-on-white RV-6A, Race # 55, was built by James Norman from a slow-build, non-prepunched kit over 7 and fi years and flew its first flight on December 28, 2002. Jim and his family call their airplane, Razzmatazz. Razzmatazz has over 100 modifications, including custom-built fiberglass fairings and cowl. Cooling is via a custom carbon fiber plenum. The instrument panel is also a customized fiberglass piece that houses a complete IFR panel, including a full UPSAT stack, coupled autopilot, AOA, stereo and more. A two-tone leather interior and plush carpet finish the interior.

Razzmatazz won "Best Low Wing" at the 2003 Sun-n-Fun fly-in. In early May, 2003, Razzmatazz was given the honor of being EAA's "Centenial HomeBuilt of the Week". Later that month at the EAA's SouthWest Regional Fly-in in New Braunfels TX, Razzmatazz was presented with the First Annual "Tony Bingelis Memorial Award" for Best of Show, All Types.

Flying Race # 55 this year are James and Gail Norman. James is a surgeon who builds and flies for fun. He has been flying for 10 years and has about 900 hours, most of it in his Piper Archer. Gail is a physician in family practice. She has a student pilot license. James and Gail have 2 children, Ali and Josh. James flew to the Southwest Regional Fly-in with Ali; they won an award for flying the farthest to the fly-in (980 nautical miles). This is the first Air Venture Cup Race for James and Gail.

Top Speed:	.219 MPH	**Engine:**	Lycoming O-360	**Total Time on Aircraft:**	58 Hrs.
Range:	.650 Miles	**Displacement::**	.360 Cu. Inches	**Empty Weight:**	1,110 Lbs.
Fuel Capacity:	.38 Gallons	**Horsepower:**	.180	**Gross Weight:**	1,800 Lbs.

56 FORMULA RV — Scott Jordan & David Rogers

RV-8

This Van's RV-8 was built by Scott Jordan in a 16'x 20" unheated/uninsinuated 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. This RV-8 also served as the photo plane during last years race allowing race photographer, Ed Hicks, to capture many of the air-to-air photographs in this book.

Flying Race # 56 is Scott Jordan, of Wappingers Falls, New York. Scott is an Airline Transport Rated pilot with more than 10,000 hours of flight experience in more than 50 different types of aircraft ranging from the J-3 Cub to the B-1B 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 in Portland 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 and 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 was be Scott's first race during which he placed 6th overall in the Formula FX class and 2nd in the RV class.

Assisting Scott during this year's race will be David Rogers. David is a fellow RV-8 builder from Marion, MA. Dave is still working on completing his RV-8, but he is a current pilot with more than 500 hours of flight time. He is a Certified Formation Wingman, and enjoys flying mild aerobatics. He owns a Design and Pre-Press Business for commercial printing. He is married and has two sons. He is very thankful to his family for supporting him in this event. While he has no prior aircraft race experience, David used to race Superbikes, and continues to enjoy motorcycles.

Top Speed:	.230 MPH	**Engine:**	Lycoming O-360	**Total Time on Aircraft:**	185 Hrs.
Range:	.800 Miles	**Displacement::**	.360 Cu. Inches	**Empty Weight:**	1,140 Lbs.
Fuel Capacity:	.42 Gallons	**Horsepower:**	.180	**Gross Weight:**	1,825 Lbs.

Formula RG

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

11	James Rahm	Cavalier
13	Al & Erika Hansen	Glasair IIS
17	Donald Smith	Lancair 360
26	Peter Huff	White Lightning
31	Dick & Debbie Keyt	Polen Special II
32	Ernie Gdisis	Glasair I-RG
35	Ernest Chauvin	Lancair 360
36	Larry & Nicholas Henney	Lancair 360
38	John Danials	Berkut 360
77	Mark & Cynthia Ravinski	Lancair 360
94	Scott Krueger	Lancair 320

11 Formula RG — James Rahm

Cavalier

Race 11 this year is a Cavalier SA 105 built by Jeff Rahm of New Smyrna Beach, FL. The Cavalier was started in 1971 and progressed until the builder passed away. The partially built arcraft was purchased by Jeff Rahm about 10 years ago and has been rebuilt and completed. The Cavalier was designed in Canada in the late 1960s and was offered to builders as a plans-built design. Since there is no kit from which to build the airplane, only a handful have been completed in the US.

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

Top Speed:	200 MPH	**Engine:**	Lycoming IO-360	**Total Time on Aircraft:**	100 Hrs.
Range:	1,200 Miles	**Displacement::**	.360 Cu. Inches	**Empty Weight:**	1,240 Lbs.
Fuel Capacity:	60 Gallons	**Horsepower:**	.180	**Gross Weight:**	2,480 Lbs.

Formula RG

Ernie Gdisis & Frank Fonk

s a white with orange and brown stripes Glasair I RG. This
built by Ernie "Skip" Gdisis; it was his first airplane project
6500 hours to complete. Ernie installed a pressure plenum
, an electronic ignition, flap to fuselage faring and a custom
em that will never overflow. The first flight for N1375H
nber 1987. This plane has been awarded Grand Champion
in 1989; Grand Champion at Oshkosh in 1990; Best of
s, Michigan in 1990; and Best of Show in Whiteside, IL in

e # 32 are Ernie "Skip" Gdisis and Frank Fonk. Ernie has
nce 1975. He has accumulated 820 hours, of which 635 are
. Ernie is a tool maker at Case/New Holland. Frank Fonk
flight instructor with 3500 total hours and 2000 hours dual
iven. Of Frank's total time, 1100 hours are in his Mooney.
st race for both gentlemen.

Glasair I-RG

.....230 MPH	**Engine:**	Lycoming E2A	**Total Time on Aircraft:**	.653 Hrs.
.....1,150 Miles	**Displacement::**	.320 Cu. Inches	**Empty Weight:**	.1,155 Lbs.
.....39 Gallons	**Horsepower:**	.150	**Gross Weight:**	.2,000 Lbs.

Formula RG

Ernest Chauvin

nd white Lancair was built completely according to the plans
00 hours and $100,000 to build. The aircraft has long-range
d hinging canopy, a composite three-bladed propeller, and a
ss entry locking system. This two-seat aircraft has a range of
nd a top speed of 270 miles per hour on 180 horsepower.
was the Grand Champion home-built at the EAA Fly In in
Ontario.

e number 35 is Ernest "Ernie" Chauvin. Ernie was in the
ian Air Force from 1967 to 1971, and then went to college
high school English teacher.

ed his private pilots license in 1984, and his night rating in
as since completed a 10 hour aerobatics course, and a 10-
ion flying course. He completed his Lancair in 1993 and
r 450 hours. He currently serves as a EAA Young Eagles
or in Windsor.

veteran of the 1999 and 2000 AirVenture Cup and placed
h in the Formula RG category.

h Ernie is Dr. Murray O'Neil of Essex, Ontario. Murray is a
ician who specialized in the treatment of allergies. His
ying has spanned more than 50 years and during that time

Lancair 360

has owned and flown a number of airplanes including a Piper J-3 Cub, A Piper Navajo, an Mu-2, a motorglider, and his current airplane an Aerostar. In addition he also restored a De Havilland Gypsy Moth. Murray is also an AirVenture Cup veteran, having flown with Ernie in the 1999 race in this Lancair.

.....270 MPH	**Engine:**	Lycoming IO-360	**Total Time on Aircraft:**	.450 Hrs.
.....1,200 Miles	**Displacement::**	.360 Cu. Inches	**Empty Weight:**	.1,120 Lbs.
.....58 Gallons	**Horsepower:**	.180	**Gross Weight:**	.1,784 Lbs.

23

FORMULA RV

John Bunn

Race 23 is a Van's RV-8 built and flown by John Bunn of Granbury, TX. The RV-8 is a two-place tandem seating taildragger designed by Dick VanGrunsven of North Plains, OR. Designed in 1995, the RV-8 is larger and faster than the RV-4. Race 23 was the 23rd RV-8 started when John Bunn bought the tail kit. The airplane took 5 and a half years to build, and it was test flown in October of 2001. It is powered by a 200 horsepower Lycoming IO-360-A1B turning a Hartzell Constant Speed propeller. The airplane is equipped for IFR flight and features a Garmin 430 GPS/moving map/nav/com and a VMI 1000 electronic engine monitoring system. To ease pilot workload during long flights such as the AirVenture Cup Race, John designed the cockpit to include HOTAS, or "hands on Throttle and Stick" a concept developed by the military that places all important switches in a place the pilot can reach with out taking their hands off the controls. This RV-8 features Infinity aerospace stick grips in both the front and rear cockpits. One of the most striking and noticeable features of this RV-8 is a bright Orange, Purple and bright Green paint job. This is the work of Hot Markes Paint of Indianapolis, IN a paint shop so stranger to racing, they specialize in painting the race-cars that city is famous for.

Flying Race 23 is owner/builder John Bunn of Granbury, TX. John started flying after taking his first introductory flight at the young age of 11 and was quickly hooked. He soloed in a Piper Cherokee 140 and finished his private certificate while in high school. He decided to pursue a career in aviation and worked his way through college as a Flight Instructor. After graduation he continued to flight instruct and eventually became a corporate pilot flying Beech King Air 200s and Lear 25s. Later he was hired by a major Airline where he continues to work. During the course of his airline career, John has flown the Boeing 727 and 777 and the Fokker F-100 and the McDonald Douglas DC-10. He as also served as a Check Airman for the past 12 years on the 727, F-100 and most recently the Boeing 777. The 2003 AirVenture Cup will be his first major air race.

RV-8

nd 2002 Dave

ane with new

in the racer's

Top Speed: .....215 MPH	**Engine:**	Lycoming IO-360	**Total Time on Aircraft:**	.115 Hrs.
	Displacement::	.360 Cu. Inches	**Empty Weight:**	.1,176 Lbs.
	Horsepower:	.200	**Gross Weight:**	.1,900 Lbs.

. . .250 Hrs.
. . . .960 Lbs.
. . .1,600 Lbs.

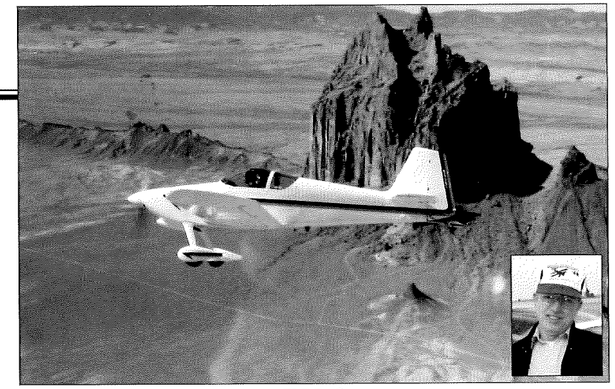
27

FORMULA RV

Charles Calivas

Race # 27 is a white and blue RV-6. This aircraft was built by Charles Calivas in only 2 years. Its first flight was on August 18, 1989. Charles has installed a 3 blade MT constant speed propeller on N277BC. The RV-6 was designed in 1986 by Dick VanGrunsven of Van's Aircraft, as a two-place side-by-side seating, cross country machine. There have been more than 500 RV-6s built since the airplane was introduced at Oshkosh, 1986.

Flying Race # 27 is Charles Calivas, a recently retired instrument technician who worked at Vanco Air Force Base in Enid, OK. Charles began flying in 1953 and has logged 1900 hours. He has traveled extensively throughout the United States in his RV-6. In his free time, Charles enjoys flying Young Eagles; he has flown 40 of them. Also, Charles is a past president of his EAA chapter.



RV-6

Top Speed: .....200 MPH	**Engine:**	Lycoming O-320	**Total Time on Aircraft:**	.1,500 Hrs.
Range: .....900 Miles	**Displacement::**	.320 Cu. Inches	**Empty Weight:**	.1,055 Lbs.
Fuel Capacity: .....36 Gallons	**Horsepower:**	.160	**Gross Weight:**	.1,600 Lbs.

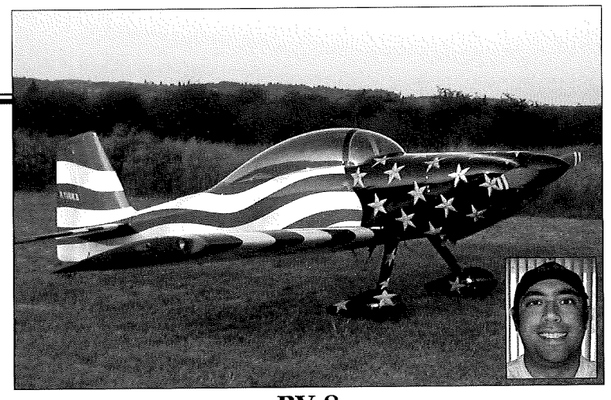
. . .520 Hrs.
.1,100 Lbs.
.1,650 Lbs.

Formula RV

The Formula RV class is open to any stock Van's Aircraft RV-3, 4, 6, 6A, 7, 7A, 8, 8A, 9 or 9A.

18	Ken Balch	RV-8	67	Karry Klusmier & Scott Morton	RV-6A
23	John Bunn	RV-8			
27	Charles Calivas	RV-6	70	Claudio Tonnini	RV-4
28	Jeff & Bion Ludwig	Rv-8	71	Bill Shannon	RV-6A
34	Chris Murphy	RV-4	72	Bobbi Boucher	RV-4
48	Dave Weisgerber	RV-6	74	Scott Spencer	RV-4
53	Scott & Wendy Gesele	RV-6A	76	Wayne & Richard Williams	RV-8A
55	James & Gail Norman	RV-6A	87	E. Len Leggette & Larry Bowen	RV-8A
56	Scott Jordan & David Rogers	RV-8			
58	Alan & Maxwell Kritzman	RV-8	98	Donah Bohannon	RV-4
63	Bob & Elinor Vasey	RV-3			

18 FORMULA RV — Ken Balch



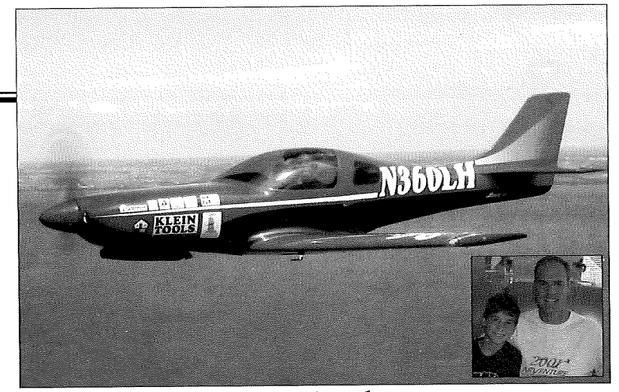
RV-8

This patriotic red, white and blue RV-8, Race # 18, first flew in May 2002. Ken Balch and his wife, Jean, built the plane in 1800 hours in under 2 fi years and was their first airplane project. The unique paint design for Race # 18 started with Ken's ideas and was refined by Craig Barnett of Scheme Designers. Ken then took the drawings to John Stahr of Stahr Design, artist extraordinaire, who did all the actual prep and spray work while refining the design all the while. The final product is mostly a synthesis of Ken's ideas and John's artistic senses and abilities.

Flying Race # 18 is Ken Balch. Ken is currently a CFI and retired network administrator. Ken has been flying since 1990 and has accumulated 1000 hours since that time. He has earned his commercial license along with several instructing licenses. Ken enjoys making cross-country flights and has flown various aircraft to various places including Georgia, Ohio, Wisconsin, New Orleans, and multiple places in the northeast. This is Ken's first Air Venture Cup Race.

Top Speed:	.220 MPH	**Engine:**	.Lycoming O-360	**Total Time on Aircraft:**	.125 Hrs.
Range:	.800 Miles	**Displacement::**	.360 Cu. Inches	**Empty Weight:**	.1,110 Lbs.
Fuel Capacity:	.42 Gallons	**Horsepower:**	.200	**Gross Weight:**	.1,800 Lbs.

36 Formula RG — Larry & Nicholas Henney



Lancair 360

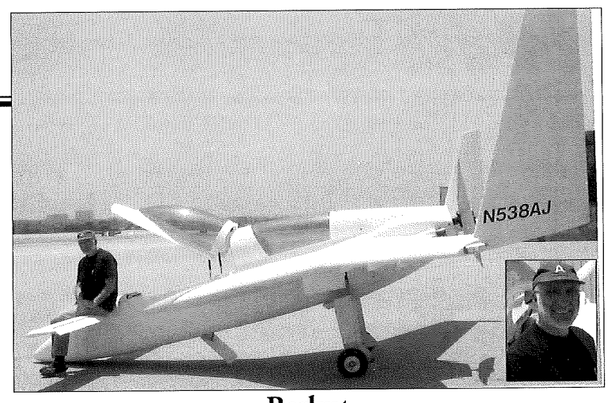
First flown on December 8, 1998 Race 36 was built by Larry Henney of Ft.Worth, TX. Powered by a Lycoming O-360-B producing 180+ hp, the airplane is capable of more than 265 mph. The engine has been equipped with dual electronic ignition, a specially designed mass flow cooling air intake rings, cooling air plenum chamber, CHT balance baffles, lower aft inner cowl baffles and ceramic coated exhaust pipes. It also features a 3 tiered fail safe electrical system. The aircraft features the MK II tail faired into the fuselage with custom designed strakes. The airplane has raced and took first place in a number of races including the Sun 100, Lancair 100 and Golden West Races. He has also raced twice in the AirVenture Cup, in 2001 and 2002.

Flying Race 36 is the father and son team of Larry and Daniel Henney. Larry has a degree in mechanical engineering from the University of Texas. After graduation, Larry joined the US Navy and served 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 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 Daniel Henney. Daniel is 10 years old and has been flying with his dad for several years already, including three races, one of which was the 2001 AirVenture Cup. He is a straight A student entering the 5th grade. Besides flying, Daniel also enjoys playing baseball. Recently, Daniel was selected to play on the All-Stars Little League Baseball Team. He is looking forward to returning to the skies in this year's race.

Top Speed:	.270 MPH	**Engine:**	.Lycoming O-360	**Empty Weight:**	.1,157 Lbs.
Range:	.1,000 Miles	**Displacement::**	.360 Cu. Inches	**Gross Weight:**	.1,685 Lbs.
		Horsepower:	.180		

38 Formula RG — John Danials



Berkut

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

Flying race number 38 is John Daniels. John holds a private pilots license with single engine, rotorcraft, and instrument ratings. John has over 3,000 hours of flight experience.

John works at the University of Southern California in the Oncology department.

John entered the 1998 AirVenture Cup, but a mechanical problem kept him from finishing. John has also participated in the 1999 Copperstate Fly-In race.

John was a participant in the AirVenture Cup in 2000, 2001, 2002 in the Formula RG class.

Top Speed:	.254 MPH	**Engine:**	.Lycoming IO-360	**Total Time on Aircraft:**	.300 Hrs.
Range:	.1,300 Miles	**Displacement::**	.360 Cu. Inches	**Empty Weight:**	.1,168 Lbs.
Fuel Capacity:	.54 Gallons	**Horsepower:**	.200	**Gross Weight:**	.1,900 Lbs.

15 FORMULA FX — Tim & Wendy Freeze

Cozy Mark III

Designed by Nat Puffer, the Cozy is a Side-by-Side seating version of e 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 op. A true family project, Tim and Wendy built the aircraft together d the registration number N215TW is their wedding anniversary and eir initials! On of the unique things about the Cozy project is the fact was scratch built from plans by the Freezes and not from a kit. The ozy was first flown May 1, 2001. It features electric pitch trim, an ectric retractable nose gear, a retractable entrance step, and a retractable nding light. All of these changes were made to reduce drag. The Cozy equipped with an IFR instrument panel including a panel mounted PS. The instrument panel is custom made out of burled Carpathian m. It was the first Cozy to participate in the AirVenture Cup when it ttered for the first time in 2002.

Race #15 is piloted by Tim and Wendy Freeze, a husband and wife am from Fishersville, VA. Tim is an electrical/mechanical engineer in a search lab for Dupont. Tim holds a Commercial Pilot Certificate with ngle and Multi-engine ratings as well as an instrument rating. He has ore than 1,400 hours of flying time. In addition to the Cozy, Tim also es a Beech 35 Bonanza and a Fisher Celebrity Biplane which he helped ild. 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 echanical 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 2003 AirVenture Cup will be the second year the team participated in the AirVenture Cup. In addition, the airplane also flew in the last two Sun 100 races.

p Speed: .....210 MPH	**Engine:** .....Lycoming O-320	**Total Time on Aircraft:** ..... 150 Hrs.
nge: .....1,000 Miles	**Displacement::** .....320 Cu. Inches	**Empty Weight:** .....1,050 Lbs.
el Capacity: .....50 Gallons	**Horsepower:** 160	**Gross Weight:** .....1,950 Lbs.

83 FORMULA FX — Marc Zeitlin & Wayne Hicks

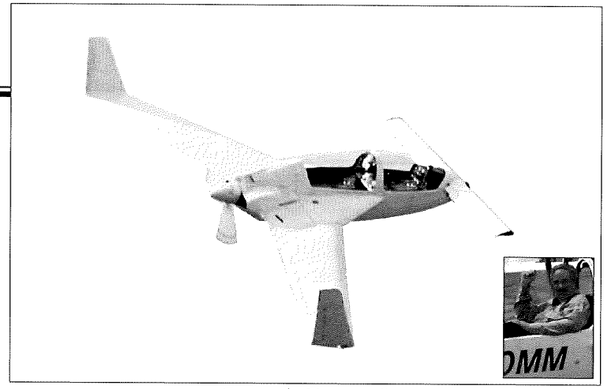
Cozy Mark III

This Cozy Mark IV was built by Marc Zeitlin over 2,990 hours in 7 fi years. Race # 83 had its first flight on August 4, 2002 and is the first Cozy Mark IV based in Massachusetts. This plane has less than 100 hours since completion. A few modifications made to this plane include adding landing lights in the nose of the plane and Matco wheels and brakes.

Flying Race #83 are Marc Zeitlin and Wayne Hicks. Marc is a mechanical engineer/manager for a company in the medical device arena. Marc started flying gliders in 1974 and got his glider rating a year later. In 1981, he moved onto powered machines and got his Private license. To date Marc has approximately 300 hours total time and has no previous race experience. Wayne is a senior engineer for an aerospace contractor; he is leading the development of the mission operations and ground systems for the next-generation weather observing spectrometer. Wayne is a private pilot and is currently building his own Cozy Mark IV; this is his first race.

Top Speed: .....215 MPH	**Engine:** .....Lycoming O-320	**Total Time on Aircraft:** .....895 Hrs.
Range: .....1,000 Miles	**Displacement::** .....320 Cu. Inches	**Empty Weight:** .....910 Lbs.
Fuel Capacity: .....52 Gallons	**Horsepower:** 160	**Gross Weight:** .....1,690 Lbs.

16 FORMULA FX — Mike Mcevoy



Speed Canard

Race # 16 is an all white Speed Canard. The Speed Canard was built Mengen; Baden-Baden Oos, Germany by FFT Gyroflug. The airplane powered by a Lycoming O-320-D1A, 160 horsepower engine turning three bladed MT-6 Constant Speed Propeller which produces a top eed of 170 MPH. Equipped for comfortable long range flying the eed Canard is equipped with a Garmin 155 IFR certified GPS coupled an HSI and an ARGUS 5000 color moving map display. To ensure gine health, the airplane is equipped with a Shadin "Digidata" EDM-0 Graphic engine Monitor. The airplane is equipped for IFR flying and addition to the normal IFR instrumentation, the airplane is equipped th a Terra Radar Altimeter, dual nav/coms and an audio panel with rker beacons.

Flying N160MM is Mike McEvoy, who is currently the Vice-President Products and Services for Confluent Software. Mike started flying sons in the 1980s, took a hiatus from flying for a few years, and umed about 4 years ago. In addition to his Speed Canard, Mike has ilt time in the Long-EZ, Vari-EZ, Warrior, Archer, Cessna 150, 172 and 182 and Bonanza besides others. He has made several cross-country trips including to Santa Fe, Death Valley, Las Vegas, Oshkosh, and Ann Arbor, MI. In his past, Mike used to fly hang gliders during which time he made a landing at a California "Clothing Optional" beach! He enjoys hiking with his wife, who is also a pilot. This is Mike's first Air Venture Cup Race.

p Speed: .....170 MPH	**Engine:** .....Lycoming O-320	**Total Time on Aircraft:** .....300 Hrs.
nge: .....800 Miles	**Displacement::** .....320 Cu. Inches	**Empty Weight:** .....1,000 Lbs.
el Capacity: .....41 Gallons	**Horsepower:** 160	**Gross Weight:** .....1,500 Lbs.

85 FORMULA FX — Kevin & Chris Funk

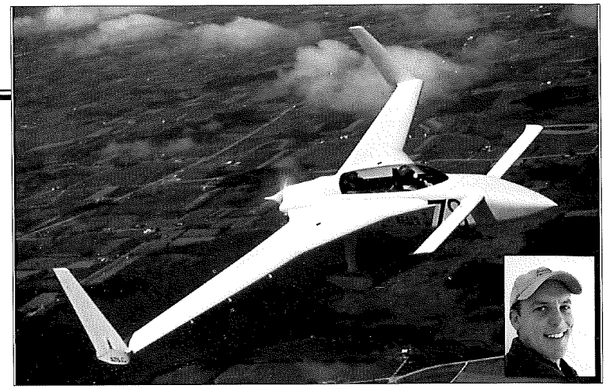
Cozy Mark IV

Race # 85 is a blue and white Cozy Mark IV. This aircraft was built by Kevin and his family over a period of 8 years. During the building process, his family went from 2 to 4 children and moved houses while Kevin developed a large medical practice. Kevin's wife, Carrie, did the first taxi test on Mother's Day 2000.

The father and son team of Kevin and Chris Funk are flying Race # 85. Kevin is a family physician and father of 4 children. His wife of 18 years is also a pilot. Kevin started flying in 1978 and has 1000 hours. The family interest in aviation extended so far as to naming 2 of their children after aviation greats: their 6 year old daughter is named Amelia after Amelia Earhart and their 4 year old son is named Alan Johnathan after Alan Shepard and John Glenn. Chris will be a sophomore in high school in the fall. He has started taking flying lessons and was a great help to his dad in building this Cozy. This is the first race for both father and son.

Top Speed: .....185 MPH	**Engine:** .....Lycoming O-320	**Total Time on Aircraft:** .....380 Hrs.
Range: .....900 Miles	**Displacement::** .....320 Cu. Inches	**Empty Weight:** .....1,150 Lbs.
Fuel Capacity: .....54 Gallons	**Horsepower:** 160	**Gross Weight:** .....2,300 Lbs.

78 FORMULA FX — Jay Blum



Long-Ez

Race #78 is a Rutan Long-EZ built by Lee Carlstrom of San Diego, CA over a ten-year period. It was first flown in 1990. A Lycoming O-320 160hp engine, featuring electronic ignition, turning a Catto 3-blade propeller, powers the airplane. Recently the engine has been modified to include 10:1 pistons. 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. The airplane has been later been modified to include an electrically operated nose gear.

Flying Race # 78 is Jay Blum, from Berwyn, Pennsylvania. Jay is a Single and Multi-engine, Instrument, Commercial rated pilot. He received his Private Pilots Certificate in 1992 and has more than 700 hours of flying time. Jay is in the Fabric and leather business and he provides material for the aircraft interiors for United, US Airways, Northwest, America West, Continental and Delta Airlines. Jay placed 4th in the Formula FX class in the 2002 AirVenture Cup Race and was the fastest O-320 powered airplane in last years race. Jay also participated in the 2003 Sun 100 race.

Top Speed: .....170 MPH	**Engine:** .....Lycoming O-320	**Total Time on Aircraft:** .....246 Hrs.
Range: .....1,000 Miles	**Displacement::** .....320 Cu. Inches	**Empty Weight:** .....950 Lbs.
Fuel Capacity: .....52 Gallons	**Horsepower:** 160	**Gross Weight:** .....1,500 Lbs.

82 FORMULA FX — Bob & Marlis Wilson

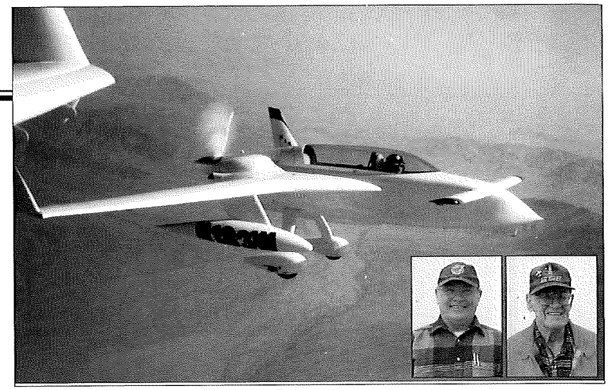
Long-Ez

Race 82 is making its second appearance at the AirVenture Cup this year. This white Rutan Long-EZ was built over a 10-year period. First flown June 25, 1995, this airplane is described by its builder as a "nice comfortable, economical, cross-country airplane." The Airplane has been modified with a larger engine this year, it is now powered by a Lycoming O-320, 160hp engine. Since it's first flight N82BJ has accumulated nearly 900 flight hours. Designed by legendary aircraft designer Burt Rutan, who's other designs include the 'round the world Voyager and lately the "White Knight and Space Ship One, civilian space craft! The Long-EZ was originally designed as a long-range version of the designers famous "Vari-EZ." The Long-EZ is made out of Styrofoam covered with multiply layers of fiberglass, making it very light and very strong. This airplane received an outstanding workmanship award at Oshkosh in 1996.

Flying Race 82 is Robert "Bob" Wilson of Longmont, Colorado. Bob returns to the AirVenture Cup with previous air race experience, he placed third in the Great Cross Country Race from Denver to Oshkosh in 1997. In the 2001 AirVenture Cup, Bob placed 3rd in the Sprint Class. A retired professional pilot, Bob was more than 20,000 hours of flight experience. Besides his Long-EZ, Bob has flown, gliders, Twin Otters, Convair 580s, Boeing 737s and has been a long time flight instructor in Cessnas. Assisting Bob with the AirVenture Cup this year is his wife and navigator, Marlis. Marlis is a veteran of many long cross country trips in the Long-EZ, including flights to Key West, FL, up the East Coast, over the mountains to Arizona. This will be her first cross country race. Bob considers himself lucky to have a supporting wife, and says she doesn't even mind the bumps!

Top Speed: .....205 MPH	**Engine:** .....Lycoming O-320	**Total Time on Aircraft:** ..... Hrs.
Range: .....1,200 Miles	**Displacement::** .....320 Cu. Inches	**Empty Weight:** .....973 Lbs.
Fuel Capacity: .....53 Gallons	**Horsepower:** 160	**Gross Weight:** .....1,425 Lbs.

19 FORMULA FX — William Oertel & Gaius Cadwell



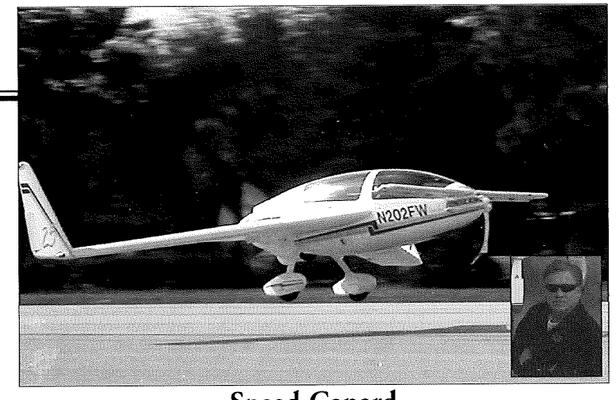
Vari-Ez

Race #19 is a white and blue Vari-EZ with several unique features. William built this aircraft over a period of 6 years finishing in May 1984. He created his own design of an electronic nose lift, installed a mountain high oxygen system, and designed his one custom instrument panel which features an I-K 2000 EIS. This plane also had baggage pods and a larger than standard fuel capacity. William has flown in several races since 1986. He has many hours of formation experience in this aircraft including airshows in Guadalajara, Mexico in the early 90s. N183W has been on many cross-country trips beginning in California and going to Illinois, Alabama, Florida, 7 times to Oshkosh and Mexico every year since 1989.

William Oertel and Gauis Cadwell are flying Race #19. William began flying in 1961 while in an A&P program. He learned to fly in an Aeronca Champ followed by the Tri Champ, Cessna 150, and moving up from there. He built his Vari-EZ in 1978-1984 and has flown it in several closed course races of about 125 miles. William has total hours flown of almost 2,500 including 200 hours of formation flying, including airshows. Gauis graduated from the University of Nebraska in 1941 and worked for Wright Aeronautical in 1941-42. He then served in the US Army Corp of Engineers from 1942-1946. Upon returning from the ward, Gauis went back to Wright Aeronautical until 1949. He then worked on engines for the X-15 at Reaction Motors until 1962. In 1962, Gauis began working for North American Rockwell as a propulsion engineer on the Apollo program and the space shuttle until he retired in 1983. Gauis acquired his private license in 1976 and has almost 1,300 hours.

Top Speed: .....225 MPH	**Engine:** .....Lycoming O-320	**Total Time on Aircraft:** .....1,990 Hrs.
Range: .....830 Miles	**Displacement::** .....320 Cu. Inches	**Empty Weight:** .....900 Lbs.
Fuel Capacity: .....32.5 Gallons	**Horsepower:** 160	**Gross Weight:** .....1,500 Lbs.

25 FORMULA FX — Jack Watson



Speed Canard

Jack is returning for his fifth straight AirVenture Cup in his newly acquired German built FFT Speed Canard SC-01B-160. He has raced a Long EZ , a Yak 55m and now the Speed Canard. With two third place finishes a second place and an unusual finish in his Yak which included an enroute stop for a field "top overhaul," he's a dedicated competitor who thinks this is his year. He recently competed in the "Sun" race at Lakeland with his Speed Canard, beating everyone in his class and several in the classes above. His aircraft is one of the last built at the FFT factory in Germany. Most of the Speed Canards are licensed "Experimental," a few were granted Standard Airworthiness Certificates with a change in spar design and an extra bolt here and their to satisfy the FAA. His Speed Canard is probably the best equipped in the world. IFR certified for enroute and approach GPS nav. The Bendix/King nav package includes; KLN 94 color map GPS, dual digital VOR's with ILS/GS receiver, three light marker, HSI, RMI, digital ADF and single cue Stec flight director. All this interfaces thru the AmeriKing Selector panel to connect the two axis Stec-65 autopilot with altitude hold. The fastest thing on the aircraft, according to Jack, is the MTV-12 propeller. Both MTV-6 and MTV-12 props were used on the Speed Canards. The three blade "monster prop," as Jack refers to it, is like having an afterburner on a recip.

When not racing you can find Jack in the left seat "doing his Captain thing" for a major airline. He has flown almost 300 types of aircraft from the giant Boeing 747 to military fighters with a lot of experimental aircraft in between. His log books reflect over 32,000 hours and he holds Airline Transport Ratings in Airplanes and Helicopters with a lot of type ratings. Additionally he has engineer ratings in Turboprop and Turbojet aircraft, and has been a licensed A&P since 1966.

This year Jack is proudly sponsored by: MT Propellers, Bendix/King, Aeroshell, Royal Lubricants, ACF-50, Hooker Harness, Concorde Battery, Tempest Vacuum Pump.

Top Speed: .....180 MPH	**Engine:** .....Lycoming O-360	**Total Time on Aircraft:** .....140 Hrs.
Range: .....850 Miles	**Displacement::** .....320 Cu. Inches	**Empty Weight:** .....1,175 Lbs.
Fuel Capacity: .....41 Gallons	**Horsepower:** 160	**Gross Weight:** .....1,675 Lbs.

45 FORMULA FX — David & Trevor Orr

Long-Ez

This colorful Long-EZ, Race #45, was built by David Orr; the aircraft was completed in 1988. Since that time it has been flown in many short races in the Nevada Desert. David modified his aircraft by building a longer nose and installing a larger engine than the plans specify. The Long-EZ was designed by Burt Rutan as a long-range record setting version of his popular Vari-EZ. The hallmark of the Long-EZ design is speed with efficiency, a mission the airplane performs admirably. The Lycoming O-320 pushes the airplane at speeds greater than 200 mph, and the 52 gallon fuel capacity gives the airplane a non-stop range of 1100 miles.

A father and son team of David and Trevor Orr are flying Race #45. David served in the US Air Force in Forward Air Control in both Vietnam and Florida. He built this Long-EZ and has flown it all over the US and beyond, including trips to Fairbanks, AL; Acapulco; and Florida. Trevor has attended many race events and has judged landing contests. He is a college student studying aeronautical engineering.

Top Speed:	.200 MPH	**Engine:**	.Lycoming O-320	**Total Time on Aircraft:**	.1,930 Hrs.
Range:	.1,100 Miles	**Displacement::**	.320 Cu. Inches	**Empty Weight:**	.980 Lbs.
Fuel Capacity:	.52 Gallons	**Horsepower:**	.160	**Gross Weight:**	.1,600 Lbs.

46 FORMULA FX — Elwood Johnson

Long-Ez

Race # 46 is a light blue Long-EZ that was built over a period of 5 years with no modifications to the original plans. The first flight of this aircraft was in January 1989.

Elwood Johnson has been flying and building since 1965. He earned his commercial license using the US Army GI Bill. Elwood is a retired aerospace systems engineer. This is his first air race.

Top Speed:	.200 MPH	**Engine:**	.Lycoming O-320	**Total Time on Aircraft:**	.700 Hrs.
Range:	.1,000 Miles	**Displacement::**	.320 Cu. Inches	**Empty Weight:**	.1,039 Lbs.
Fuel Capacity:	.52 Gallons	**Horsepower:**	.160	**Gross Weight:**	.1,600 Lbs.

73 FORMULA FX — Steve Hammer

Glasair I-TD

This white and blue Glasair was 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. Since the 2002 race, the airplane has undergone additional modifications including, extending the engine cowling an additional 4 inches and adding an 8 inch propeller extension. This allowed Steve to reduce the size of the cooling air inlets giving the benefit of less cooling drag. In addition, Steve also installed a DIGITRAK autopilot. 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. Steve likes to point out that since beating his brother, Bruce, in the 2002 AirVenture Cup, "Bruce is now trying to keep up with me!"

Returning to the AirVenture Cup for the third 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, 2002 and 2003. Steve and his Brother Bruce are excited to be competing against each other again in this year's race.

Top Speed:	.240 MPH	**Engine:**	.Lycoming O-360	**Total Time on Aircraft:**	.1,200 Hrs.
Range:	.1,000 Miles	**Displacement::**	.360 Cu. Inches	**Empty Weight:**	.1,180 Lbs.
Fuel Capacity:	.50 Gallons	**Horsepower:**	.180	**Gross Weight:**	.2,000 Lbs.

75 FORMULA FX — Chuck Haataja

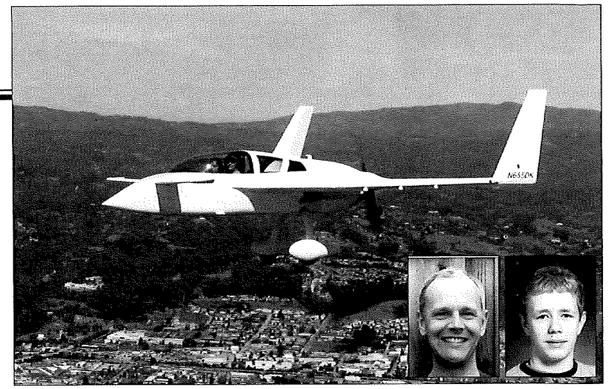
Glasair I-TD

N175CM is a Glasair 1TD which was built by Chuck Haataja in 3,500 hours with the first flight in June 1993. Race # 75 has a back-up electric fuel transfer pump from the main tanks to the header tank; this will enable the aircraft to run at low power if the fuel pumps fail. Chuck has also made modifications to the wheel fairings to increase the efficiency and speed of his aircraft. Chuck has flown his Glasair more than once a week for the past 10 years since completing his aircraft.

The 2003 AVC is Chuck's first race. He has over 2,300 hours of total time logged, with over 1,000 of that in his Glasair. Chuck enjoys practicing aerobatics in his Glasair; he practices at least one maneuver each time he takes his plane up. Chuck has been employed at a local nuclear power plant for 30 years and is looking forward to retirement later in 2003!

Top Speed:	.228 MPH	**Engine:**	.Lycoming O-320	**Total Time on Aircraft:**	.1,300 Hrs.
Range:	.1,100 Miles	**Displacement::**	.320 Cu. Inches	**Empty Weight:**	.1,070 Lbs.
Fuel Capacity:	.52 Gallons	**Horsepower:**	.160	**Gross Weight:**	.1,850 Lbs.

65 FORMULA FX — Jorgen & Jesper Skovbjerg



Cozy Mark III

Race # 65, a Cozy-3, was built by Jorgen Skovbjerg in 3,000 hours. Jorgen installed a longer nose, wider canopy, wheel type pitch trim and a canopy lock on his Cozy. The building of this aircraft was started in Denmark in July 1987. Jorgen moved to California in March 1998 and finished the aircraft in the US; the first flight was in January 1999. This plane has been flown in 3 canard races. Jorgen is continuously modifying his Cozy for better efficiency and speed.

Flying Race # 65 is a father and son team of Jorgen and Jesper Skovbjerg. Both are natives of Denmark. Jorgen migrated to the US in 1998 with a partially built aircraft in the moving container. He earned his license in 1983; Jorgen has flown his Cozy in 3 canard races and multiple cross-country flights. Jesper has made many cross-country flights as a co-pilot with his dad and is waiting for the day when he will be old enough to obtain his license. Jesper aspires to be a military aviator when he grows up.

Top Speed: .....212 MPH	**Engine:** .....Lycoming O-320	**Total Time on Aircraft:** .....340 Hrs.
Range: .....1,000 Miles	**Displacement::** .....320 Cu. Inches	**Empty Weight:** .....997 Lbs.
Fuel Capacity: .....45 Gallons	**Horsepower:** 160	**Gross Weight:** .....1,600 Lbs.

49 FORMULA FX — Peter Zaccagnino

Christen Eagle II

This bright colored biplane was designed by California businessman and aerobatic pilot Frank Christensen as a modern two-seat aerobatic biplane. Named the Eagle, the airplane was given a trademark paint job, which makes it one of the most recognizable sport planes in the world. The airplane was marketed as the first of the modern "kit" planes. Prior to the Eagle, most homebuilt airplanes were more or less scratch built. The Eagle kit came with everything except for the fuel to fly it. It paved the way for the modern kitplanes. The airplane has proven to be popular with builders with more than 350 airplanes completed. The airplane was made famous by the Eagles Aerobatic Team who flew the Eagle in airhows for nearly 20 years.

Flying the # 49 Eagle in this year's race is Peter Zaccagnino of Flemington, NJ. Peter is a Professional Corporate Pilot with more than 6000 hours of flight time. He is currently flying a Gulfstream G-IVSP and Hawker business jets. He has extensive international flying experience and has also served as an instructor pilot in the DA-2000 and DA-50EX Falcon Business jets. He currently owns a Pitts Special, which he flies regularly and serves as an instructor in the Lancair series of aircraft. This will be his first AirVenture Cup Race.

Top Speed: .....184 MPH	**Engine:** .....Lycoming AEx10-360	
Range: .....380 Miles	**Displacement::** .....360 Cu. Inches	**Empty Weight:** .....1,025 Lbs.
Fuel Capacity: .....25 Gallons	**Horsepower:** 200	**Gross Weight:** .....1,578 Lbs.

69 FORMULA FX — Arthur Armani

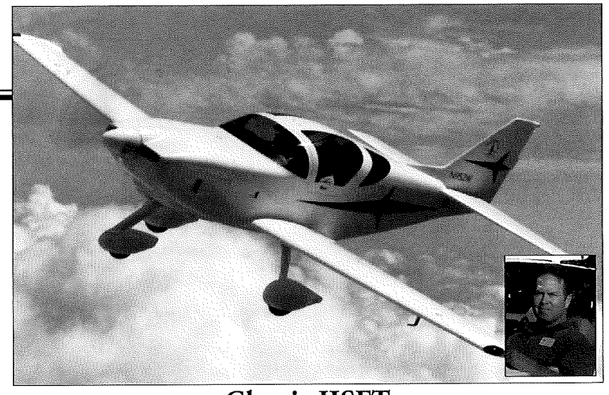
Long-Ez

This white and blue Rutan Long-EZ was built by Steve Harmon of Riverside, CA and was first flown on March 12, 1989.Originally built with a Lycoming O-235, it was flown for several years, until November of 1996. At that time it was decided to replace the original engine with a more powerful Lycoming O-320. In 1998 the airplane was purchased from the previous owner who has lost interest in the engine up-grade project. It was completed and first flown with the new engine in December of 2001. The new Lycoming turns a Catto propeller to a cruise speed of more than 175 mph.

Flying the # 69 Long-EZ is Arthur Armani of Beaufort, SC. Art is a Commercial pilot with an instrument and glider ratings. He has more than 1200 hours of flight experience in single and multi-engine aircraft. His first homebuilt was a Vari-EZ, which he purchased in December of 1996. He sold that airplane in September of 2002 when he completed and engine change in his Long-EZ. He has more than 500 hours in canard type airplanes, including a flight from North Carolina to California and back. When he is not flying, he serves as an Air Traffic Controller for the United States Marine Corps. This will be his first Cross Country Race.

Top Speed: .....175 MPH	**Engine:** .....Lycoming O-320	**Total Time on Aircraft:** .....500 Hrs.
Range: .....1,000 Miles	**Displacement::** .....320 Cu. Inches	**Empty Weight:** .....960 Lbs.
Fuel Capacity: .....50 Gallons	**Horsepower:** 160	**Gross Weight:** .....1,600 Lbs.

52 FORMULA FX — Don Saint



Glasair IISFT

This red and white Glasair II can carry two people non-stop for 1,200 miles. The airplane has a top speed of 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. First flown on December 6, 1997 the airplane has been improved and modified since. Don has added Wheel fairings from Van's Aircraft, and extended range fuel tanks. 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 Sony CD player. The airplane features a full IFR instrumentation including a Garmin GPS coupled to the airplanes autopilot. Most recently Don has installed a Turbocharger in the airplane.

Flying race number 22 is Don Saint. Don is a systems engineer for Lockheed Martin in Texas. He is also a commercial single engine and multi engine instrument rated pilot. In addition he is an 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 in the Polen Special.

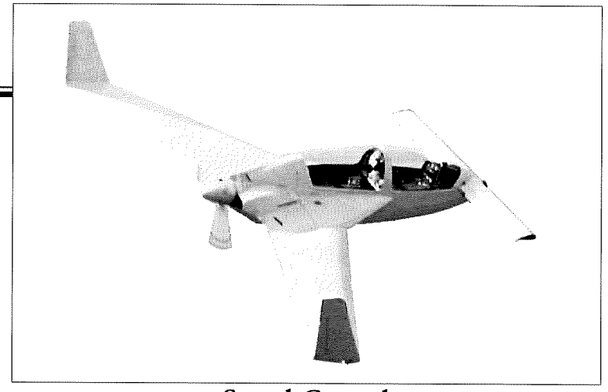
Don is a four-time veteran of the AirVenture Cup Race and placed first in the Formula FX category in 1999. He also competed in the 2000, 2001 and 2003 Sun 100 Race. A mechanical problem on the way to Sun n Fun, kept Don from the Sun 100 in 2002 but he and his team of volunteers were able to get the airplane ready for the 2002 AirVenture Cup Race. Don is looking forward to the 2003 race.

Top Speed: .....250 MPH	**Engine:** .....Lycoming TIO-360	**Total Time on Aircraft:** .....700 Hrs.
Range: .....1,200 Miles	**Displacement::** .....360 Cu. Inches	**Empty Weight:** .....1,317 Lbs.
Fuel Capacity: .....55 Gallons	**Horsepower:** 180	**Gross Weight:** .....2,200 Lbs.

54 FORMULA FX — Travis Smith

Race # 54 is an all white Speed Canard. The Speed Canard was built in Mengen; Baden-Baden Oos, Germany by FFT Gyroflug. The airplane is powered by a Lycoming O-320-D1A, 160 horsepower engine turning a three bladed MT-6 Constant Speed Propeller which produces a top speed of 170 MPH. This is the 54th Speed Canard built.

Flying the #54 Speed Canard is Travis Smith from Califorina. Travis will be making his first appearance in the EAA AirVenture Cup in 2003 and is looking forward to joining the other canard pilots in this adventure



Speed Canard

Top Speed:	170 MPH	**Engine:**	Lycoming O-320	**Total Time on Aircraft:**	300 Hrs.
Range:	800 Miles	**Displacement::**	320 Cu. Inches	**Empty Weight:**	1,000 Lbs.
Fuel Capacity:	41 Gallons	**Horsepower:**	160	**Gross Weight:**	1,500 Lbs.

57 FORMULA FX — Steve & Patricia Wright

This airplane is the original design of its builder pilot Steve Wright. Called the Stagger-EZ SLW-2, the airplane holds 3 people in a staggered seating arrangement designed to provide the maximum comfort to pilot and passengers. Added to this, the top of the cockpit is a custom blown oversize canopy allowing extra headroom and great visibility. To improve the handling of the airplane over other canard types, the Canard is a John Ronz design with dihedral, giving the airplane improved roll control. The cockpit also holds innovations and is equipped with an EFIS ONE "glass cockpit" system. Another feature unique to the Stagger-EZ design, is its ability to safely operate off of grass runways, something many canard aircraft cannot do.

Flying the Stagger-EZ in its first AirVenture Cup appearance will be the husband and wife team that designed and built the airplane, Steve and Patricia Wright of Brentwood, TN. Steve is a 58 year old, Private Pilot who besides building the Stagger-EZ is also working on an instrument rating. Besides the Stagger-EZ, Steve had also built a Vari-EZ in the late

Stagger-Ez

1970's. He owns Wright Aircraft Works, and produces an electric nose gear for most types of canard aircraft.

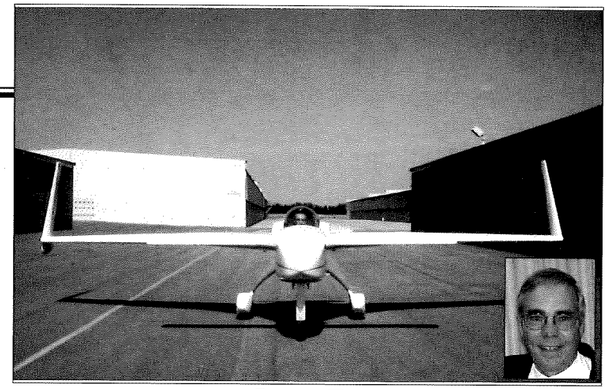
Assisting with this year's race is Steve's Wife, Patricia. She is not a pilot but is looking forward to her first race in their new airplane. The 2003 AirVenture Cup will be the first race for the airplane and crew combination.

Top Speed:	200 MPH	**Engine:**	XP-360	**Total Time on Aircraft:**	40 Hrs.
Range:	720 Miles	**Displacement::**	360 Cu. Inches		
		Horsepower:	180		

59 FORMULA FX — Lynn Crawford

Race # 59 is a white with blue trim Long-EZ piloted by Lynn Crawford. This aircraft has a few modifications made to it including a longer nose, smaller tires with heavy duty brakes, and larger rudders. N186JH was completed in 1986 and has been flown on multiple 100+ mile closed course races. Lynn has flown his Long-EZ cross-country coast to coast and has numerous cross-countries in excess of 500 miles.

Flying Race # 59 is Lynn Crawford. Lynn received his license in 1970. One of his flight instructors was taught by Orville Wright. Lynn has over 600 hours of flight time with over 400 of that in Long-EZs. Lynn is self employed and provides cost saving consulting services to hospitals. As a volunteer, he flies for the San Bernardino Sheriff's Department Aero Squadron. This group assists with search and rescue, transportation of VIPs and other duties that assist the Sheriff's department.



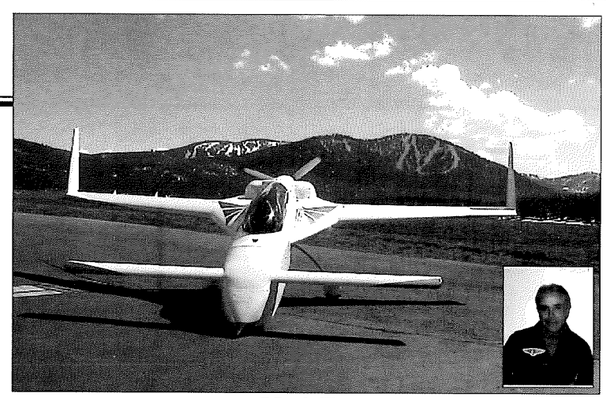
Long-Ez

Top Speed:	200 MPH	**Engine:**	Lycoming O-320	**Total Time on Aircraft:**	1,240 Hrs.
Range:	1,150 Miles	**Displacement::**	320 Cu. Inches	**Empty Weight:**	940 Lbs.
Fuel Capacity:	52 Gallons	**Horsepower:**	160	**Gross Weight:**	1,425 Lbs.

62 FORMULA FX — Tim LoDolce

Race # 62 is a white Vari-EZ with blue trim. This plane was built by Tim LoDolce being completed in June 1998. Tim has flown his Vari-EZ in multiple canard R.A.C.E. (Rutan Aviators Composite Events) challenges.

Flying Race # 62 is Tim LoDolce. Tim is a co-founder of the Truckee Tahoe EAA Chapter 1073. He is also an EAA technical counselor and flight advisor. He spent many years as an FAA air traffic controller and now works in real estate. Time was a crew member in the first 2 years of sport class racing at the Reno Air Racing National Championships. Tim has over 12,000 total hours as pilot in command.



Vari-Ez

Top Speed:	220 MPH	**Engine:**	Lycoming O-290	**Total Time on Aircraft:**	350 Hrs.
Range:	700 Miles	**Displacement::**	290 Cu. Inches	**Empty Weight:**	750 Lbs.
Fuel Capacity:	25 Gallons	**Horsepower:**	140	**Gross Weight:**	1,150 Lbs.