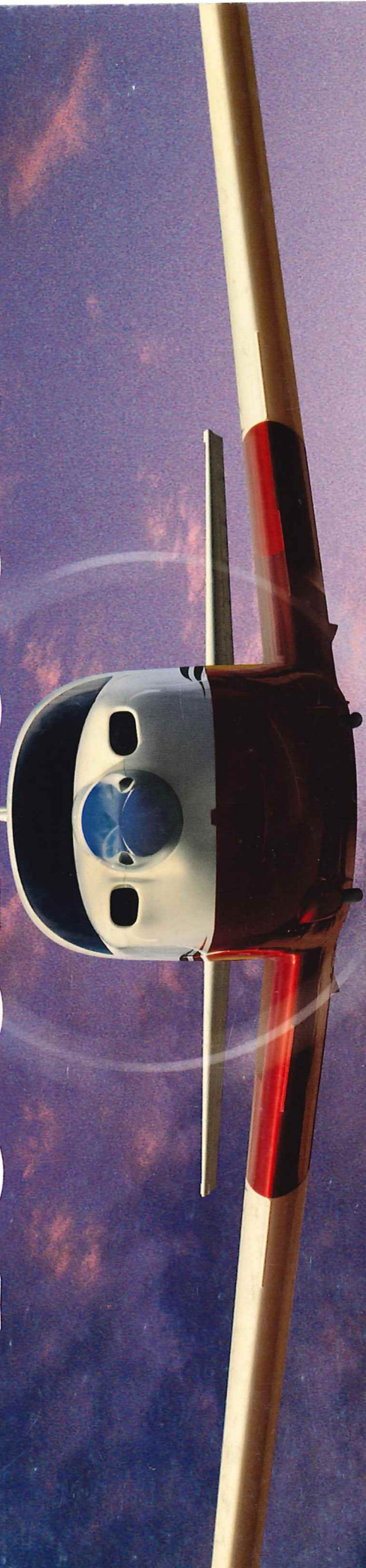


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AIR VENTURE CUP



DAYTON • ROCKFORD • OSHKOSH





Jay H. Blum was killed on July 10th, 2005 while preparing for an upcoming airshow. He died doing what he loved to do, and he died doing it among his friends and teammates. Jay was part of the Vulture Formation Team and was a veteran air race pilot. He leaves behind his loving wife Terry and thousands of fellow pilots from all over the globe. We will miss his wonderfully optimistic outlook on life and that typical "million dollar smile". May the skies in Heaven be always blue...

ACKNOWLEDGEMENTS

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



2005 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

Bob Warner

Ron Wagner

Lyndsay Phillip

Leslie Kochie

Joe Schumacher

Starting Line Judges

Eric Whyte

Erik Anderson

Craig Henry

John Thorn

Sarah Whyte

Bob Whitehouse

Mike Felske

Joe Coraggio

Dayton Flight Service

Dayton Convention & Visitors Bureau

Dayton Air Traffic Control

Comander Aero, Dayton

John Bosch

Gary Kromer

Scherry Diamond

Heather Ellis

Jason Vaughen

Bill Sexton

Michael Lazzara

FAA Air Traffic Controllers

Indianapolis Center

Chicago Center

Dayton Approach/Tower

Chicago Approach

Fond du Lac Tower

Oshkosh Tower

Dennis Vincent

Rockford Air Traffic Control

Dave Carmona

Rockford Judges

Paul Comte

Sterling Rock Falls Airport

M&M Aviation

Mike Dowell

Sterling Rock Falls Judges

Phill Graybar

Dean Bouguious

Andy Jaskie

Finish Line Judges

Ken Whyte

Norm Poberezny

Dave Kapitan

Don Hurle

Mike Erv

Glen Sweezy

Airventure 2005 Volunteers

Tim Bass

Dennis Gaulden

Jeff Gaulden

Bob Lang

Ron Holzom

Paul Nillis

Jeanie Schroder

Scott Schroder

Explorer Post 218

Program Design

Joe Coraggio

Eric Whyte

Sarah Whyte

July 2005

Greetings!

I welcome you as a participant in EAA's AirVenture Cup Race. I am sure that you will find it an enjoyable and exciting experience, and a great way to arrive to "Oshkosh." I would like to express a special thanks to all involved in the coordination and operation of this wonderful event.

The AirVenture Cup Race is a great kickoff each year for EAA AirVenture, "the world's greatest aviation celebration," where innovation and experimentation abound. This year we will experience those attributes with the arrival of White Knight/SpaceShipOne, GlobalFlyer, and the greatest collection of recreational aircraft that gathers each year. I thank you for your participation in this wonderful event and and being a part of EAA AirVenture 2005.

Regards,

A handwritten signature in black ink, appearing to read 'Tom'.

Tom Poberezny

EAA President and Convention Chairman



Participants, Volunteers and Race Fans:

Welcome to the 2005 AirVenture Cup Speed Dash! Whether you are a race veteran, a first time participant, volunteer or race fan, I thank you for being part of this year's race. This year is the first in many years that hasn't involved major changes to the race! We are flying the same course and have the same classes competing.

This year I am pleased to be back in Dayton, a city with strong aviation ties, and a history with this race. In 1999 we stopped at Dayton Wright Brothers Airport due to weather and Commander Aero rolled out the red carpet for us during our stay. We have been coming back since. I am thankful for their support as our hosts for the starting line again this year. A special thanks also to the members of EAA Chapter 48 for all their help.

We tried something new last year by adding a second turn pylon to the race course and it worked out really well. We will once again be flying past the Whiteside County airport in Sterling, IL and on to Rockford, IL, the former home to the EAA Convention. We welcome everyone at both of those locations and thank them for their help. I was excited to see so many people come to both Whiteside County and Rockford to watch as the AirVenture Cup came by last year. I hope you have decided to join us again!

Last year we tried something new for the finish line. We moved the finish line from Lake Winnebago to Lomira, WI and the private airport owned by the Quad Graphics corporation. The race committee is grateful to the people at Quad Graphics that helped out again this year who have allowed us to use their facility. Instead of landing at Oshkosh after the race, we recovered the race to the Fond du Lac airport and staged a dramatic mass arrival into Oshkosh, which worked out very well for us so we plan to do it again. It is hard to believe that this year is already the 8th running of this event and I am pleased to see that many of the racers are flying their 6th and 7th races. I hope you can all join us again next year.

Enjoy the Race!

Eric Whyte
Chairman, 2005 AirVenture Cup Speed Dash

2004 RACE RESULTS

| | | | | |
|----|------------------|------------------------------------|---------|--------|
| 25 | Jack Watson | Unlimited Glasair IIRG | 2:11:49 | 185.25 |
| 5 | Lee Behel | Turbine Lancair Legacy | 1:27:26 | 279.29 |
| 10 | Keith Phillips | Sport SX300 | 1:39:54 | 244.43 |
| 18 | Rob Logan | Lancair Legacy | 1:41:03 | 241.65 |
| 24 | Rich Guerra | Velocity | 2:15:03 | 180.81 |
| 50 | George Osborne | Seawind 3000 | 2:32:08 | 160.51 |
| 60 | Art Culver | Seawind 3000 | 2:35:00 | 157.54 |
| 80 | Keith Walljasper | Seawind 3000 | 3:10:22 | 128.27 |
| 31 | Dick Keyt | Formula RG Polen Special | 1:44:43 | 233.19 |
| 77 | Mark Ravinski | Lancair 360 | 1:56:48 | 209.07 |
| 96 | Arnold Christen | Lancair 360 | 1:57:14 | 208.29 |
| 26 | Pete Huff | White Lightning | 1:58:18 | 206.42 |
| 36 | Larry Henney | Lancair 360 | 1:58:18 | 206.42 |
| 94 | Scott Krueger | Lancair 360 | 1:58:55 | 205.35 |
| 73 | Steve Hammer | Formula FX Glasair I-TD | 1:53:53 | 214.42 |
| 91 | Bruce Hammer | Glasair I-TD | 1:55:05 | 212.18 |
| 19 | William Oertel | Vari EZ | 2:07:35 | 191.40 |
| 78 | Jay Blum | Long EZ | 2:09:04 | 189.20 |
| 52 | Don Saint | Glasair II SFT | 2:10:42 | 186.83 |
| 93 | Rich Lamb | Long EZ | 2:12:48 | 183.88 |
| 15 | Tim Freeze | Cozy Mark III | 2:21:39 | 172.39 |
| 99 | Kerry Fritz | Long EZ | 2:48:21 | 145.05 |
| 13 | John Huft | Formula RV RV-8 | 2:15:25 | 180.32 |
| 56 | Scott Jordan | RV-8 | 2:15:19 | 179.79 |
| 55 | Jim Norman | RV-6A | 2:18:23 | 176.46 |
| 74 | Scott Spencer | RV-4 | 2:23:11 | 170.54 |
| 48 | Dave Weisgerber | RV-6 | 2:24:13 | 169.32 |
| 63 | Bob Vasey | RV-3 | 2:24:46 | 168.68 |
| 72 | Bobbi Boucher | RV-4 | 2:25:29 | 167.85 |
| 53 | Scott Gesele | RV-6A | 2:29:35 | 163.25 |
| 44 | Brent Anderson | RV-4 | 2:30:52 | 161.86 |
| 34 | Chris Murphy | RV-4 | 2:31:32 | 161.15 |
| 33 | Robert Murdoch | RV-6 | 2:31:38 | 161.04 |
| 17 | Larry Klusmier | RV-6A | 2:32:29 | 160.14 |
| 22 | Sam Hoskins | Sprint Quickee | 2:19:43 | 174.77 |
| 88 | Britton Shaw | Vari EZ | 2:30:18 | 162.47 |
| 68 | Daniel Cox | Vari EZ | 2:34:04 | 158.50 |
| 20 | Frank Pullano | Vari EZ | 2:44:43 | 148.25 |
| 41 | Herb Rutter | Vari EZ | 2:55:22 | 139.25 |
| 70 | Leo Giles | Skystar Vixen | 4:56:16 | 82.42 |

THE RULES

Race Rules:

- 1) All FARs will be followed.
- 2) No temporary fuel tanks in passenger compartment will be allowed. Fuel requirements will be VFR or IFR minimums.
- 3) All racers will over fly two turn Pylons along the race course. The first will be at the Whiteside County Airport in Sterling-Rockfalls, IL (SQI). The Second Pylon will be at the Rockford Airport, Rockford IL, (RFD). Failure to do so will result in disqualification. Both of the Pylons 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 Rockford Approach no less than 20 miles from the airport.
- 4) Cutting a Pylon at either the start or finish will result in a 45-minute time penalty.
- 5) Failure to fly over either the Sterling-Rockfalls or Rockford airport will result in disqualification.
- 6) All pilots must show credentials upon check-in at Dayton Wright Brothers Airport prior to being allowed to fly. Those credentials required of all pilots are:
 - 1) Pilot Certificate (Private or higher) with appropriate ratings and endorsements for the aircraft flown.
 - 2) Current Medical Certificate
 - 3) Current flight review
- 7) In addition to pilot credentials, participants will be required to show the following documents for their aircraft. The documents required are:
 - 1) Airworthiness Certificate
 - 2) Registration if not flown by the owner, written permission from the owner is also required.
 - 3) Current annual inspection sign-off (photocopy is ok)
 - 4) Other inspections required by FARs must be complied with.Race officials at the check-in will verify these documents the day before the race.
- 8) The pilot must be a current EAA Member. Proof of current membership will be verified.
- 9) 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, 2004 EAA AirVenture Cup Race, their Directors, Officers, Members and Volunteers.
P.O. Box 3086
Oshkosh, WI 54903-3086

The certificate of insurance must be submitted with application. EAA reserves the right to decline any Certificate deemed unacceptable. NOTE: EAA Risk Management 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.
- 10) All race crews must attend both pre-race briefings. The Main Pre-Race Briefing will be held on Sunday Evening in Dayton. An updated weather briefing will be held prior to departure on Monday Morning.
- 11) The AirVenture Cup will be limited to a crew of two, a pilot and co-pilot. Pilots do have the option of flying solo at their discretion.
- 12) All racers will be required to file a flight plan, VFR or IFR, 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.
- 13) 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 7:30 a.m. (EST), the day of the race. Aircraft that are too small to display 18 inch numbers on the fuselage need to contact the contest chairman at least two weeks prior to the race to make other arrangements.
- 14) Weather at the starting line must meet at least VFR minimums. Weather related decisions in regards to the start of the race will be at the discretion of the contest committee. In the event of poor weather the race will be delayed.
- 15) The weather must meet VFR minimums between Dayton(MGY), Sterling/Rockfalls (SQI), Rockford (RFD) and Oshkosh (OSH). If conditions become IFR after leaving Dayton, the race will hold at Rockford until conditions improve. If racers are unable to make Rockford, they should land as soon as practical, at the nearest safe airport.
- 16) In the event of a racer returning to Dayton after the start of the Race, the racer will have until 12:00 p.m. (EST) to restart the race. The starting line will be closed at 12:00 p.m. (EST).
- 17) The finish line is located at a private airport in Lomira, WI. Racers will overfly the runway from Southeast to Northwest. There is a large factory located just Northeast of the airport. The factory is a no-fly zone, any racers over flying the factory will be disqualified.
- 18) The contest committee reserves the right to change the race course as needed in the name of safety. In the event of a change in the event, all participants will be briefed accordingly.



COMMANDER AERO

July 2005

To: Air Venture Cup Race Participants

Commander Aero is again pleased to serve as your host in Dayton for the start of the Air Venture Cup Race to Oshkosh. We welcome you and consider your visit the highlight of our year.

We look forward to providing a picnic lunch on Saturday and joining you for a dinner and tour of the Engineers Club of Dayton on Saturday evening. There is much to see here at the home of the Wright Brothers and wish there would be more time to show you the sights. As aviation enthusiasts you will want to see Huffman Prairie where the Wright brothers actually developed the airplane. This treasured piece of land is part of WPAFB. We also have a National Park in Dayton which has preserved the neighborhood of the Wright Brothers including their home site and bicycle shop.

Please come back and visit us. We would be happy to suggest places to see in the Dayton area and make arrangements for you. Give me a call at 888-881-5580 and let me know how we can assist you.

Sincerely,

John A. Bosch, President

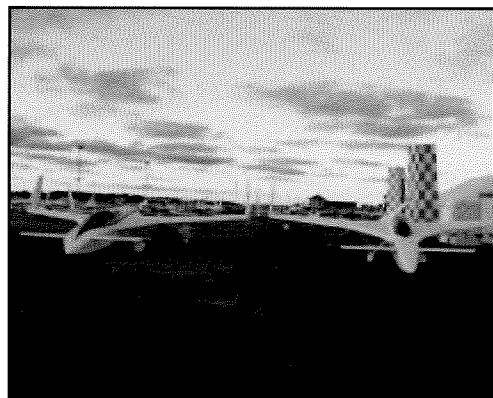
Dayton - Wright Brothers Airport
10570 Springboro Pike Miamisburg, Ohio 45342
Phone 888-881-5580 937-885-5580 Fax 937-885-5586
Web commander-aero.com email service@commander-aero.com

THE AIRVENTURE CUP

The 2005 EAA AirVenture Cup Race is being flown to unite aviation's rich history with its promising future. The race course brings together aviation's most historic places, from the home of the Wright Brothers, Dayton, Ohio, to the current home of Sport Aviation, the EAA AirVenture Fly-In Convention in Oshkosh, Wisconsin.

The 2005 AirVenture Cup Race will attempt to replicate the excitement of the Bendix Trophy Races of the 1930s by providing a race open to EAA Members. Cross-country air racing is a fun and exciting sport for any pilot.

Start: The Race will stage at the Wright Brothers Airport (MGY) in Dayton, Ohio. The racers must arrive no later than 4:00PM(EST) on Saturday July, 23rd for a pre-race briefing. The following day, after breakfast and pilot briefing, the racers will take off. Pilots will make an approach to the airport and fly over the pre-determined point. The pilots time will start when the aircraft passes over the pre-determined point, not on takeoff. The racers will then proceed directly to Rockford, IL (RFD) and then to their final destination, Oshkosh, WI (OSH).



Pylon Turn: After departing Wright Brothers Airport (MGY), racers will fly directly to Sterling/Rockfalls, IL (SOI) and also Rockford, IL Airport (RFD) to make a pylon turn and then proceed directly to the finish line in Oshkosh, WI (OSH).

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

Finish: The finish line will be at a Private Airport in Lomira, WI. The airport is on the Chicago sectional, marked with a "U" The airport has one paved runway the approximate alignment is 16-34. After crossing the finish line the racers will recover at the Fond du Lac airport to stage for an optional mass arrival into Oshkosh.

Timing: The race will be timed by Official Race Judges. The race will be judged at the starting line, pylon turns at Sterling-Rockfalls and Rockford, and the finish line in Lomira. The judges will use the atomic clocks on the GPS satellites at all locations to ensure accuracy. The start, pit stop, and pylon times will be faxed/mailed to the finish line, and then confirmed by phone. By faxing these times, the race times and speeds can be computed as soon as the airplane crosses the finish line. The original hard copy of the times will be brought to the finish line by the race officials and will serve as verification.

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



67 BILL & LINDA ESCLICK

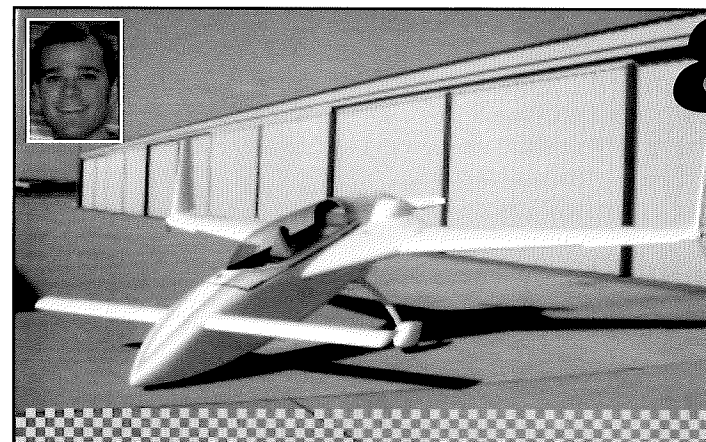
S P R I N T

| | |
|-------------------------------|------------------|
| Top Speed: | 165 MPH |
| Range: | 750 Miles |
| Fuel Capacity: | 42 Gallons |
| Engine: | Mazda Rotary |
| Displacement | 79.33 Cu. Inches |
| Horsepower: | |
| Total Time on Aircraft: | 350 Hours |
| Empty Weight: | 1,089 Lbs. |
| Gross Weight: | 1,600 Lbs. |

This RV-6 is unusual in that it is participating in the Sprint Class. While most RV-6s are powered by some form of Lycoming engine, this aircraft is powered by a 79.33 cubic inch Mazda Rotary engine. Built by Bill Eslick, construction of this airplane took more than 10 years to complete. The first flight was made on June 15th, 2002. The aircraft has received numerous awards including "Outstanding Aircraft at Sun n' Fun 2003" and "Best Auto Engine Conversion" award at SWRFI 2004.

Flying the Mazda powered RV-6 in this year's AirVenture Cup is the Husband-and-wife team of Bill and Linda Eslick. Bill is a Captain for a major airline and has flown the Fokker F-100, MD-80, 757 and 767 aircraft. In addition, prior to joining the airlines,

he served in the United States Air Force, when he flew T-37, T-38, and several models of the F-4 Phantom II. He has also spent time as a wheat farmer and worked as a crop sprayer. Joining Bill and helping with the co-piloting duties is Bill's wife Linda. Linda grew up in a flying family in Tacoma, WA and soloed in a Cessna 150. She is currently the district coordinator for Stonecroft Ministries.



88 BRITTON SHAW

S P R I N T

| | |
|-------------------------------|-------------------|
| Top Speed: | 205 MPH |
| Range: | 900 Miles |
| Fuel Capacity: | 25 Gallons |
| Engine: | Continental O-200 |
| Displacement | 200 Cu. Inches |
| Horsepower: | 100 |
| Total Time on Aircraft: | |
| Empty Weight: | 712 Lbs. |
| Gross Weight: | 1,162 Lbs. |

Race #88 is a white with yellow trim Vari-EZ owned and operated by Britton Shaw of Fort Smith, Arkansas. This plane was built by Don Shaw and was completed in 1981. N42DS won the coveted Rutan Outstanding Workmanship Award in 1982. N42DS has kept most of its stock airframe features but boasts a beautiful long nose addition. Recently N42DS received an extensive upgrade to include starter, alternator, electronic ignition, performance exhaust, prop extension, and instrument panel complete with all new instruments. It is also has a throttle control for the back seat driver. N42DS/ Race 88 has accumulated more than 1,000 hours of flight.

Flying Race #88 is Britton Shaw. Britton is a Personnel & Training Supervisor for MACSTEEL. Currently and for the past 14 years, he has served as a part-time Safety Manager for the Arkansas Air National Guard (F-16 Unit). Britton made his first flight in a Cessna

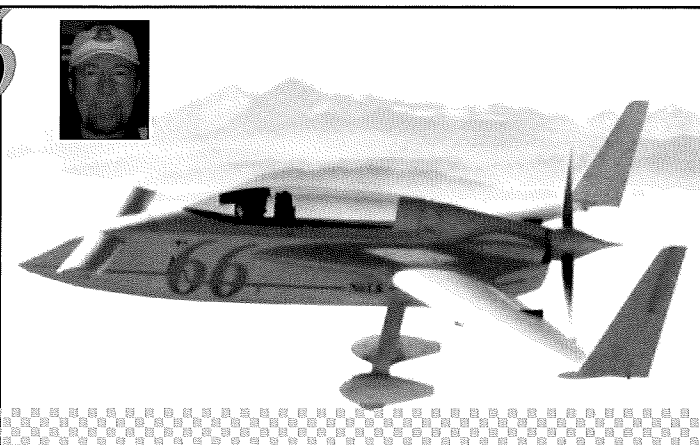
310 in the fall of 1986 and earned his Private Pilot Certificate a few years later. By the end of 1994, he had logged more than 850 hours in 14 different types of aircraft and graduated with a B.S. degree in Aviation from Southeastern Oklahoma State University. To date, he has logged more than 1,270 hours in 23 different type aircraft. This will be Britton's second race. He started his AirVenture Cup Career in 2004. Britton says that after watching Frank Pullano's video of the 2003 Race, he knew he wanted to experience the AirVenture Cup Race from the first person point of view. So, his participation in this race is for the thrill and excitement, but most of all, for the camaraderie with fellow race pilots.

Britton is also very thankful for his wife, Rebecca, and her patience and interest with his aviation hobby. Since their first child's birth, they have begun a search for another airplane, with more seats!

ROB MARTINSON **66**

S P R I N T

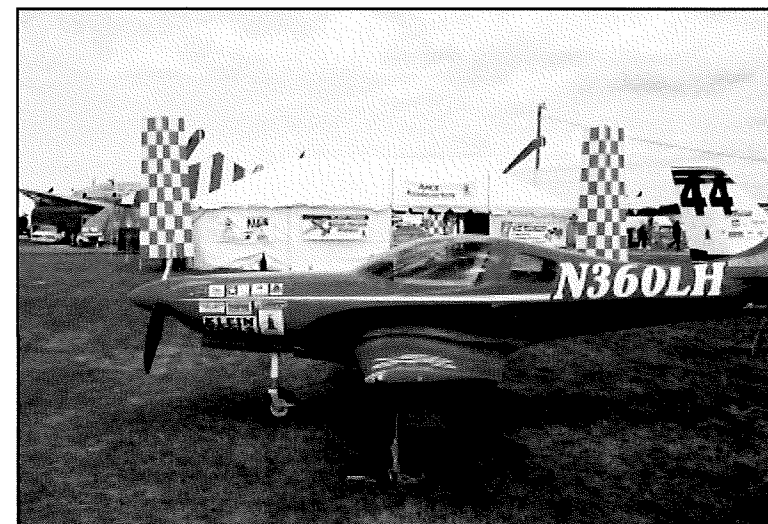
Top Speed: 220 MPH
 Range: 1000 Miles
 Fuel Capacity: 25 Gallons
 Engine: Continental O-200
 Displacement 200 Cu. Inches
 Horsepower: 100
 Total Time on Aircraft: 2,000+ Hours
 Empty Weight: 700 Lbs.
 Gross Weight: 1,150 Lbs.



Race 66 is a Rutan Vari-EZ built by Lester King of Nixa, MO and completed in 1978. It was purchased by Rob Martinson in 1989. Since that time Rob has flown the airplane nearly 1,700 hours, including racing in the Great Cross Country Flying Race, Denver-to-Oshkosh, the Sun 100, and Copperstate Dash and several AirVenture Cup Races. The airplane has a top speed of 220 mph, and although built according to the original plans the airplane has been steadily improved over the past 12 years by its present owner. Rob has added a stack of UPS Aviation Technologies avionics, and a Mountain High Oxygen system for high altitude flying. Most recently he has added a Solid State EFIS System from Dynon Avionics.

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, 2002 and 2003 AirVenture Cup. Rob also participated as a chase plane in the 1998 AirVenture Cup, providing support for Formula FX winner Gus Sabo.



Briefing: The race pilots must attend two briefings before the race. The first briefing will be held on Saturday evening at 6:30 PM (EST) in a location TBD. At the first briefing, the race rules, starting procedures, pit stop, procedures for the pylon turn at Rockford, IL and the finish details will be discussed. A weather briefing will be provided from flight service. Details of the race will be found in the race packets picked up at pilot registration. Flight plan forms will be handed out.

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

THE SCHEDULE

Saturday, July 23rd, 2005

Race participant activities in Dayton for pre-race activities
 12:00-6:30 p.m. (EST) Race crew check-in
 6:30-8:30 p.m. (EST) Race Briefing
 Shuttles to/from the hotel will be provided all day

Sunday, July 24th, 2005

7:30 a.m. (EST) Pilots Breakfast
 8:00 a.m. (EST) Race Briefing
 8:50 a.m. (EST) Engine Start
 10:00 a.m. (EST) Race Begins
 12:00 p.m. (EST) Starting line closes
 3:00 p.m. (CST) Finish line closes
 6:15 p.m. (CST) meet at race parking area for transportation to Banquet
 6:30 p.m. (CST) Race banquet, open to friends and family of race participants

Awards Presentation - Wednesday, July 27th, 2005. Presentation of awards at The Forum Plaza (time to be announced).

DANIEL & JIM COX **68**

S P R I N T

Top Speed: 190 MPH
 Range: 700 Miles
 Fuel Capacity: 25 Gallons
 Engine: Continental O-200
 Displacement 200 Cu. Inches
 Horsepower: 200
 Total Time on Aircraft:
 Empty Weight: 670 Lbs.
 Gross Weight: 1,250 Lbs.



N66DC, this blue Vari-EZ, Race #68, has been flying for over 21 years. It has 1,100 hours of flight time and people are amazed that it still has the original paint! This plane was built by Jim Cox of Fort Smith, Arkansas and has its first flight in September 1983. It is powered by a Continental O-200 engine with a Great American propeller. Daniel and Jim have spent the last winter doing numerous modifications to the aircraft to improve its racing performance.

Daniel Cox is flying this Vari-EZ which was built by his father and Co-Pilot, Jim Cox. Some of his earliest memories are of his father sanding and building the plane. At the age of 5, he was the first passenger! After many hours piloting from the rear, Daniel made his first touch-and-gos from the back seat. Later he transitioned to the front seat and made his first solo flight.

He has logged many hours in high performance, complex aircraft since then, but nothing compares to the thrill of flying his Vari-EZ. This is Daniel's second AirVenture Cup, having placed third in the Sprint Class last year.

Flying as his co-pilot is his father Jim Cox. Jim is the builder of the Vari-EZ and a life long aviation enthusiast. He built models growing up and began flying lessons as a teenager. In 1974 he made his first trip to Oshkosh. After considering building a BD-5, Jim ordered plans for the Vari-EZ at Oshkosh in 1978. After 5 years of building, an experience Jim calls an indescribable learning experience, he made the first flight in his EZ. Last year he served as chase plane pilot, this year he is looking forward to serving as navigator and race strategist for the AirVenture Cup.

HOW TO HAVE 1000 MILES OF

By: Jack E. Watson, (A.K.A. Race 25)

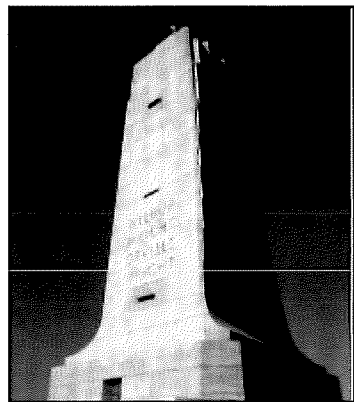
It's hard to imagine that this is the seventh running of the AirVenture Cup Race. I missed the first year. Flew five straight races and now with the misses laid up after a knee replacement I'm sidelined for the 2005 race. I'm not much of a nurse (as my wife will attest.) But thanks to the many volunteers who made this race possible I will always and forever be known to my non-flying friends as Jack...the race pilot, and "RACE 25" to my fellow racers. Yea, I know that sounds lame, but what the hey! I've recounted my adventures and misadventures so often to friends and fellow pilots that I'm beginning to understand how legends (and TALL stories) actually evolve.

If you're new to the race, I'm sure you will feel as I did my first time. Relax...yes this is competition, and it is the fastest motor-sport in the world. Some how in the past six years none of us have managed to kill ourselves despite bad weather and several un-planned landings. But, the safety record of this event is impeccable, due to the diligence and detailed planning by the organizers. Listen carefully at the briefings, ask questions, and seek out veteran racers for advice. Their will be winners and those who do not win. Ultimately you will all win something, even if it's just bragging rights. I won last years Unlimited class because the competition dropped out. The trophy looks great in my office...and I tell all my non flying friends all kinds of Mark Twain style stories about my classic dual at the finish line with some of the best pilots in the world. What do they know? They think a Ford Tri-Motor is a late 60's auto. Win or lose, all of you can tell your friends what you did this summer, without being embarrassed! Beats telling them you went camping at Yellowstone...



This event has a unique history. It started it's first year as a 1000 mile non-stop race from Kitty Hawk to Oshkosh, and now is in its seventh iteration. Each year the race has changed. Only one 1000 mile non-stop race was flown, then it became a one stop (Dayton,) and now for the second time a non-stop 500 mile course. Having flown the short course race last year (Dayton via Rockford to Oshkosh) I definitely feel that the race is better, safer and logistically more feasible than in previous years. Many of the veterans remember the fast fly-by abeam the Wright Brothers Memorial and hearing their race number called out as flew low level down the runway at First Flight. It was an incredible thrill to start a race in an experimental homebuilt aircraft by passing the Wright's first powered flight landing strip. Let me take you back five years to my first race (the second one held!)

"Ah, race 25 mark!" It felt like a thousand volts of electricity had connected all my vital organs as I pulled the nose of the Long EZ away from the dark ribbon of concrete immediately west of the towering Wright Brothers Memorial. The tiny t-handled throttle was nailed against its stop, and if willing the airspeed higher could have helped I would be flying at 500 knots not a meager 150 as indicated on my knotmeter. As the monument flashed by my right, I think I held my breath, hoping I wouldn't insult the spirit of the Wright's by my noisy intrusion on their hallowed ground. Smoothly now I laid on a course to Dayton and amidst the "mark" calls of other racers crossing the start line I settled in for the first of many adventures over the next five years in what was then the longest air race in North America for experimental aircraft.



Heading west toward the rising terrain of the Allegheny Mountain range I found myself enthralled with the amount of seemingly vacant land that makes up most of the Eastern United States. As nervous chatter exploded on the race common frequency I realized that the lively banter acted as seltzer of sort that probably helped settle the butterflies of the "new-guys" of which I was one. I slept very little the night before not knowing what to expect...sort of like waiting on a check ride. Keep in mind, at the time I was a 30,000 plus hour airline captain...butterflies are something I don't readily admit to. Usually I fly so high that the terrain below is hardly recognizable. And the cozy cockpit of an airliner is like my living room at home; a friendly and familiar place. Now I'm flying in a homebuilt aircraft that's as narrow as an Indy car, almost as fast and cost about as much to build as a set of wheels and tires on a race car. "This is insane," I say to myself as hug the ground as low as the law and my courage will allow avoiding headwinds at higher altitudes. To find a suitable landing site within gliding distance I'd have to be at 25,000 feet or higher. With 112 horsepower climbing is out of the question unless it's to clear a farmhouse...just kidding!

Ahead a wave of rolling hills slowly then suddenly become rigid peaked mountains dense with triple canopy trees that kept closing the distance between the Long EZ's belly and Mother Earth. That's all I'll see for the first two hours. To keep my mind off the lack of suitable landing site's I join in the race common banter to keep my mind off the dismal possibility of an engine failure. Running wide open and leaned a little south of peak the little O-235 LZC seemed to run rougher the more uninviting the terrain below becomes. I've got to get a bigger faster airplane, I think to myself. Hanging around these mountains at my slow 165 mph speed seemed to age me prematurely. Looking up I could see the con-trails of my airline brethren zooming along at 500 plus in their nice cozy air-



22 SAM HOSKINS SPRINT

| | |
|-------------------------|-------------------|
| Top Speed: | 190 MPH |
| Range: | |
| Fuel Capacity: | |
| Engine: | Continental O-200 |
| Displacement: | 200 Cu. Inches |
| Horsepower: | 100 |
| Total Time on Aircraft: | 1,450 Hours |
| Empty Weight: | 640 Lbs. |
| Gross Weight: | 1,200 Lbs. |

Race #22 is a Q-200 built by Sam Hoskins of Murphysboro, IL over a five-year period. It has accumulated more than 1,350 hours of flight time since its first flight on June 9th, 1986. The Q-200 is powered by a modified Continental O-200A, turning a Catto composite propeller. The airplane is mostly built according to the plans, with the addition of differential brakes and several engine mods which put out an estimate 135HP. The Q-200 has a 750-mile range on 30 gallons of fuel. In Sam's first go at the AirVenture Cup, he placed third out of four in the Sprint class. In 2004 he installed a new prop and electric ignition to increase performance. This past winter Sam further modified the wheel pants and engine cowling inlets in hopes of gaining an extra knot or two.

Inspired by his father, who served in WWII as a Navigator on B-24s and PB4Ys in the US Navy, Sam joined the Civil Air Patrol during the 1960s as a teenager. Sam started skydiving at age 21 and soon was performing at airshows, including the USA Bicentennial EAA Oshkosh 1976. As a skydiver, Sam participated in national championship skydiving competitions and was a participant in two World Record Freefall formations. He now has over 2,000 jumps.

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. On June 22, 1999, Sam and his Q-200 made a coast-to-coast flight from French Valley Airport in Murrita, CA to the Dare County Airport in Manteo, NC 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. This adventure was featured in the June 2000 issue of Kitplanes Magazine. Since the first flight of the Q-200 on June 9th, 1986, Sam has logged more than 1,450 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 making commercial explosives, as a manufacturing engineer for the Dyno Nobel Company. Sam is also a 23 year veteran of "Rich's Incredible Pyro" setting up airshow pyrotechnics at airshows across the country including at EAA - Oshkosh. Sam would like to thank his bride, Sandy Smith, for putting up with him during the relentless race preparations.

Sam is dedicating this year's race to his father Robert M. Hoskins who passed away earlier this year



41 HERB RUTTER SPRINT

| | |
|-------------------------|----------------|
| Top Speed: | 170 MPH |
| Range: | 1,400 Miles |
| Fuel Capacity: | 52 Gallons |
| Engine: | Lycoming O-235 |
| Displacement: | 235 Cu. Inches |
| Horsepower: | 115 |
| Total Time on Aircraft: | 800 Hours |
| Empty Weight: | 910 Lbs. |
| Gross Weight: | 1,450 Lbs. |

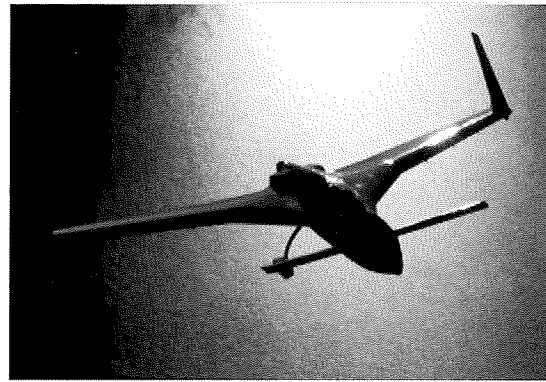
Race # 41 is a Rutan Long-EZ, owned, built and flown by Herb Rutter of Altoona, PA. The airplane is powered by a 115 hp Lycoming O-235 turning a Great American Fixed-Pitch Propeller. Construction of this airplane was completed by Herb Rutter over a 15-year period. During this period he made no modifications 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.

building the Long-EZ, he has also restored a 1941 Piper J-3 Cub. He has one previous race in his log book beside the AirVenture. In the mid 1980s he raced in a Cessna 172 and lost to a Pitts Special. This will be Herb's third AirVenture Cup.

Flying race 41 is Herb Rutter of Altoona, PA. He started flying in 1946 and in that time has accumulated more than 3,500 hours. He retired as a maintenance superintendent in 1995. Besides

SPRINT

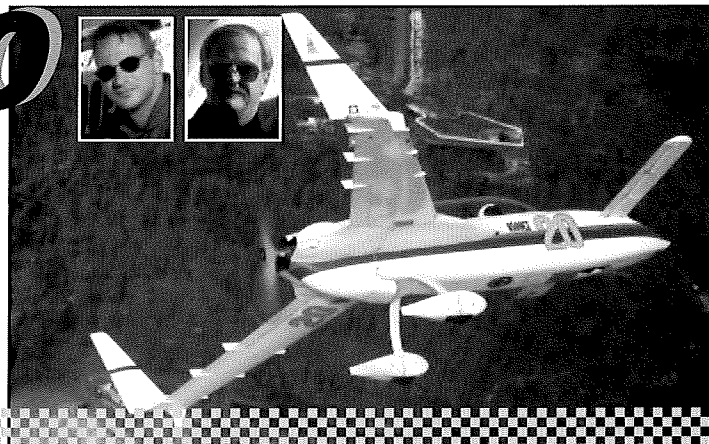
Any Experimental Category aircraft with an engine displacement of 240 cubic inches or less.



| | | |
|----|--------------------------------|---------|
| 20 | Frank Pullano & Brad MacClemmy | Vari EZ |
| 22 | Sam Hoskins | Quickee |
| 41 | Herb Rutter | Vari EZ |
| 66 | Rob Martinson | Vari EZ |
| 68 | Daniel & Jim Cox | Vari EZ |
| 67 | Bill & Linda Eslick | RV-6 |
| 88 | Britton Shaw | Vari EZ |

FRANK PULLANO & BRAD MACCLEMMY 20

Top Speed: 300 MPH
 Range: 1000 Miles
 Fuel Capacity: 70 Gallons
 Engine: Lycoming IO-540
 Displacement 540 Cu. Inches
 Horsepower: 300
 Total Time on Aircraft: 1,500 Hours
 Empty Weight: 1,275 Lbs.
 Gross Weight: 1,600 Lbs.



Race #20 is a Rutan VariEZ built by Victor Mondary of Brownsburg, IN and was completed in 1979. It features upgraded control rods, a Long-EZ pitch trim system, Klaus wheel pants, wing fences, vortex generators and vortilons on the main wing for improved control at slow speeds, an electric speed brake, an electric constant speed prop and an overblown canopy.

Race #20 is powered by a modified Continental C-90, converted to an O-200. N500EZ has accumulated more than 1,550 hours. Since its first flight the aircraft has received many electronics upgrades to include an EIS 4000 engine monitoring system, a pair of GPS units with moving map display and coupled to a Trio Digital EZ Autopilot. Frank has installed a Dynon D-10 EFIS, a replica F-16 side stick that actually controls everything in the plane. Of all the recent modifications, the one that wins the "cool" factor is the addition of a Smoke System.

Frank is a 17 year Senior Non-Commissioned Officer (NCO) in the New Jersey Air National Guard, serving full time in support of various operations. He was trained as a Crew Chief on F-16s by Uncle Sam, and was "bit" by the aviation bug right away. He took his first light airplane flight (a Stearman) in the summer of 1991, and earned his Private Pilot Certificate a few months and 80 hours later. He has held his Private Pilot Certificate for a little over thirteen years and has logged nearly 1000 hours, of pilot in command time. Most of his flying has been done in experimental aircraft. Over the past few years he has logged about 500 hours in the VariEze and much of that time was flying close formation in scores of airshows with the Vulture Formation Team. He has been fortunate enough to fly at the controls of some high performance aerobatic aircraft such as the Pitts S-2B, the Waco, a T-34 Mentor, and even a F-16D Fighting Falcon. To date, the most rewarding flying that he has done has been

in his own plane. He says "I thank God for Burt Rutan, Victor Mondary."

This is his fourth year in the race and he says he's "pretty much resigned to the fact that I'm never going to win the race but I'll be more than happy with the consolation that comes from the friends that I have made in the past few years. I was honored by the racers last year as they selected me for the "Spirit of the Wright Brothers" Award so I'll just continue to participate and take lots of pictures and shoot lots of film." Once again Frank and Race 20 will be a camera platform primarily and a race plane as a secondary mission. He and Brad MacClemmy produced a pretty successful documentary on the 2003 race and a not so successful film based on the 2004 Race but we learned quite a few lessons and plan on making the this year's film work much better.

Frank says "My participation in this race remains the same as in the previous three years - it's for the love of the game."

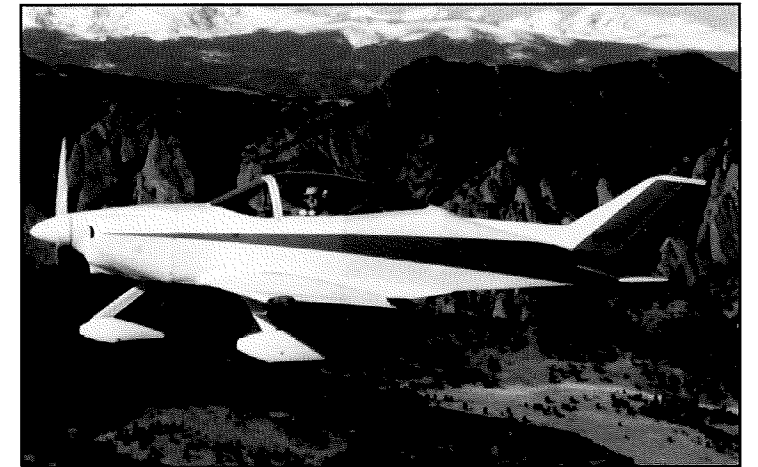
Brad is a FAA Flight Inspector. Most of his time in airplanes is spent flying around the world checking nav aids making certain that they are safe for use. Chances are that if you're flying an ILS in the Eastern US, He's the guy that certified it for use. Brad spent many years in the USAF as an avionics technician on KC135s and B52s. In fact, he actually worked on the same airplanes that his father flew decades before he joined up. Brad retired from the New Jersey Air National Guard where he worked as an avionics technician on the F16. He was instrumental in the success of the "Race Two Zero Inbound" documentary with outstanding videography. His enthusiasm for experimental aviation is evident when you meet him. He has built a LongEZ and has restored a VariEze. We really hope to grab hold of his skills once again so we can capture this wonderful event in a manner that pays proper homage.

FUN IN 500 MILES OF FLYING!

conditioned multi-million dollar jets while the temp in my cockpit was over a hundred with a slow speed that almost matched. The higher I climbed the lower the temp got. But it never got below 90 degrees.

Concentrating on small control deflections needed to track a razor straight great circle route to Dayton, and keeping a cautious eye on the oil temp had become a full time job. An autopilot would be a big help but not as much fun...I think. Rational thought aside, I'm wondering why I decided to try this racing thing. Abruptly my engine skips a beat, or so I think, and my heart misses a pumping stroke. Wow...I had no idea these little mountains reached up to 4,000 feet plus. As I clear a ridge line by about 50 feet I find a small gap in the next ridge that looks like the last of the Allegheny Mountains. I've already flown over three states and flying smoothly between the 100 foot wide void that separates these two peaks I start a shallow dive sort of "nap-of-the-earth" F-111 dive toward the Allegheny Plateau below and ahead. I don't know about the rest of the racers but the thrill of having the mountains behind me ranked a 9.9 on my "Fellin' Good" score card.

The ride still seems best hugging the dirt and the temperature is back to 100 plus in the cockpit as I bounce along trying to keep from under-flying guy wires from the numerous transmission towers along the route. I've got to push the mixture in a little to keep the EGT and CHT happy. A double take at my oil temp makes me doubt my abilities as an aviator. Gee, golly I didn't know oil temp could get that high with out the engine failing...glad the mountains are at my "six!" Got to climb...find a little cooler air. Pushing the mixture forward and popping up a thousand feet got the temp back to the edge of the yellow and I carefully re-learned the engine. Up ahead a scattered deck shielded the blazing sun from the ground and looked to be a little cooler than a few miles back. Now I'm going down again. Ground speed increased about 5 mph from the previous low level flying speed. It's a bumpy, but faster ride and the temps are at the top of the green across the board. I'm not sure how efficient that POGO maneuver was...probably lost a minute or two. I won't know until the finish line and months of reflection about the benefit of multiple altitude changes during the race. This is unlike RENO style pylon racing where spectators can easily tell (as can the pilots) who's leading and who's following. I would find over the course of several races that in a cross country race you must always assume you're in last place trying to take the lead. More important, and definitely unlike RENO, if something happens to you or your plane during the race it could be a very long time before help arrives...so I would learn over the years to plan my options accordingly. Over flat land the race becomes more interesting as quite a few of the racers are now on the deck flying beneath the headwind. I see a few of the faster planes pass below me...looks like their at freeway level...must be an illusion. I even pass a plane. Not sure they are part of the race but it felt good to pass something other than vehicular traffic. I change frequency for the Dayton finish line about 20 miles out. The air temp is finally settles below a hundred in the cockpit. The butterflies and pre race jitters are only a memory. With the finish line in sight I lower the nose for a dive to the deck at about 200 per. Passing the time keeper at about 10 feet off the deck I pull up sharply and break for the downwind cool off. "Nice job race 25." The finish line time keeper keys on his mic. Leg one is over and I am now (to my own satisfaction) a race pilot.



This is only a brief glimpse of the race experience I had as a first timer. Each year I raced, a new adventure would write itself. Countless tales will be told for years about the early days of the AirVenture Cup Race. Some have been published on EAA's AirVenture Cup web site others have graced the pages of the race program you're now reading. All of the stories had a common element. They were about common people doing an extraordinary thing. FLYING EXPERIMENTAL AIRPLANES THAT MOST OF THEM HAD BUILT THEMSELVES IN AN ALL OUT RACE! To many of you this may not seem such a big deal as to merit a word like "EXTRAORDINARY!" But take it from the history books if you don't believe me. Only about a thousand extraordinary individuals have ever earned the right to call themselves a race pilot. Now you are among those numbered!

With all the flying I've done over a forty year career I still get charged up when I hear my ol' call sign "RACE 25." I like it! But my wife refuses to call me "Race 25" or Captain for that matter. So I guess I'll have to stay in racing to keep the moniker. This race pilot stuff is WAY KOOL! But as you new racers will soon learn it's what you do with your life that counts not the title that's given you. Flying your first race will certainly be an experience to remember and will certainly add worth to your life's experiences. I'm certain you'll agree that when you cross the finish line you will have had a thousand miles of fun in 500 miles of flying.

I'm sorry I can't race with you this year. But like the California Governor is so fond of saying...I'LL BE BAK!!! Fly safe and straight.

Jack Watson is a 5 time veteran in the AirVenture Cup race. You can see all the planes Jack has raced in this event (4) on his web site www.hawkairracing.com His stories have chronicled the AirVenture Cup Race for the last five years.

UNLIMITED

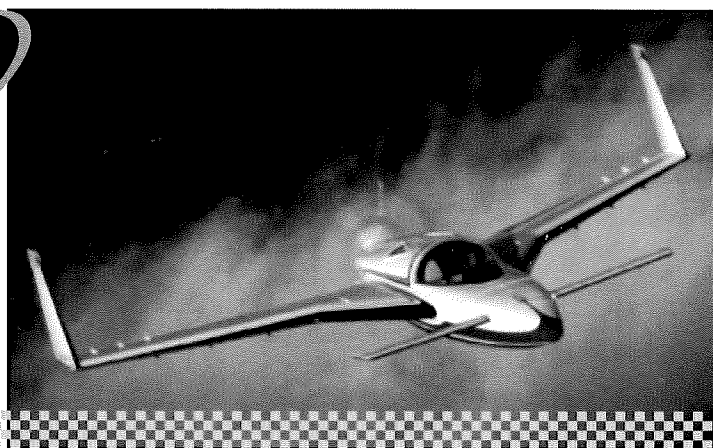
Any Experimental Category aircraft with a Turbo Charged engine with a displacement of 1400 cubic inches or less. Class winners in both Fixed and Retractable gear.



| | | |
|----|-----------------|----------------|
| 29 | John Morrison | E Racer |
| 44 | Lynn Farnsworth | Lancair Legacy |

JOHN MORRISON 29 UNLIMITED

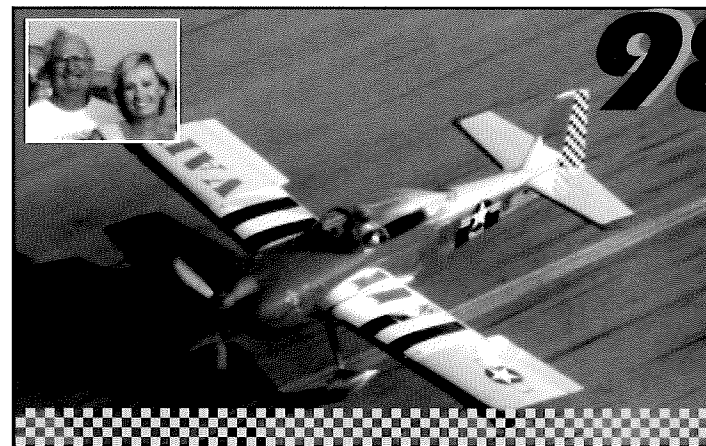
Top Speed: 300 MPH
 Range: 600 Miles
 Fuel Capacity:
 Engine: Lycoming IO-540
 Displacement 540 Cu. Inches
 Horsepower: 300
 Total Time on Aircraft:
 Empty Weight: 1,430 Lbs.
 Gross Weight: 2,250 Lbs.



N345JM is an E Racer Mark II. John Morrison is the builder of this E Racer. He picked it because of its looks, the use of an automotive engine, the speed and the retractable gear. This plane was first flown in 1996 by the designer, Shirl Dickey, powered with a 300 hp supercharged Chevy V6. John tried for two years to control the radiant heat caused by the exhaust manifolds but was unable to accomplish this; so in 1998, decided to change to an aircraft engine, the Lycoming O-540, which powers the aircraft today. It is one of only a few E Racers flying today and was the first to use a supercharger on a IO-540 in 1998.

Flying Race #29 is John (Jack) Morrison of Aurora, IL. Jack was fascinated with airplanes from a young age. At 10 he

bought a set of plans for the Waco through the Popular Mechanics magazine for 50 cents. It took a long time to build and he was afraid to fly it once it was finished so it hung in the local hobby shop for about 7 years until the store closed and Jack hasn't seen it since. Jack was into boating for a number of years, then when his children grew up and moved away, his interest in boating diminished and he decided to build an airplane. Jack acquired his pilot's license in February 1999. He owned Morrison Body and Paint Shop from 1961-2001 and since then has worked for the City of Aurora-Risk Management. This is his second Airventure Cup. He participated in the 2004 AirVenture Cup previously.



98 MICHAEL & DIANE KELLY FORMULA RV

Top Speed: 182 MPH
 Range: 966 Miles
 Fuel Capacity: 42 Gallons
 Engine:
 Displacement
 Horsepower
 Total Time on Aircraft: 240 Hours
 Empty Weight: 1,144 Lbs.
 Gross Weight: 1,800 Lbs.

N9699D is a red and silver RV-8. This aircraft was built by its owner, Michael Kelly over 2,450 hours at his home in Daytona Beach, FL. The RV-8 was built according to the plans and includes a Blue Mountain EFIS I, and a Garmin SL30. The first flight of Race # 98 was in October 2003. Since that time, Michael has accumulated 240 hours of flight time in his RV. This is the first AirVentureCup for this aircraft.

Flying N9699D is the husband and wife team of Michael and Diane Kelly. Michael has been flying since 1962. He spent 38 years as an airline pilot for a major US airline, flying airliners ranging from the DC-6 to 747-400s, before retiring in 2004. He has been an active flight instructor since 1964 and an EAA

member since 1968. Currently an EAA flight advisor, Michael has approximately 25,000 hours of flight time. Diane Kelly has attended the annual EAA fly-in since the early days in Rockford, IL in the 60s. She learned to fly in 1977 and holds her private pilot license. She has logged about 300 hours of flight time, most of that in a Cessna 180. This is the first AirVentureCup for both Michael and Diane.

PATRICK DRISCOLL **82**

FORMULA RV

| | |
|-------------------------|----------------|
| Top Speed: | 235 MPH |
| Range: | 800 Miles |
| Fuel Capacity: | 42 Gallons |
| Engine: | Lycoming O-320 |
| Displacement: | 320 Cu. Inches |
| Horsepower: | 160 |
| Total Time on Aircraft: | 50 Hours |
| Empty Weight: | 1,000 Lbs. |
| Gross Weight: | 1,850 Lbs. |



Race # 82 is a newly completed Van's RV-8 built over a 5 year period, being first flown on November 5th, 2004. The airplane was built by Patrick Driscoll in 2,200 hours while he was activated with the Air Force Reserves flying missions into Iraq. Some of the parts for the airplane were even built while in crew rest in Germany. The airplane is powered by a 160hp Lycoming O-320 A1A engine turning a Catto fixed pitch propeller. It is equipped with Blue Mountain EFIS One and Generation III EFIS Lite. To manage the systems of the airplane Patrick installed custom designed a "HOTAS" system. This Hands On Stick and Throttle arrangement allows the pilot to make changes to various systems on the airplane with out taking their hands off the controls.

Flying the #82 RV-8 in his first appearance in the AirVenture Cup is Patrick Driscoll. Patrick is currently a 707 pilot for a major Freight Carrier and an Air Force Reservist flying the C-141 as an Instructor and Aircraft Commander. He was activated and flew missions in Iraq. During the course of his military service and his airline career he has flown all over the world including Antarctica.

44 LYNN FARNSWORTH

UNLIMITED



| | |
|-------------------------|-----------------|
| Top Speed: | 350 MPH |
| Range: | 1500 Miles |
| Fuel Capacity: | 95 Gallons |
| Engine: | Lycoming IO-540 |
| Displacement: | 540 Cu. Inches |
| Horsepower: | 300 |
| Total Time on Aircraft: | 45 Hours |
| Empty Weight: | 1,693 Lbs. |
| Gross Weight: | 7,700 Lbs. |

N23LF is a red, white and blue Lancair Legacy flown by Lynn Farnsworth. Race #44 was built by Lynn over a 20 month period at a builder assist facility. It was built according to the plans, with the addition of 2 auxiliary fuel tanks. This aircraft first flew on March 21, 2005. Besides competing in this AirVentureCup, it is scheduled to compete in the sport class at Reno this September. This is the first AirVentureCup for N23LF.

Race #44 in honor of his youngest son, Kyle, who wears #44 on his uniform on the pitcher's mound (Kyle is a major league baseball pitcher, currently with the Detroit Tigers but spent 6 years with the Chicago Cubs previously). This is the first race experience for Lynn.

Race #44 is flown by Lynn Farnsworth of Roswell, GA. Lynn is a retired military and airline pilot with over 13,000 hours of flight time. Although N23LF is owned by Lima Foxtrot Aviation, the corporation has assigned Lynn to be the pilot and allowed him to name the aircraft Miss Karen II after his wife. Lynn chose

JON ROSS **27**

FORMULA RV

| | |
|-------------------------|------------|
| Top Speed: | 200+ MPH |
| Range: | 800 Miles |
| Fuel Capacity: | 42 Gallons |
| Engine: | |
| Displacement: | |
| Horsepower: | |
| Total Time on Aircraft: | 65 Hours |
| Empty Weight: | 1,160 Lbs. |
| Gross Weight: | 1,800 Lbs. |



Race number 27 is a new RV-8 built by Jon Ross of Northport, NY. It was completed and test flown on November 30th, 2004 after more than 3000 hours of construction. This RV-8 is powered by a Lycoming O-360A1 180hp engine turning a Hartzell Constant Speed Propeller. The Lycoming has been fitted with a Airflow Performance fuel injection system. This will be the first Cross-Country Race for the airplane.

Assisting Jon in this year's race will be Patricia Coletto. Patricia says she loves airplanes, her favorite being the Gulfstream IV. Although not a pilot she attends Oshkosh every year with Jon.

Flying the Race #27 Rv-8 is Jon Ross. Jon is a corporate pilot and holds an Airline Transport Certificate with type ratings in several aircraft including the Cessna Citation, Hawker, Westwind, Lear, and Gulfstream IV.

SPORT

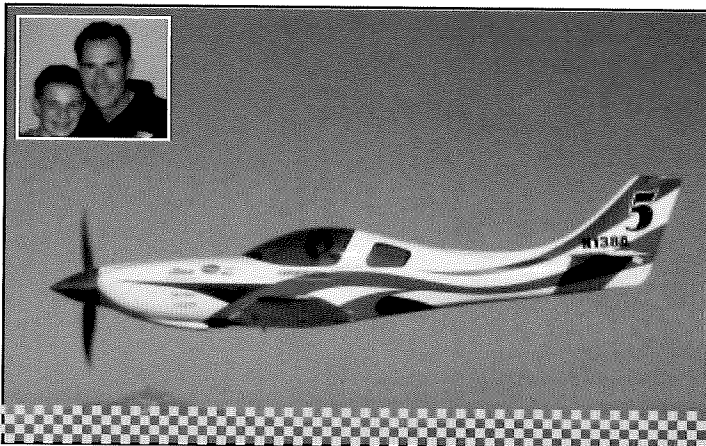
Any Experimental Category aircraft with a normally aspirated engine with a displacement of 1000 cubic inches or less.



| | | |
|----|----------------------------------------|------------------|
| 5 | Lee & Jay Behel | Lancair Legacy |
| 10 | Keith & Michael Phillips | SX-300 |
| 24 | Rich & Inez Guerra | Velocity |
| 28 | Jeff Ludwig & Peggy Colt | Glasair III |
| 40 | Patrick & Dennis Shea | Velocity |
| 49 | J. Anthony Crawford & Roman Stephen | Questair Venture |
| 75 | Sarah & Bob Bean | Glasair III |
| 79 | Duncan Sutherland | SX-300 |
| 80 | Keith Walljasper & Danny Crews | Seawind 3000 |
| 33 | Dick Martin | RV-8 |

LEE & JAY BEHEL 5 SPORT

Top Speed: 300 MPH
 Range: 1000 Miles
 Fuel Capacity: 70 Gallons
 Engine: Continental IO-550
 Displacement 550 Cu. Inches
 Horsepower: 310
 Total Time on Aircraft: 200 Hours
 Empty Weight: 1,500 Lbs.
 Gross Weight: 2,150 Lbs.

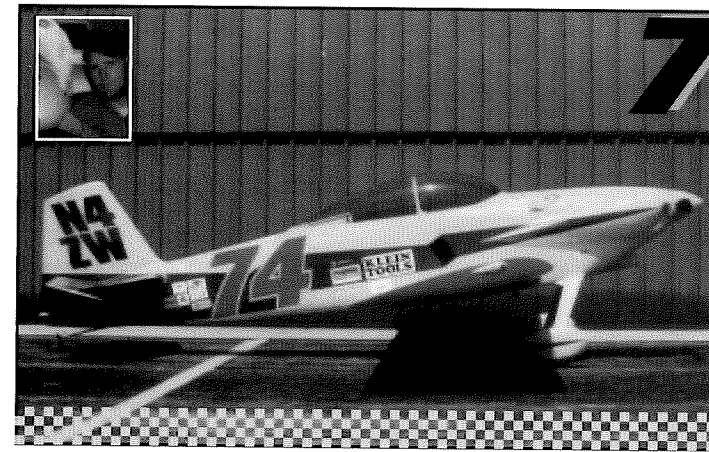


This 2002 Lancair Legacy was built to race. It made its racing debut at the 2002 Reno Air Races, before it was given its red, white and blue paint! At Reno it was the fastest normally aspirated sport class airplane. The 2005 AirVenture Cup will be the second Cross Country Race for this Legacy, having also raced in the 2003 AirVenture Cup. 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 two years. During this process he modified the cowling and the flaps to enhance the performance of the airplane.

Flying the #5 Legacy is the father and son team of Lee and Jay Behel, who are making their 6th appearance in the AirVenture Cup together. 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. And in 2003, they won the

Sport Class in this Lancair Legacy. In 2004 a mechanical problem prevented them from racing the Legacy so they flew the one-of-a-kind Lancair Sentry. Lee is a former F-4 pilot, now he owns a Porsche and Audi Dealership in San Jose, CA. Lee is very active in Air Racing, serving as 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, having raced in the Reno Races and the AirVenture Cup multiple times.

Flying with Lee, is his son, Jay who has finished his sophomore year at Pinewood High School in Los Altos. Jay has been flying with his dad for several years, including multiple AirVenture Cup Races together.



74 SCOTT SPENCER FORMULA RV

Top Speed: 200 MPH
 Range: 860 Miles
 Fuel Capacity: 32 Gallons
 Engine: Lycoming O-320
 Displacement 320 Cu. Inches
 Horsepower: 160
 Total Time on Aircraft
 Empty Weight: 937 Lbs.
 Gross Weight: 1,500 Lbs.

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 fixed-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 has accumulated 4500 hours of flight time. During his career, Scott has also worked as an engineer in the defense aerospace industry on a fighter plane program 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. He has also worked as a flight instructor in fixed wing aircraft and gliders as well as working as a glider tow pilot. Scott has previously flown in the 2003 and 2004 AirVenture Cup Races.



81 JOHN SHAW FORMULA RV

Top Speed: 200 MPH
 Range: 740 Miles
 Fuel Capacity: 42 Gallons
 Engine: Lycoming IO-360
 Displacement 360 Cu. Inches
 Horsepower: 200
 Total Time on Aircraft: 90 Hours
 Empty Weight: 1,200 Lbs.
 Gross Weight: 1,800 Lbs.

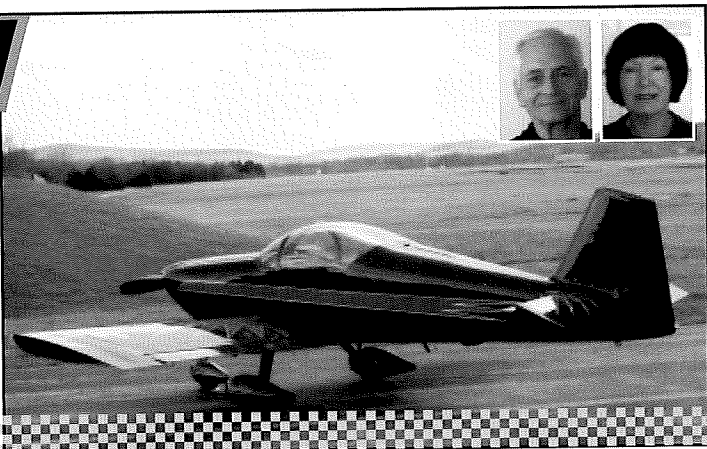
Race number 81, is an RV-8 built from a kit supplied by Van's Aircraft that was built by Ladd Caine of Carson City, NV. Race 81 was completed and test flown on July 9th, 2002. Following the completion of the flight test program in Carson City, the aircraft was repositioned to Ft. Lauderdale, FL. In February of 2005 the airplane moved again to its current home base of Spruce Creek, FL. The aircraft is powered by a 200hp Lycoming IO-360-A1B6 turning a Hartzell constant speed propeller. This combination drives the RV-8 to maximum speed in excess of 200mph.

Flying Race # 81 is John Shaw of Port Orange, FL. John is a retired Airline Pilot currently living at Spruce Creek, in Florida. John learned to fly in the Royal Canadian Air Force in 1955, where

he served for 6 years. Following his military service, he spent two years as a corporate pilot before joining Irish International Airlines. After 2 additional years at Irish International, John signed on with American Airlines, where he would spend the next 20 years. Besides the RV-8 he currently flies, John has owned a Piper Arrow, a Stearman, a Piper Comanche and a Great Lakes. During the course of his professional career he had the opportunity to fly numerous aircraft including the Boeing 707, 720, 727, 747, 757, 767, the Douglas DC-10, and MD-11 and the BAC BA-111. This year's AirVenture Cup will be John's first race experience.

ROBERT & JEANIE AXSOM 71

| | |
|-------------------------|----------------|
| Top Speed: | 200 MPH |
| Range: | 780 Miles |
| Fuel Capacity: | 55 Gallons |
| Engine: | Lycoming O-360 |
| Displacement: | 360 Cu. Inches |
| Horsepower: | 180 |
| Total Time on Aircraft: | 90 Hours |
| Empty Weight: | 1,202 Lbs. |
| Gross Weight: | 1,800 Lbs. |



This RV-6A was built in a garage by the husband and wife team of Robert and Jeanie Axsom from a quick-build kit which they picked up in a rented truck from Van's Aircraft on November 11th, 1996. On the drive home they stopped and picked up a pair of Reed Manufacturing long range fuel tanks, so they started modifying their homebuilt before they even opened the kit! After spending 4,099 hours building the airplane it was test flown on March 21st, 2004. The flight test program proved to be exciting with an engine failure in-flight during the 18th hour. Robert was able to make an emergency landing and the engine was overhauled. Since the overhaul, Robert has completed his flight test program and the airplane and engine are performing as advertised. The 2005 AirVenture Cup will be the airplane's first race.

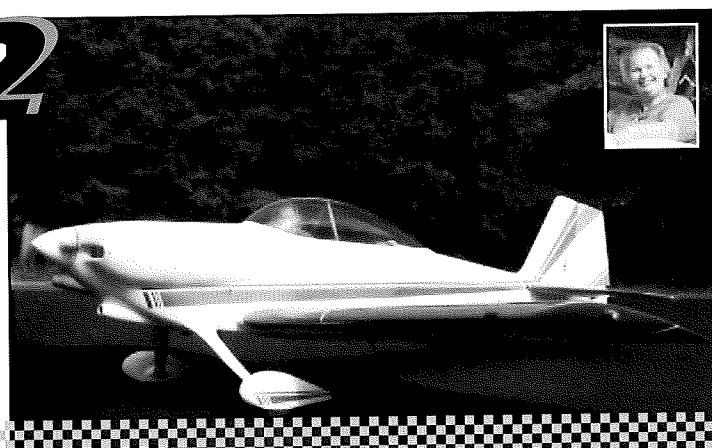
Flying Race 71 is the husband and wife team of Robert and Jeanie Axsom. Robert recently retired after working in the aerospace industry for 50 years.

Most recently he spent 19 years at the Jet Propulsion Laboratory in Pasadena, CA. While working there, Robert was a mission Assurance Manager for several Space Shuttle and ELV launched missions. In addition he spent 4 years in the United States Air Force, 24 years at McDonnell Douglas and 3 years with Ford Aerospace. During his time in Los Angeles, he flew to work every day for 15 years. He has accumulated more than 4,500 hours of flight experience and has participated in 6 Cross Country Races including the 1996 Denver to Oshkosh Great Cross Country Flying Race.

Assisting Robert during this year's race is his wife, Jeanie Axsom. Jeanie has served as a crewmember on all six of the previous races they have flown. She recently retired from Ford Aerospace/Loral as a buyer.

BOBBI BOUCHER 72

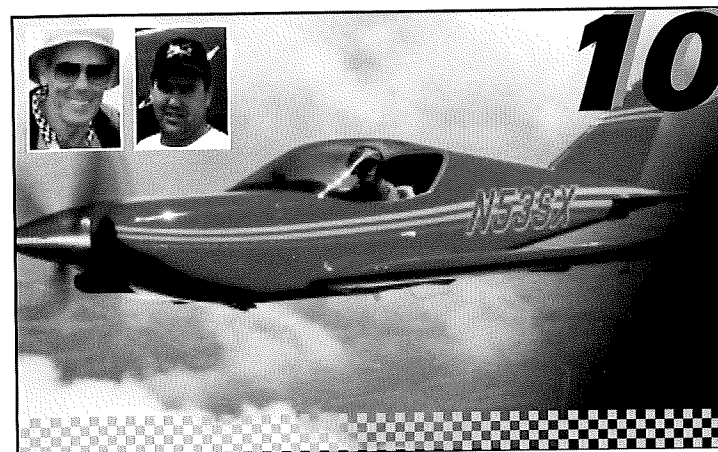
| | |
|-------------------------|----------------|
| Top Speed: | 160 MPH |
| Range: | 550 Miles |
| Fuel Capacity: | 32 Gallons |
| Engine: | Lycoming O-320 |
| Displacement: | 320 Cu. Inches |
| Horsepower: | 160 |
| Total Time on Aircraft: | 360 Hours |
| Empty Weight: | 944 Lbs. |
| Gross Weight: | 1,500 Lbs. |



This white, pink and gold RV-4, Race # 72, was built by Bobbi Boucher over 6 years. This plane first flew in January 1998 and has accumulated 360 hours since that time. N2QT is powered by a 160 horsepower Lycoming O-320 turning a fixed pitch wooden three-blade propeller.

Flying Race #72 is Bobbi Boucher. Bobbi holds a commercial license along with a flight instructor license for single and multi engine. She started flying sailplanes and first soloed in 1993. She spent six years in the Navy and currently makes her living as an Airframe and Powerplant Mechanic as the owner of the Plane Doctor, an aircraft repair shop. This will be Bobbi's fourth

AirVenture Cup, making her the most experienced female pilot in AirVenture Cup History.



KEITH & MICHAEL PHILLIPS 10

| | |
|-------------------------|-----------------|
| Top Speed: | 300 MPH |
| Range: | 1000 Miles |
| Fuel Capacity: | 64 Gallons |
| Engine: | Lycoming IO-540 |
| Displacement: | 540 Cu. Inches |
| Horsepower: | 300 |
| Total Time on Aircraft: | 500 Hours |
| Empty Weight: | 1,750 Lbs. |
| Gross Weight: | 2,400 Lbs. |

Race #10 is a Swearingen SX-300, designed in the early 1980s by Ed Swearingen, this is 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. He 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. In addition, a throttle was added 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 over 50 years. He first started getting interested in flying in the early 1950s when he had a paper route that included the Maule Airport in Napoleon, Michigan. He eventually got hired at the airport and began to fly in a J-4 Cub coupe. Keith is 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 has also built a Pitts Model 12 and a Tailwind. Keith has raced in several previous AirVenture Cups as well as several Sun 100 races. This will be his sixth AirVenture Cup Race. Keith serves as President of the EAA Chapter based at Spruce Creek Airport, Daytona Beach, FL.



RICH & INEZ GUERRA 24

| | |
|-------------------------|-----------------|
| Top Speed: | 215 MPH |
| Range: | 1000 Miles |
| Fuel Capacity: | 82 Gallons |
| Engine: | Lycoming IO-540 |
| Displacement: | 540 Cu. Inches |
| Horsepower: | 260 |
| Total Time on Aircraft: | |
| Empty Weight: | 1,776 Lbs. |
| Gross Weight: | 2,700 Lbs. |

Race #24, this white with red and blue trim Velocity XL RG was built by Ricardo "Rich" Guerra, Jr. over a period of about 2 years, and had its first flight in December 2001. One unusual feature of this airplane is that it is equipped with small video cameras that are built into the lower winglets, which can record the scenery flying around the country. The Velocity is also well equipped for Cross Country Flying with an instrument panel that includes a Sandel SN3308 HSI, a Garmin MX20 and GNS 530 GPS/NAV/COM system. To help on the long flights the airplane is also equipped with an S-Tec S-50 Autopilot.

Powered by a Lycoming IO-540, 260 horsepower engine turning a 3 blade, MT constant speed propeller giving it a top speed over 200 mph.

Ricardo "Rich" Guerra, Jr. is an instrument rated private pilot who is looking forward to his second year racing at the AirVenture Cup. He and his father flew to a third place finish in the Sport class in 2004. He has over 550 hours of flight experience with the last 250 hours being in his Velocity

criss-crossing the country, which has been a dream-come-true for Rich. When not flying, he works as an interventional cardiologist and will be joining a new practice, the North Texas Heart Center in Dallas, TX, this August. Rich indicates that his Velocity has enriched his life beyond measure, spurred him to face new challenges and to explore new spheres of knowledge. He took his parents to Air Venture 2004 as a gift to them for teaching Rich that "If you can dream it, you can achieve it."

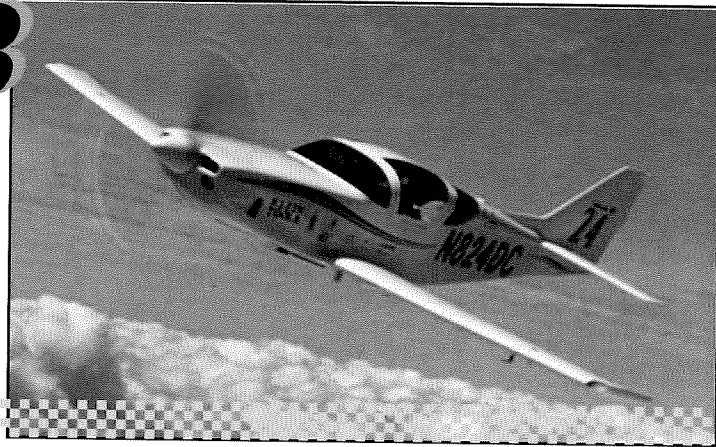
Flying co-pilot in Race #24 is Rich's mom, Inez Guerra. Inez is retired after spending a 25 year career with the Fullerton, CA School district where she last served as secretary to the Assistant Superintendent. She is looking forward to her first race and is determined to beat the time posted last year by Rich and her husband, Rick!

When not flying or hanging out at Rich's hanger with the family, Inez can be found spoiling her 6 grandchildren, traveling or just relaxing and enjoying time with her husband.

JEFF LUDWIG & PEGGY COLT

28

| | |
|-------------------------------|-----------------|
| Top Speed: | 300 MPH |
| Range: | 1000 Miles |
| Fuel Capacity: | 57 Gallons |
| Engine: | Lycoming IO-540 |
| Displacement | 540 Cu. Inches |
| Horsepower: | 325 |
| Total Time on Aircraft: | |
| Empty Weight: | 1,726 Lbs. |
| Gross Weight: | 2,400 Lbs. |



Race 28 is being flown this year by Jeff Ludwig of Jacksonville, FL. Jeff is a five-time veteran of the AirVenture Cup in 1999, 2000, 2001, 2002 and 2003. He is an active Flight Instructor and holds a commercial license with single and multi-engine, seaplane and glider ratings. He has over 2,500 hours and 30 years of flying experience. He is active in many aviation related projects and practices law as an aviation attorney in Jacksonville.

Assisting Jeff with this year's race is Peggy Colt. Peggy is a private pilot and aircraft owner. Currently she owns and operates a Cessna 152. She has been flying for 3 years and says learning to fly was the best thing she ever did. In 2004 she flew as co-pilot in the Sun 100. She is a structural Engineer by profession and would like to build an RV-10.

Race 28 is a Stoddard Hamilton Glasair III being flown by Jeff Ludwig of Jacksonville, FL. This Glasair III was built at the builder assistance program in Phoenix, AZ. Powered by a 325hp Lycoming engine turning a Hartzell constant speed propeller, the airplane is capable of speeds in excess of 300 mph! The aircraft features full IFR instrumentation, including an ARGUS 3000 moving map and a Stormscope to help avoid those famous Florida thunderstorms. To increase the comfort of the pilot on long cross country flights, the airplane is equipped with Bose Noise Canceling Headsets, and an S-Tec autopilot. The Glasair III was designed for not only high-speed cross-country transportation, but it is fully aerobatic as well. The airplane is equipped with the Christen inverted system to allow the big Lycoming to operate while flying upside-down. The airplane is based at Herlong Airport, in Jacksonville, FL.

PATRICK & DENNIS SHEA

SPORT

40

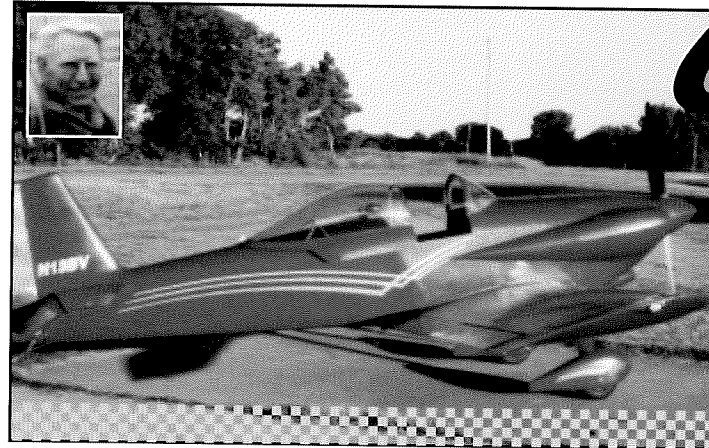
| | |
|-------------------------------|-----------------|
| Top Speed: | 230 MPH |
| Range: | 1100 Miles |
| Fuel Capacity: | 70 Gallons |
| Engine: | Lycoming IO-540 |
| Displacement | 540 Cu. Inches |
| Horsepower: | 230 |
| Total Time on Aircraft: | 50 Hours |
| Empty Weight: | 1,800 Lbs. |
| Gross Weight: | 2,900 Lbs. |



also owns and flies a Glasair I in his leisure time. This will be the first AirVentureCup for both Patrick and Dennis.

N340XL is a white and grey Velocity XL RG being flown by Patrick and Dennis Shea. Race # 40 was built by Patrick over 7 years taking more than 6,000 hours of build time. This aircraft was built according to the plans, although Patrick made a few modifications including strake extensions on the doors and the removal of the lower winglets. In addition, Patrick included a custom exhaust 10:1 compression and a filtered induction system. N340XL had its first flight on Mach 16, 2005 and this will be its first race experience.

Patrick and Dennis Shea are flying Race # 40 in this year's race. Patrick is employed as a television production executive and has 500 hours PIC time. Dennis has 3,000 hours PIC time and



63

BOB VASEY

FORMULA RV

| | |
|-------------------------------|----------------|
| Top Speed: | 210 MPH |
| Range: | 750 Miles |
| Fuel Capacity: | 38 Gallons |
| Engine: | Lycoming O-320 |
| Displacement | 320 Cu. Inches |
| Horsepower: | 160 |
| Total Time on Aircraft: | 130 Hours |
| Empty Weight: | 817 Lbs. |
| Gross Weight: | 1,300 Lbs. |

N13BV, 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 been started and then sat for 15 years; Bob 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. The original RV-3 had only a 24 gallon tank between the panel and the fire wall. Wing tanks then became an option with 12 gallons on each side, then Vans increased the volume to 15 gallons on each side. Bob figures he has 14.8 gallons usable in each wing now.

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, having also participated in 2003 and 2004.

Flying Race #63 is Bob Vasey. Bob is a practicing large and small animal veterinarian. Bob started out by soloing a J3 Cub in 1962 on his 8th wedding anniversary. 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 also made his own 4 blade ground adjustable propeller. Bob and his wife, Skip, have flown together on 15 trips to Alaska from Kansas. Bob is an AirVenture Cup Veteran, having flown in 2002, with his son Keith, and in 2003 with his wife, Skip, he flew the race solo in 2004.



69

DEBBIE & BILL SCANLAN

| | |
|-------------------------------|-----------------|
| Top Speed: | 207 MPH |
| Range: | 775 Miles |
| Fuel Capacity: | 42 Gallons |
| Engine: | Lycoming IO-360 |
| Displacement | 360 Cu. Inches |
| Horsepower: | 180 |
| Total Time on Aircraft: | 130 Hours |
| Empty Weight: | 1,087 Lbs. |
| Gross Weight: | 1,800 Lbs. |

Race number 69 is a newly completed Van's Aircraft RV-7A. This aircraft was built by the husband-and-wife team of Bill and Debbie Scanlan, of Granbury, Texas. Outside sources close to the Scanlan's report that the most traumatic part of the construction process was selling their Cessna 182 "Mr. Romeo" to pay for the avionics and engine in the RV-7 leaving them with out a flying airplane in the household. When completed, the RV-7A was equipped with a Dynon D-10, EFIS system, a Garmin 430 GPS/Nav/Com, A Garmin 327 Transponder, an Icom A200 Comm Radio, all of which is tied into a PS Engineering Audiopanel. The aircraft was completed and test flown on April 25, 2004, and by the 2005 AirVenture Cup had already accumulated over 130 flight hours. Most recently the airplane was painted by Fransis Poplowski of Ennis, TX.

Making their first appearance in the Airventure Cup this year is the Husband-and-wife team of Bill and Debbie Scanlan. Bill is a retired American Airlines Pilot and former Corporate Pilot. During the course of his professional career he flew a wide variety of aircraft including the Boeing 757/767, MD-80, Gulfstream II and III, several models of the Learjet, the Hansajet and Sabliner. In addition he has owned a number of aircraft besides the RV-7A, including a C-150, Piper Apache, and Bellanca Viking. Since retiring from the Airline world, Bill has been working as a registered pharmacist. Also sharing the Piloting duties in this year's race is Bill's wife, Debbie. Debbie is a Private Pilot and has been active in the Brazos River Chapter of the 99s. Prior to flying the RV-7A, Debbie was part owner and Chief Pilot of a 1964 Cessna 182. She says the highlights of her flying career so far has been cross country trips to Canada and the Pacific coast. This is the first air race for the pair.

SCOTT JORDAN & KEN PUBLICOUVER **56**

Top Speed: 230 MPH
 Range: 800 Miles
 Fuel Capacity: 42 Gallons
 Engine: Lycoming O-360
 Displacement 360 Cu. Inches
 Horsepower: 180
 Total Time on Aircraft: 265 Hours
 Empty Weight: 1,140 Lbs.
 Gross Weight: 1,825 Lbs.



Race #56, this Van's RV-8 was built by Scott Jordan in a 16'x20' unheated/uninsulated tool shed over a four and a half year period, flying for the first time in October 2001. 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 is the 3rd AirVenture Cup for this plane and pilot.

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 as a

charter pilot. After college Scott joined the United States Air Force and went on to become a B-52 pilot. He later advanced to the level of emergency procedures evaluator in the simulator. Scott was selected as part of the initial cadre to fly the B-1B at Ellsworth AFB, in Rapid City, South Dakota, where he was twice named to the prestigious Bomb Competition Team. During this time, Scott also earned a masters degree in Aviation Management from Embry Riddle Aeronautical University.

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

Flying co-pilot for Scott this year is Kenneth Publicouver. Kenneth earned his Private Pilot Certificate in August of 2004. This will be his first AirVenture Cup Race and his first trip to Oshkosh.

STEVEN CAMPBELL **61**

FORMULA RV

Top Speed: 185MPH
 Range: 750 Miles
 Fuel Capacity: 38 Gallons
 Engine:
 Displacement
 Horsepower:
 Total Time on Aircraft: 110 Hours
 Empty Weight: 1,038 Lbs.
 Gross Weight: 1,600 Lbs.



Race # 61 is a red, white, blue and copper RV-6. Flown by Steven Campbell, N601SC was built in Steven's basement from the Van's Slow-Build Kit. Steven started in October 1997, and after about 2,600 hours of build time, made his first flight in this aircraft on December 30, 2003. However, getting the plane from the basement to a place where it could be flown was quite an adventure, even making the local paper: backhoes, concrete saws, ramps, (lots of cold beer), strong friends and all. He flew this RV-6 to Oshkosh for the first time for last year's fly-in. N601SC includes a laser cut panel made with removable panels to provide easier access to the sub panel and options for future instrumentation upgrades. Steven would like to give special thanks to his very understanding wife, Betsy, and the good people at Hartzell Propeller (chapter 1335) for their unmatched technical support. This is the first AirVenture Cup for N601SC.

Steven Campbell has had a fascination with airplanes since a young age. He grew up in the Chicago area and had an aunt who lived near O'Hare. Every other week when his family went to visit, Steven would spend the time staring up in wonder at the planes flying overhead. As a teenager, he built (and crashed) many u-control and R/C airplanes which allowed Steven to learn about structures, mechanisms and the fundamentals of flight. He obtained a mechanical engineering degree from Valparaiso University. While attending college he completed ground school and earned his pilot's license after graduation. He has since accumulated about 200 hours in an assortment of Skyhawks, Citabrias, and a Cub, not to mention the 100 hours he has added in his RV since completing it. Steven is employed as a senior customer support engineer and provides technical support for the wheels and carbon brake equipment used on Boeing 747-400s and 777s. This is Steven's first AirVenture Cup.



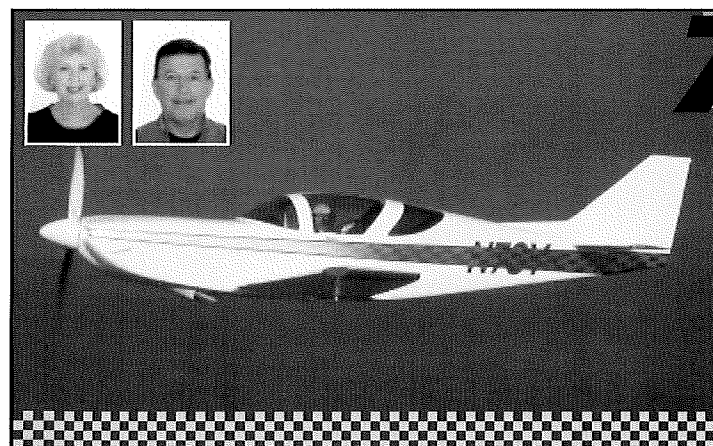
TONY CRAWFORD & ROMAN STEPHEN **49**

Top Speed: 255 MPH
 Range: 750 Miles
 Fuel Capacity: 50 Gallons
 Engine:
 Displacement
 Horsepower:
 Total Time on Aircraft: 200 Hours
 Empty Weight: 1,436 Lbs.
 Gross Weight: 2,200 Lbs.

Race #49 is a red and white Questair Venture with black and gold trim. N94Y was built by Tony Dawson of Greenville, NC, and had its first flight in 1995. After the owner passed away in 2000, the aircraft was purchased by Tony Crawford in 2003 with only 87 hours total time on it. It has since had over 130 hours added to that total time. During 2004, Tony flew N94Y on a 19 day, 5,260 mile trip around the United States. This Questair Venture features a fixed main gear, a feature Tony installed after his purchase, and is the only Questair Venture with such a feature.

Tony Crawford began flying when he was 13 and received his private pilot certificate in 1960. He had a veterinary medicine practice on Long Island, NY until his retirement in 1997. Since moving to Spruce Creek, Tony has been spending his time as both a helicopter and fixed wing flight instructor. He has about 5,000 hours total flight time, about split evenly between

helicopters and fixed wing aircraft. Flying with Tony is Steve Roman of Minnetonka, MN. Steve began flying at a young age, having been born into an aviation family with his father working as a flight engineer and his mother as a stewardess for the same major airline. His family had a Stinson Voyageur which Steve helped to restore as a young boy and then flew on trips around western Connecticut with his father. Steve soloed at 16 in a Varga Kachina off a grass strip in central Florida and completed his private pilot through CFII training by 23. He worked as a flight instructor and flew charter trips to build flight time before being hired by a commuter airline. He is currently employed as a first officer for a major US airline. In his spare time, Steve enjoys flying a Maule M-5 with his wife, Kristyn, who is a private helicopter and fixed wing pilot. His newest love, besides his newly adopted twin daughters, is flying gliders. This is the first AirVenture Cup for both Tony and Steve.



SARAH & BOB BEAN **75**

SPORT

Top Speed: 265 MPH
 Range: 1000 Miles
 Fuel Capacity: 57 Gallons
 Engine:
 Displacement
 Horsepower:
 Total Time on Aircraft:
 Empty Weight: 1,726 Lbs.
 Gross Weight: 2,400 Lbs.

Race # 75 is a white, grey and purple Glasair III being flown by Sarah and Bob Bean. This aircraft was built by Bob Bean according to the Glasair plans in his hangar over a period of 3 years. N75Y is a Centennial Aircraft, having its first flight on January 31, 2003. At the 2004 Oshkosh AirVenture, Bob received the Kit Built EAA Outstanding Workmanship award for this aircraft. N75Y features a Garmin 430, GMA 340 audio panel, GTX 327 transponder Electronics International Engine Monitoring, TruTrack Autopilot DFC 250, WXI InFlight AV100, Century Flight Systems HIS, and an Angle-of-Attack AOA Sport. Sarah and Bob Bean flew Race #75 along as a chase plane in the 2004 AirVenture Cup and this will be the first year flown as a racer.

Residents of the Spruce Creek, FL fly-in community, the wife and husband team of Sarah and Bob Bean are flying Race #75. Sarah Bean is a retired registered respiratory therapist and registered nurse. She earned her pilots license in 1995 and has received high performance, complex, and tailwheel endorsements. She has previously raced in the all women's Air Race Classic twice and flew N75Y as a chase plane in last year's AirVenture Cup. She organized WOW (2004 Women of Wings) for all ladies interested in the world of aviation. Her husband, Bob, is a welder, and has been a private pilot since 1990. He has the Repairman Experimental Aircraft Builder privilege. Bob received the 2004 Kit Built EAA Outstanding Workmanship award for N75Y.

DUNCAN SUTHERLAND **79**

SPORT



| | |
|-------------------------------|-----------------|
| Top Speed: | 285 MPH |
| Range: | 700 Miles |
| Fuel Capacity: | 64 Gallons |
| Engine: | Lycoming IO-540 |
| Displacement | 540 Cu. Inches |
| Horsepower: | 300 |
| Total Time on Aircraft: | 630 Hours |
| Empty Weight: | 1,400 Lbs. |
| Gross Weight: | 2,400 Lbs. |



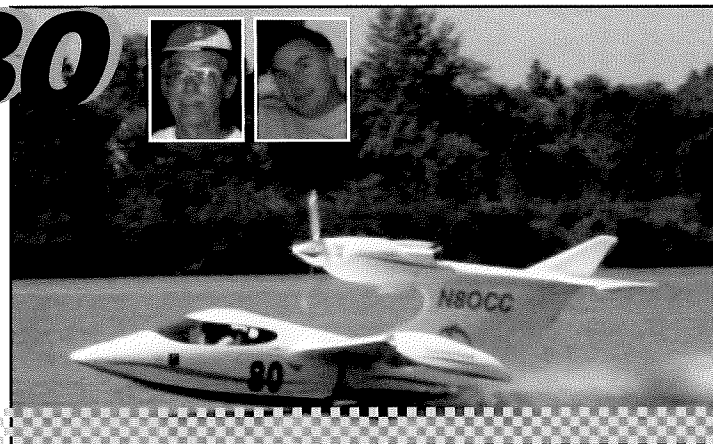
This white and red Swearingen SX-300 is being flown by Duncan Sutherland of Alto, New Mexico. Race # 74 was built by Duncan over 5 years and was completed in 1990. This aircraft features a new bubble canopy. It received the Grand Champion Homebuilt Award in Albuquerque in 1991. Duncan flew N74SX in the Reno Air Races in 2004 and took 2nd place in the Silver Division. This is the first AirVentureCup for this aircraft.

Flying Race #74 is Duncan Sutherland. Duncan has been flying for over 60 years. He has over 4,100 hours of flight time accumulated and has single engine and multi-engine ratings along with a flight instructor license, including instrument and multi-engine instructor ratings. Duncan flew in the 2004 Reno

National Championship Air Races. This will be his first AirVentureCup.

KEITH WALLJASPER & DANNY CREWS **80**

| | |
|-------------------------------|-----------------|
| Top Speed: | 180 MPH |
| Range: | 1462 Miles |
| Fuel Capacity: | 74 Gallons |
| Engine: | Lycoming IO-540 |
| Displacement | 540 Cu. Inches |
| Horsepower: | 300 |
| Total Time on Aircraft: | 280 Hours |
| Empty Weight: | 2,700 Lbs. |
| Gross Weight: | 3,600 Lbs. |



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 modifications. Among the unique features of the aircraft include an electric canopy lift, a canopy security system, hydraulic nose wheel steering and a fire detection system. To aid in engine cooling, the cowling features air outlet scoops. The cowl inlets were modified to decrease cooling drag. One of the unusual features of this Seawind is the Dolphin painted on the side, to commemorate the first flight from Dolphin Aviation in Sarasota, Florida on April 1, 2001. The aircraft's registration number, N80CC, is in honor of Keith's late brother, Charles.

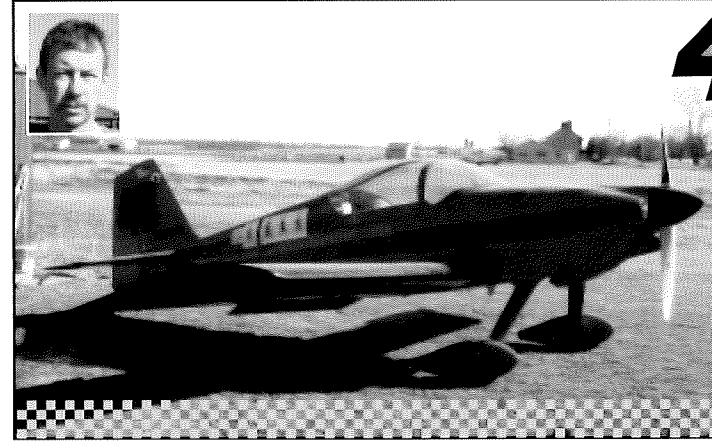
Keith Walljasper is flying Race #80 for his 4th year in the AirVenture Cup. Keith has been interested in aviation his entire life. He started building model airplanes during his school years, and later took

flying lessons at Ingersoll Airport in Canton, IL, from an instructor, Stephen Nagel, who would later become an astronaut and fly the space shuttle. A retired toolmaker, Keith spent 37 years with Case/International Harvester. Since his retirement, Keith has spent 10 years as a general contractor.

Flying with Keith in this year's race, is Danny Crews. Danny is a former United States Air Force pilot currently flying for a major airline. During the course of his Air Force Career, Danny spent time as a T-38 Instructor Pilot, an F-15 Instructor Pilot, an F-16 Flight Commander and an A-37 Flight Leader. He presently flies DC-9s based out of Detroit, MI. When he is not flying, he is building a Glasair III he hopes to race in a future AirVenture Cup.

48 DAVE WEISGERBER

FORMULA RV



| | |
|-------------------------------|----------------|
| Top Speed: | 195 MPH |
| Range: | 700 Miles |
| Fuel Capacity: | 39 Gallons |
| Engine: | Lycoming O-320 |
| Displacement | 320 Cu. Inches |
| Horsepower: | 160 |
| Total Time on Aircraft: | 300 Hours |
| Empty Weight: | 960 Lbs. |
| Gross Weight: | 1,600 Lbs. |

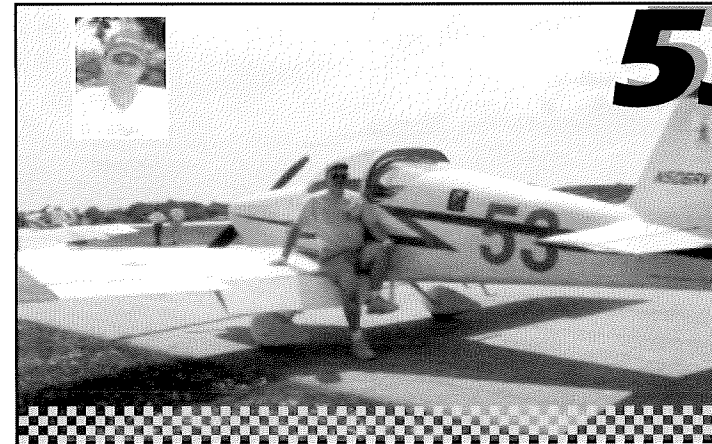
Race #48 was built by Dave Weisgerber in 1,500 hours. This black and red RV-6 can carry two people 700 miles non-stop with a top speed of 195 miles per hour. The aircraft had its first flight in May of 1997. The RV-6 is made out of aircraft aluminum. Designed to cruise fast, land slow and be able to operate from short, grass runways, the RV series of aircraft are known for fulfilling their slogan of "Total Performance." This plane has been raced by Dave in the AirVenture Cup each year since 2000. Since last year's race Dave has installed a Dynon EFIS system and has further modified his engine cowling to include a ram air system.

Flying race number 48 is Dave Weisgerber, who is a private

pilot single engine land. He has been a licenced pilot since 1991 and has more than 600 hours of flight time in experimental aircraft. Dave got interested through his dad, and started flying with him when he was just 10 years old. Dave eventually got his private pilots license when he was 25. Since then he has built many airplanes including a Sonari II, Kitfox, and a Hatz Biplane. He has also restored a 1946 Aeronca Champ. This will be Dave's 6th AirVenture Cup, giving him more AirVenture Cup experience than any other pilot in the Formula RV class.

SCOTT & TOM GESELE **53**

FORMULA RV



| | |
|-------------------------------|----------------|
| Top Speed: | 200 MPH |
| Range: | 600 Miles |
| Fuel Capacity: | 38 Gallons |
| Engine: | Lycoming O-320 |
| Displacement | 320 Cu. Inches |
| Horsepower: | 160 |
| Total Time on Aircraft: | 720 Hours |
| Empty Weight: | 1,100 Lbs. |
| Gross Weight: | 1,650 Lbs. |

Race # 53 is a blue and white RV-6A being flown by two brothers Scott and Thomas Gesele. This aircraft was built by Scott in his garage over a period of 4 1/2 years. N506RV was completed in late 1997 and has been flown all over the US from his home in New York, including trips to Key West, Montana, Wyoming and Oshkosh.

Flying Race # 53 are Scott and Thomas Gesele. Scott is currently employed as a Computer network engineer. He holds an Airline Transport Pilot Certificate and has accumulated more than 4000 hours including over 600 hours in his RV-6A. This will be the third race for Scott, having competed in the Formula RV class in the 2003 and 2004 races with his wife Wendy as co-pilot.

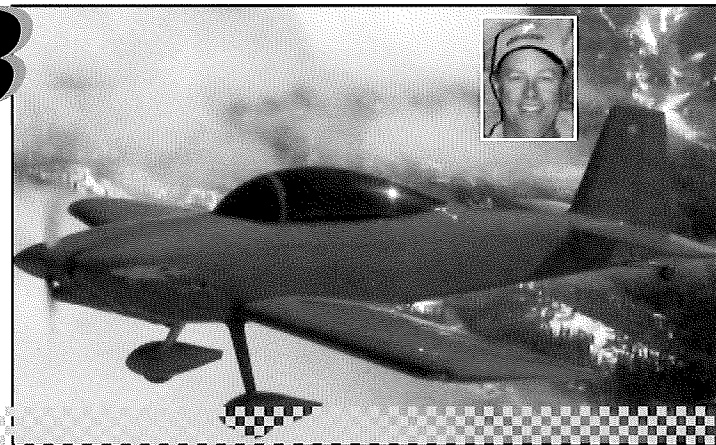
Flying Co-pilot for Scott this year is his older brother Thomas. Thomas is a software engineer and an RV-6 builder. This is Thomas's first AirVenture Cup race.

JOHN HUFT

FORMULA RV

18

Top Speed: 210 MPH
 Range: 800 Miles
 Fuel Capacity: 42 Gallons
 Engine: Lycoming O-360
 Displacement 360 Cu. Inches
 Horsepower: 180
 Total Time on Aircraft:
 Empty Weight: 1,075 Lbs.
 Gross Weight: 1,800 Lbs.



N184JH is a red RV-8 with gold flames that was built by the owner/pilot, John Huft. John started working on his RV-8 in January 1999 and made his first flight in October 2002. This airplane was modified from the original plans by the builder by creating hidden hinges for the baggage compartment and oil door, a 3-position canopy lock which operates from the baggage compartment, and a control lock. All of the antennas except for the transponder have been hidden in the design. This airplane won outstanding workmanship at Oshkosh 2003 and Reserve Grand Champ at Copperstate 2003.

John Huft holds a commercial license with single and multi engine as well as land and sea ratings and a CFII. John is an

electrical engineer. This will be his second AirVenture Cup he won the Formula RV class in 2004. Also, John has raced previously in the Sun 60 and Sun 100. In addition he raced in the Denver to Jackpot, NV race where he won first place in the fixed gear category in 2003.

CHRIS MURPHY

FORMULA RV

34

Top Speed: 185MPH
 Range: 500 Miles
 Fuel Capacity: 32 Gallons
 Engine: Lycoming O-320
 Displacement 320 Cu. Inches
 Horsepower: 160
 Total Time on Aircraft: 200 Hours
 Empty Weight: 950 Lbs.
 Gross Weight: 1,500 Lbs.



Race 34 is a Van's Aircraft RV-4. This yellow and red with checkers on its tail 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 Chris Murphy with the help of friends in his garage, hanger and shop over a 10 year period. It first flew in October of 2001. It is powered by a 160 horsepower Lycoming O-320 turning a fixed pitch metal propeller, this is the stock engine and propeller combination specified by Van's Aircraft. It is currently based in Fort Collins, CO

Flying Race 34 is Chris Murphy of Fort Collins, CO. Chris is a 737 Captain for a major airline and has more than 12,000 hours of

flight time. While in high school he worked at the airport in his hometown washing airplanes and as a lineboy to pay for flying lessons. He soloed for the first time on his 16th birthday and passed his checkride for his Private Pilot Certificate on his 17th Birthday. After high school Chris enlisted in the United States Air Force where he served as a crew chief on the McDonnell Douglas F-4 Phantom II. After his service in the Air Force, Chris went to work for an airline as a mechanic and continued to fly outside of work as a flight instructor to build experience. Later he served as a Flight Engineer and later flew as First Officer before becoming a Captain on the 737. Chris has owned a variety of airplanes, but his favorites have been his RV-4, a Globe Swift, Aeronca Chief, and an Aeronca Champ. This is Chris' third AirVenture Cup.

33

DICK MARTIN

SPORT

Top Speed: 246 MPH
 Range: 1800 Miles
 Fuel Capacity: 42 Gallons
 Engine: Lycoming IO-390X
 Displacement 390 Cu. Inches
 Horsepower: 210
 Total Time on Aircraft: 1,115 Hours
 Empty Weight: 1,160 Lbs.
 Gross Weight: 1,800 Lbs.



Race Number 33 is making its second appearance in the AirVenture Cup, having first flown in the 2000 AirVenture Cup. Built by Dick Martin of Green Bay, Wisconsin, this RV-8 currently holds the title of the fastest RV-8 flying. The airplane is powered by a 210hp 390 cubic inch, Lycoming IO-390-X turning an Aero Composite Propeller. In addition to the extra power, the airplane has had a number of aerodynamic modifications to increase its top speed, most notably the NACA engine cowl and cooling plenum.

Flying the Race # 33 RV-8 is the builder/owner Dick Martin of Green Bay, WI. Dick is a veteran of the 2000 Airventure Cup and several Sun 100 races. Prior to building the RV-8, Dick was best known in the aviation community for his award winning restoration of a 1940

Howard DGA-15P which received the Grand Champion Antique award at Oshkosh.

FORMULA RG

Any Experimental aircraft with an engine displacement of 360 cubic inches or less, with retractable landing gear. Will be divided into a blue (360 cubic inch) and Red (320 cubic inch) classes.

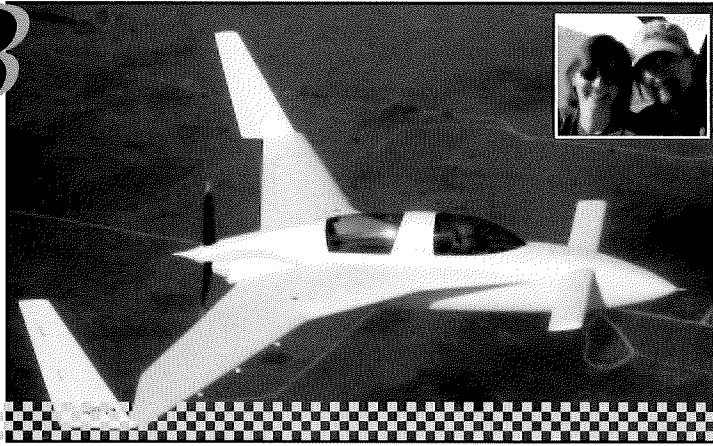


- | | | |
|----|---------------------------|------------------|
| 13 | James & Sandy Redmond | Berkut 540 |
| 31 | Dick & Debbie Keyt | Polen Special II |
| 36 | Larry & Nicholas Henney | Lancair 360 |
| 77 | Mark & Christine Ravinski | Lancair 360 |
| 94 | Scott Kruger | Lancair 360 |
| 96 | Arnold Christensen | Lancair 360 |
| 25 | Mike McEvoy | Glasair IIRG |

JAMES & SANDY REDMON

13

Top Speed: 260 MPH
 Range: 1400 Miles
 Fuel Capacity: 55 Gallons
 Engine: Lycoming O-360
 Displacement 360 Cu. Inches
 Horsepower: 180
 Total Time on Aircraft: 65 Hours
 Empty Weight: 1,120 Lbs.
 Gross Weight: 2,100 Lbs.



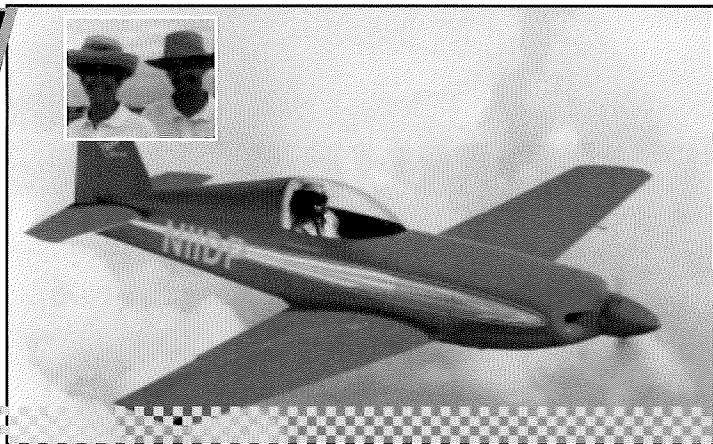
Race # 13 is an all white Berkut 360 being flown by James and Sandy Redmon. N97TX was built by James Redmon taking about 4,000 hours of build time. This aircraft first flew on August 28, 2004 after almost 12 years of construction. During the testing period, a few squawks and improvements were made, and the plane has been performing well ever since. This Berkut was built from Kit number 13. More information can be found on its website at www.berkut13.com.

flying with local EAA members and other canard aircraft. Having spent the last 11 1/2 years completing his Berkut, James is now looking forward to the "enjoy" phase of his aircraft. He does find time to help others finish building their Berkuts as well. James is joined by his loving and supportive wife, Sandy. Sandy does not have her pilots license, but enjoys traveling to and attending air shows and has hopes of learning to fly the Berkut someday. This is the first AirVenture Cup for both.

Flying N97TX is the husband and wife team of James and Sandy Redmon. James earned his pilots license in 1991 and holds commercial, instrument, CFI, and CFII ratings. By day he is employed as a computer systems architect, but enjoys spending his free time

DICK & DEBBIE KEYT 31

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



This one-of-a-kind aircraft was designed and built by Dennis Polen in Portland, Oregon, with the help of two friends, Daryl Usher and Jim Hergert. The Polen Special II was Dennis' second design and was built to see how efficient an aircraft could be built without having to abide by the rules of the Formula One race class in Reno.

Nemesis racer now part of the Smithsonian collection
 In addition Dick and Debbie have increased the Polen's fuel capacity. The added fuel tank is in the landing gear well. The tank was designed by Dave Boldenow and built by fellow race pilot Don Saint (Race #52). The airplane suffered the collapse of the landing gear after returning home from last year's race, and Dick and his team have worked hard to get the airplane back flying for this year's AirVenture Cup.

The single seat Polen Special II took 5 years to build, and is capable of 300+ miles per hour. In 1976 the Polen Special II was judged Reserve Grand Champion Homebuilt at the EAA Convention in Oshkosh. Damaged at the Copperstate Fly-in October 2000, after the landing gear failed while landing, the Polen was rebuilt and re-engined for the 2001 race with a lot of help from friends. It is currently powered with a modified Lycoming TIO-360 engine turning a custom designed Hartzell Constant Speed Propeller. It is equipped with a mechanical fuel injection system by BENDIX with GAMI injectors and a Kelly Aerospace/Consolidated fuels Turbo Charger. Dan Bond designed an intercooler specifically for this airplane. LPE/Zehrbach engines built the intercooler to Dan Bond's specifications. One of the unique features of the aircraft is due to the extreme heat from the turbocharger, the battery box is protected with a thermal tile from the Space Shuttle. The most recent addition to the aircraft is a Trutrack Flight Systems autopilot.

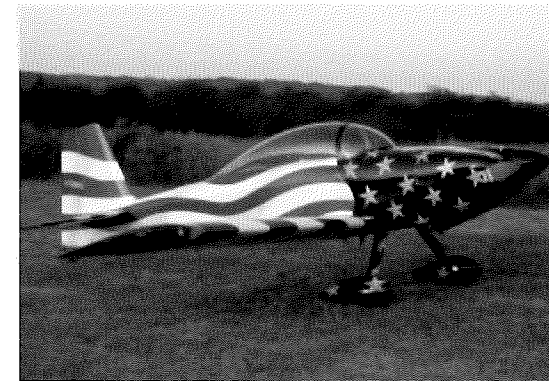
Flying race number 31 is Richard "Dick" Keyt. Dick has an Airline Transport Pilot Rating for multi engine aircraft, along with single engine commercial, glider, flight instructor, and instrument ratings. For six years, he was an Air Force Pilot and flew the F-4 Phantom and the OV-10 Bronco. Dick currently flies Boeing 767's and 757's on international routes for a major US Airline.

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

Dick's wife and ground crew, Debra Keyt is also a pilot. She obtained her Private Pilots License in 1997. Her first flight after receiving her license was on her way to Oshkosh. Dick and Debbie have participated in the 1999-2004 AirVenture Cup races and placed first all six years in the Formula RG class. In addition to the AirVenture Cup, they participated and won in the Golden West and Copperstate races. The Polen set a new course record at the Copperstate race in 2000.

FORMULA RV

Open to Van's aircraft RV-3, RV-4, RV-6 (A), RV-7(A), RV-8 (A), and RV-9 (A) airplanes powered with 360 cubic inches or less., split into a Blue (360 cubic inch) and Red (320 Cubic inch) classes.



| | | |
|----|-------------------------------|-------|
| 17 | Larry & Jim Klusmier | RV-6A |
| 18 | John Huft | RV-8 |
| 34 | Chris Murphy | RV-4 |
| 48 | Dave Weisgerber | RV-6 |
| 53 | Scott & Tom Gesele | RV-6A |
| 56 | Scott Jordan & Ken Publicover | RV-8 |
| 61 | Steven Campbell | RV-6 |
| 63 | Bob Vasey | RV-3 |
| 69 | Debbie & Bill Scanlan | RV-7A |
| 71 | Robert & Jeanie Axsom | RV-6A |
| 72 | Bobbi Bourcher | RV-4 |
| 74 | Scott Spencer | RV-4 |
| 81 | John Shaw | RV-8 |
| 82 | Patrick Driscoll | RV-8 |
| 27 | Jon Ross | RV-8 |
| 98 | Michael & Diane Kelly | RV-8 |



17 LARRY & JIM KLUSMIER

Top Speed: 180 MPH
 Range: 900 Miles
 Fuel Capacity: 36 Gallons
 Engine: Lycoming O-320
 Displacement 320 Cu. Inches
 Horsepower: 160
 Total Time on Aircraft:
 Empty Weight: 1,037 Lbs.
 Gross Weight: 1,650 Lbs.

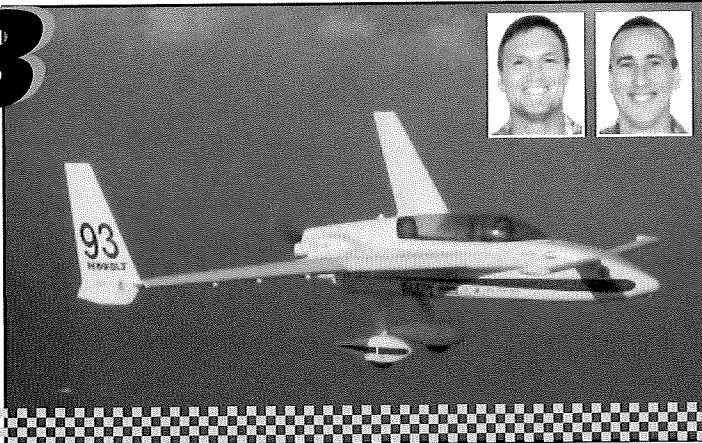
Race # 17 is an Van's RV-6A built by Larry Klusmier of Germansville, PA. This white and green RV-6A is IFR equipped with dual nav/coms and a GARMIN GPS. It is powered by a 160 horsepower Lycoming O-320-E2D engine turning a wooden fixed-pitch propeller. Construction was completed over a four and 1/2 year 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.

Flying race 17 is the team of Larry and Jim Klusmier. 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.

Larry's co-pilot is Jim Klusmier who is a dentist from Long Beach, CA. Jim earned his private pilot certificate in August, 2003 and has since added an instrument rating. He is building an RV-7 and hopes to race it in 2006.

RICH LAMB & JOSEPH CONLON **93**

| | |
|-------------------------------|----------------|
| Top Speed: | 215 MPH |
| Range: | 1000 Miles |
| Fuel Capacity: | 52 Gallons |
| Engine: | Lycoming O-320 |
| Displacement | 320 Cu. Inches |
| Horsepower: | 160 |
| Total Time on Aircraft: | 915 Hours |
| Empty Weight: | 910 Lbs. |
| Gross Weight: | 1,690 Lbs. |



N893LT, Race # 93 is a stock kit Long-EZ that took 11 years to build in Rich's garage. It was homebuilt by two aviation enthusiasts, Rich Lamb and Timothy Trainer. Modifications made to the kit include the use of larger than normal rudders, wing root windows and a Roncz canard. This Long-EZ flew for the first time in November 1996 and has logged 1000 hours since that time, flying coast to coast several times as well as to Oshkosh many times. Recent improvements to the airplane include a new spinner.

Flying Race # 93 are Rich Lamb and Joseph Conlon. Rich flew this Long-EZ in the 2003 and 2004 AirVenture Cup Races also. Both men are flight test engineers for Sikorsky Aircraft. Rich is a Private Pilot with an instrument rating and has accumulated more than 1000 hours of flying time. He holds ratings in both single engine airplane and rotorcraft. This will be Rich's 9th trip to Oshkosh in the Long-EZ and the third time he has competed in the AirVenture Cup Race. Rich is also active in the Young Eagle program having flown more than

70 Young Eagles in the Long-EZ. He has worked at Sikorsky's Development Flight Test Center in West Palm Beach Florida for the past 24 years. Rich is married, his wife is also a pilot. They have a daughter who is a regular volunteer at Oshkosh and a son who prefers to fly a dirt bike to airplanes! He also has one grandson who keeps them all busy.

Assisting Rich again this year is Joe Conlon of Stuart, FL. Joe has 500 hours total time in single and multi-engine airplanes as well as rotorcraft. He holds a Commercial Certificate with ratings for single and multi-engine airplanes, rotorcraft-helicopter and instrument. He has worked at Sikorsky's Development Flight Center in Florida for 23 years. He holds an AS degree in professional pilot technology and a BS degree in aerospace engineering. He is married with four children.

KERRY & CAROL FRITZ **99**

| | |
|-------------------------------|----------------|
| Top Speed: | 180 MPH |
| Range: | 800 Miles |
| Fuel Capacity: | 50 Gallons |
| Engine: | Lycoming O-320 |
| Displacement | 320 Cu. Inches |
| Horsepower: | 160 |
| Total Time on Aircraft: | 235 Hours |
| Empty Weight: | 917 Lbs. |
| Gross Weight: | 1,575 Lbs. |



Race # 99 was built by Kerry and Carol Fritz from plans over a period of 16 years while raising a family. Their youngest daughter was 8 years old when they started in 1982. By the time they had completed their Long-EZ and made their first flight in 1998, Kerry and Carol had 2 daughters married, gained 2 son-in-laws and 5 grandchildren, and their youngest daughter was in her last year of college!

Kerry Fritz started flying in 1969 and earned his Private Pilot Certificate in 1970. Since that time he has added Commercial, Instrument and Multi Engine ratings. He grew up watching airplanes fly over his home near the Lancaster, PA airport. He spent time in the United States Army as a Combat Engineer in

Vietnam and spent considerable time in various types of Helicopters and airplanes the Army operated. After the Army, he spent a career as a truck driver and worked in Real Estate Investment. He raced in the 2003 and 2004 AirVenture Cup Races along with his wife Carol. Besides flying Kerry enjoys golf and other sports as well as watching his grandchildren participate in various sporting events.



LARRY & NICHOLAS HENNEY **36**

| | |
|-------------------------------|-----------------|
| Top Speed: | 270 MPH |
| Range: | 1,200 Miles |
| Fuel Capacity: | 43 Gallons |
| Engine: | Lycoming IO-360 |
| Displacement | 360 Cu. Inches |
| Horsepower: | 200 |
| Total Time on Aircraft: | 1,161 Lbs. |
| Empty Weight: | 1,850 Lbs. |

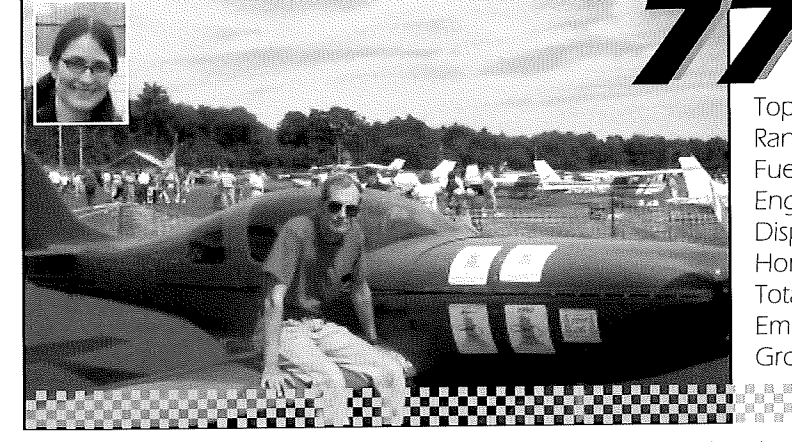
N360LH first flew on December 8, 1998. This Lancair 360 was built by Larry Henney of Ft. Worth, TX. Flying as Race 36, this Lancair is powered by a Lycoming IO-360, is red lined at 270 mph, and consistently publishes race speeds of 250 mph. Unique speed enhancements to N360LH include dual Lightspeed Engineering electronic ignition, direct ram intake air, numerous cooling air drag reduction modifications, and ceramic coated exhaust pipes.

The 2004 AirVenture Cup will be the 10th race for N360LH. With 4 children and only a two-seat aircraft, Larry has flown over 500 hours coast to coast to find racing opportunities to fly with his children. While each race has unique classes, Race 36 has always placed in the top 3. N360LH holds 3 first place trophies and is unbeaten by any Lancair 360. As Larry says, "normally aspirated aircraft can't hold a candle to this rocket".

Flying Race 36 is the father and son team of Larry and Nicholas Henney. Larry has a degree in mechanical engineering from the University of Texas. The US Navy taught Larry to fly where he served for 10 years as an instructor pilot in the F/A-18 Hornet. He is presently a pilot for a major US airline flying the Airbus A300. Larry's hobbies include work as both a Flight Advisor and Technical

Counselor, flying Young Eagles, and currently Larry is building a Lancair ES. All these additions have become more accessible since his move to Pecan Plantation Airpark located southwest of Fort Worth, TX. His current "Homebuilding" project includes two bedrooms and a bathroom!

The navigator and time keeper for race 36 is Larry's second son Daniel Henney. This veteran air racer has assisted his dad in the 2002 Sun 100, 2001 and 2003 AirVenture Cup, and the 2002 Golden West Air Race. Daniel is entering the 7th grade and while not racing enjoys swimming, wake boarding, soccer and playing the trombone. Dad is excited about his weight and balance this year, Daniel weighs in at 85 pounds and Larry has trimmed off 10 pounds since last year's race so he figures they have an advantage this year! Larry is looking forward to this year's race, as he says "This year's race to watch is a grudge match between Mark Ravinski, Race 77, and my Race 36. This will be the 5th meeting between these two arch rivals. These aircraft are so closely matched that only the shade of red paint differentiates them. Until last year when a difference of 1 and a half minutes pushed Larry and son Nicholas back into a tie for fourth. The post race fun meter will be pegged again this year with intense heckling."



MARK & CHRISTINE RAVINSKI **77**

| | |
|-------------------------------|-----------------|
| Top Speed: | 300 MPH |
| Range: | 1000 Miles |
| Fuel Capacity: | 43 Gallons |
| Engine: | Lycoming IO-360 |
| Displacement | 360 Cu. Inches |
| Horsepower: | 200 |
| Total Time on Aircraft: | 1,000+ Hours |
| Empty Weight: | 1,090 Lbs. |
| Gross Weight: | 1,685 Lbs. |

This red and gold Lancair 360 was built by James Brown in Kansas City, Missouri. Capable of carrying two people over 900 miles non-stop, this airplane has a top speed of 250 miles per hour. It is powered by a 180 hp Lycoming IO-360B during a Hartzell, constant speed propellor. N360KB has been flown by Mark in seven previous AirVenture Cups and 4 Sun 100 races.

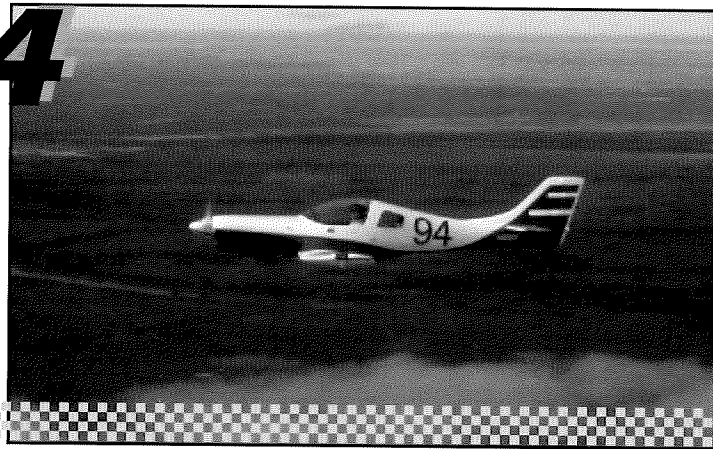
Flying Race #77 is Mark Ravinski of Assonet, Massachusetts. Mark is a commercial pilot with single and multi engine ratings as well as his CFI. He has over 2,300 hours of flight experience and is also an IA mechanic. From 1974 to 1977, Mark was an Air Force flight instructor. He instructed for more than 1,000 hours in a T-37. This will be Mark's seventh AirVenture Cup and

he has taken several of his children as co-pilots in each of these races. This year his co-pilot will be his daughter Christine who was also his co-pilot in the 2001 AirVenture Cup. She has been a pilot since age 18 and has been flying with her dad since she was 10. She works as a professional linguist.

SCOTT KRUEGER 94

FORMULA RG

| | |
|-------------------------------|-----------------|
| Top Speed: | 220 MPH |
| Range: | 1000 Miles |
| Fuel Capacity: | 43 Gallons |
| Engine: | Lycoming IO-320 |
| Displacement | 320 Cu. Inches |
| Horsepower: | 160 |
| Total Time on Aircraft: | 700 Hours |
| Empty Weight: | 1,215 Lbs. |
| Gross Weight: | 1,800 Lbs. |



This blue and white Lancair 320, Race #94, was built by Scott Krueger over 7 years. N92EX includes a spring-bias trim system and automatic fuel management system. N92EX has won several awards including the 1998 OSH EAA Outstanding Workmanship award, 1999 Sun'N'Fun Outstanding Aircraft award, various fly-in awards and, the 2002 Sun 100 Lancair 320 Class 1st Place at 202 knots.

Flying Race # 94 is Scott Krueger, relying on his experience from the 2003 and 2004 AirVenture Cup Races to turn in a faster time this year. Scott is retired from the computer software business. Scott had previous interest in aviation so decided to buy a slow build kit and started taking flying lessons about the same time.

Over the 7 years it took Scott to build his Lancair, he used his "spare" time to build time in Cessna 152s and 172s as well as over 1000 hours in a Skymaster while earning his multi-engine, instrument, and commercial ratings along the way. Having a great interest in high-speed personal transportation, when he is not flying Scott also drives a C5 Corvette and rides a Honda 1800 VTX (V-Twin Xtreme) 1800cc cruiser Motorcycle.

ARNOLD CHRISTEN 96

FORMULA RG

| | |
|-------------------------------|-----------------|
| Top Speed: | 255 MPH |
| Range: | 1,150 Miles |
| Fuel Capacity: | 43 Gallons |
| Engine: | Lycoming IO-360 |
| Displacement | 360 Cu. Inches |
| Horsepower: | 180 |
| Total Time on Aircraft: | 520 Hours |
| Empty Weight: | 1,100 Lbs. |
| Gross Weight: | 1,685 Lbs. |



This blue and white Lancair 360, Race #96, was built by the pilot, Arnold Christen of Mineral Point, WI, over 5 1/2 years in his hangar. This airplane first flew in June 1996 and was completed for the Oshkosh 1997 show where it received an award for outstanding workmanship. This Lancair was built according to the plans and has a Lycoming IO-360 engine.

Arnold Christen is flying Race #96. Arnold is a commercial, instrument pilot who has been flying for 28 years, all of it for pleasure. He has flown over every state in the continental United

States with the exception of the New England states. Arnold has previous race experience having raced his Lancair at the North Central EAA race, Sterling-Rockfalls in 2000 where he finished first in the 93 mile open class race with an average speed of 236 miles per hour. He also raced at the Sun 100 in 2001 where he placed 2nd, and in October 2003 raced in the Lancair Cross-Country Race in Redmond, Oregon where he placed first. This will be Arnold's second AirVenture Cup. His first was in 2004.

JAY BLUM 78



FORMULA FX

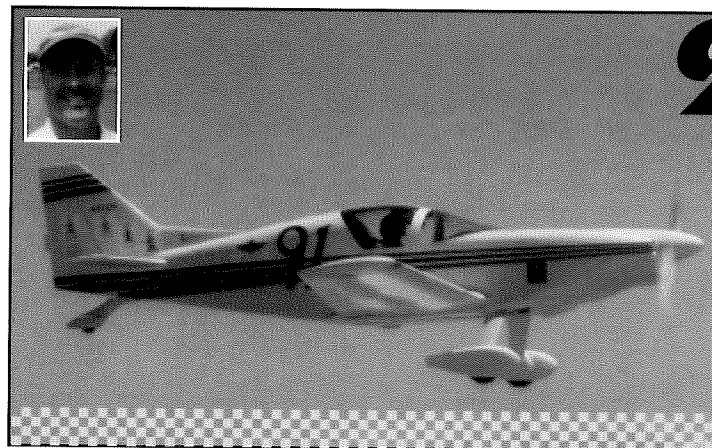
| | |
|-------------------------------|----------------|
| Top Speed: | 225 MPH |
| Range: | 900 Miles |
| Fuel Capacity: | 52 Gallons |
| Engine: | Lycoming O-320 |
| Displacement | 320 Cu. Inches |
| Horsepower: | 160 |
| Total Time on Aircraft: | 485 Hours |
| Empty Weight: | 950 Lbs. |
| Gross Weight: | 1,500 Lbs. |

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 900 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 in a range of aircraft from a Cessna 150 to an Aerovodochy L-39. Jay is in the fabric and leather business and he provides specialty fabrics for major airlines, military applications, hotel and high end home furnishings. He manages the Young Eagles program for his local EAA chapter. In addition, he flies his Long-EZ in a formation routine with Frank Pullano, Race #20, at various air shows. Recently they became members of "Vulture Flight" and airshow formation team of RV-8s and EZs. This will be Jay's fourth AirVenture Cup.

BRUCE HAMMER 91



FORMULA FX

| | |
|-------------------------------|-----------------|
| Top Speed: | 245MPH |
| Range: | 1,500 Miles |
| Fuel Capacity: | 75 Gallons |
| Engine: | Lycoming IO-360 |
| Displacement | 360 Cu. Inches |
| Horsepower: | 180 |
| Total Time on Aircraft: | 800 Hours |
| Empty Weight: | 1,100 Lbs. |
| Gross Weight: | 1,800 Lbs. |

Race #91, this red, white, and blue Glasair I took Bruce Hammer 3,000 hours to first get it in the air in May of 1997. Bruce averages over 100 hours of flight time yearly in his Glasair and spends 400-600 hours rebuilding and experimenting with drag reducing ideas. The instrument panel has been rebuilt twice, the last time making it IFR capable. This aircraft looks different from other Glasairs from the front; the engine mount has been lengthened by 4 inches, a sloped windshield was molded and installed 2 years ago, and Bruce built a new modified cowling with Dave Ander's round inlets. Bruce installed fuel injection in 2003 year after a flight home at 18000 feet IMC with carburetor ice which enabled him to check out the glider capability of his airplane. The Lycoming O-360 was overhauled 600 hours ago, although other than the fuel injector, the engine is stock.

Flying race number 91 is Bruce Hammer. Bruce is a commercial pilot with single engine airplane, instrument, and helicopter ratings. By occupation, Bruce is a helicopter pilot and has more than 28 years and 12,000 hours of flight experience in a variety of helicopters including the Bell 206, 212, and 412, Sikorsky S-76 and Aerospatial 350 and 355. Currently Bruce flies Sikorsky S-76 and Bell 412SP helicopters supporting the oil

industry in the Gulf of Mexico. Race 91 is the second aircraft Bruce has built and the third that he has owned. The first airplane he owned was a Whitman Tailwind, which he shared with his brother, Steve. Next, he built a Cassutt Sport Racer. Bruce enjoyed the Cassutt, but said it got uncomfortable after two hours of flight. His second "and last" homebuilt is the Glasair 1TD, Race 91. Bruce feels it is a great cross country airplane, with lots of baggage room, long range, high speed and comfortable on long flights.

In the last several years, Bruce has flown his Glasair to Alaska, Oshkosh, Sun N' Fun, Key West, Florida, the Grand Canyon, and many other shorter trips.

Bruce has prior race experience as a participant in the Cassutt Fly-in and race in 1994, and also as participant in the Sun N' Fun Sun 100 races for the past several years. Bruce began competing in the AirVenture Cup in 2000 and has flown in every race held since. He and his brother Steve have become the dominant force in the Formula FX Class.

ERIC & ELMER BRANYON

62

Top Speed: 220MPH
 Range: 1,100 Miles
 Fuel Capacity: 51 Gallons
 Engine: Lycoming IO-360
 Displacement 360 Cu. Inches
 Horsepower: 200
 Total Time on Aircraft: 50 Hours
 Empty Weight: 1,420 Lbs.
 Gross Weight: 2,200 Lbs.



Race # 62 is a white and blue Glasair IIS-FT. N962EB was built by the father and son team of Elmer and Eric Branyon. This aircraft took over 18 years and 6,200 man hours to complete. Started in 1987, the first flight for this plane was in May 2004. It is an example of perseverance by this father and son despite work, moves and remote work assignments over that period of time. It features a modified IO-360, dual Nav/Coms, IFR GPS, Autopilot, and EPI Engine Instrumentation & Monitors. This is the first AirVenture Cup for N962EB.

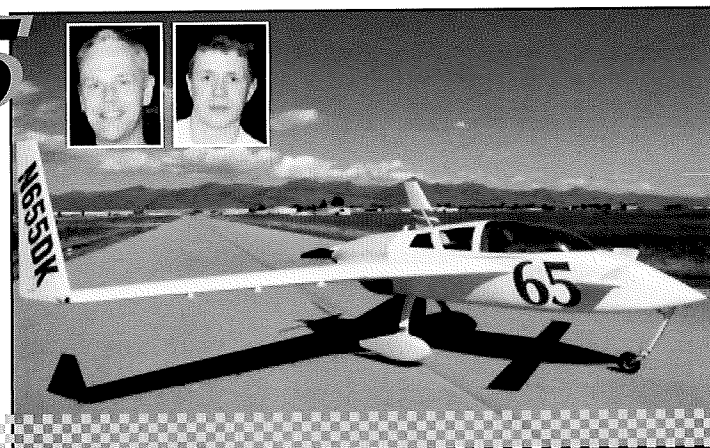
35 Joint Strike Fighter. He has over 500 hours of flight experience in single engine planes and gliders. Elmer Branyon (father) is retired after having spent a 35 year career with Lockheed Martin as the Chief Engineer of several satellite command and control ground stations. Elmer has over 500 hours of flight experience in single engine aircraft. This is the first race experience for both Eric and Elmer.

The father and son team of Elmer and Eric Branyon are flying Race # 62 in this year's AirVenture Cup. Eric (son) is currently employed by Lockheed Martin as the Avionics Lead for the F-

JORGEN & JESPER SKOVBJERG

65

Top Speed: 212 MPH
 Range: 1000 Miles
 Fuel Capacity: 45 Gallons
 Engine: Lycoming O-320
 Displacement 320 Cu. Inches
 Horsepower: 160
 Total Time on Aircraft: 340 Hours
 Empty Weight: 997 Lbs.
 Gross Weight: 1,600 Lbs.



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 and the 2003 AirVenture Cup. Jorgen is continuously modifying his Cozy for better efficiency and speed.

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. This is their Second AirVenture Cup. The father and son team also participated in the 2003 AirVenture Cup Race.

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

MIKE MCEVOY

FORMULA RG

Top Speed: 200 MPH
 Range: 1,100 Miles
 Fuel Capacity: 50 Gallons
 Engine: Lycoming IO-360
 Displacement 360 Cu. Inches
 Horsepower: 200
 Total Time on Aircraft: 500 Hours
 Empty Weight: 1,400 Lbs.
 Gross Weight: 2,200 Lbs.



This Glasair IIS RG is the same aircraft that Jack Watson flew to victory in the Unlimited class last year in the 2004 AirVenture Cup. It is IFR certified and equipped with an IFR enroute and approach certified GPS. It has a complete Bendix King Avionics package including a KLN 94 color map GPS, dual VORs with ILS/Glideslope receivers, a three light marker beacon, which interfaces through a King Audio panel to connect to the two axis Stec-65 Autopilot. To monitor engine health during the race, the airplane is equipped with a Vision Microsystems engine information system.

Mike started flying lessons in the 1980s, took a hiatus from flying for a few years, and resumed about 4 years ago. In addition to his Speed Canard, Mike has built 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 second Air Venture Cup Race. His first was the 2003 race, during which he flew a Speed Canard.

Flying the Glasair this year is Mike McEvoy, who is currently the Vice-President of Products and Services for Confluent Software.

FORMULA FX

Any Experimental aircraft with an engine displacement of 360 cubic inches or less, with at least two fixed landing gear. Will be divided into a Blue (360 cubic inch) and Red (320 Cubic inch) classes.



- | | | |
|----|---------------------------------|---------------|
| 15 | Tim Freeze | Cozy |
| 37 | Red Hamilton & Marilyn Boese | Tailwind |
| 52 | Don Saint | Glasair IISFT |
| 58 | David Brelsman & Dennis Flamini | Tailwind |
| 62 | Eric & Elmer Branyon | Glasair IISFT |
| 65 | Jorgen & Jesper Skovbjerg | Cozy |
| 78 | Jay Blum | Long EZ |
| 91 | Bruce Hammer | Glasair I-TD |
| 93 | Rich Lamb & Joseph Conlon | Long EZ |
| 99 | Kerry & Carol Fritz | Long EZ |

TIM FREEZE 15

FORMULA FX

| | |
|-------------------------------|----------------|
| Top Speed: | 200 MPH |
| Range: | 1000 Miles |
| Fuel Capacity: | 50 Gallons |
| Engine: | Lycoming O-320 |
| Displacement | 320 Cu. Inches |
| Horsepower: | 160 |
| Total Time on Aircraft: | 150 Hours |
| Empty Weight: | 1,050 Lbs. |
| Gross Weight: | 1,950 Lbs. |



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

was the first Cozy to participate in the AirVenture Cup when it entered for the first time in 2002.

Race #15 is piloted by Tim Freeze, an electrical/mechanical engineer in a research lab for Dupont. Tim holds a Commercial Pilot Certificate with Single and Multi-engine ratings as well as an instrument rating. He has more than 1,600 hours of flying time. In addition to the Cozy, Tim also flies a Beech 35 Bonanza and a Fisher Celebrity Biplane which he helped build. He is also a licensed A&P Mechanic and maintains all three aircraft. This will be Tim's fourth AirVenture Cup.

RED HAMILTON & MARILYN BOESE 37

| | |
|-------------------------------|----------------|
| Top Speed: | 220 MPH |
| Range: | 500 Miles |
| Fuel Capacity: | 38.7 Gallons |
| Engine: | Lycoming O-360 |
| Displacement | 360 Cu. Inches |
| Horsepower: | 180 |
| Total Time on Aircraft: | 100 Hours |
| Empty Weight: | 848 Lbs. |
| Gross Weight: | 1,550 Lbs. |



Race # 37 is a red and white Wittman W-10. NX374WT was built by Red Hamilton as a tribute to Steve Wittman. This aircraft uses the same numeric N number as one of Steve's early tailwinds and showcases the differences between the fast glass and factory homebuilts of today and the homebuilts of 52 years ago. The first flight for this aircraft was in August 2003. It received Grand Champion plans built in Arlington 2004 and the Workmanship Award at Oshkosh 2004.

1964 Fords. Red and Marilyn live and fly from a private, residential airstrip, 82CL, near Fort Bragg, CA, where there are obstructions on both ends of the airstrip and tree limbs 42 feet from the runway centerline, making sure that Red is awake on each flight!

The husband and wife team of Red Hamilton and Marilyn Boese are flying Race #37. Red has flown approximately 3300 hours since 1984, including about 2900 hours of tailwheel time. He is self employed making headers and selling engine parts for 1928-

DON SAINT 52

FORMULA FX

| | |
|-------------------------------|-----------------|
| Top Speed: | 225 MPH |
| Range: | 1,100 Miles |
| Fuel Capacity: | 55 Gallons |
| Engine: | Lycoming IO-360 |
| Displacement | 360 Cu. Inches |
| Horsepower: | 180 |
| Total Time on Aircraft: | 800 Hours |
| Empty Weight: | 1,170 Lbs. |
| Gross Weight: | 2,200 Lbs. |



Race #52, this red and white Glasair II can carry two people non-stop for 1,100 miles. The airplane has a top speed of 225 miles per hour, on 180 horsepower. First flown on December 6, 1997 the airplane has been improved and modified since. Don has added Wheel fairings from Van's Aircraft, extended range fuel tanks, one of a kind winglets and wing tip extensions as well as slotted flaps, and a 12-gallon header tank in the fuselage. Possibly the most important improvement was lengthening the baggage compartment to fit two full-sized golf bags. Well equipped for long cross county flights, the Glasair even has a built-in Sony CD player. The airplane features a full IFR instrumentation including a Garmin GPS coupled to the airplanes autopilot. After doing experiments for a year with the airplane turbo-charged, Don has gone back to a normally aspirated system for the Glasair.

Flying race number 52 is Don Saint. Don is a systems engineer for Lockheed Martin in Texas. He is also a commercial single engine and multi engine instrument rated pilot. 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 has raced in the AirVenture Cup Race each year since 1999, giving him the most race experience of any Glasair Pilot in this year's race. He has also competed in the Sun 100 Race for several years as well as Copperstate. Recently he has been in several local races including Fast Movers and the Pecan Sprint.

DAVID BERELSMAN & DENNIS FLAMINI 58

| | |
|-------------------------------|----------------|
| Top Speed: | 185 MPH |
| Range: | 500 Miles |
| Fuel Capacity: | 34 Gallons |
| Engine: | Lycoming O-360 |
| Displacement | 360 Cu. Inches |
| Horsepower: | 180 |
| Total Time on Aircraft: | 2,000 Hours |
| Empty Weight: | 1,000 Lbs. |
| Gross Weight: | 1,650 Lbs. |



Team Lickety-Split, Race #64, is comprised of David Berelsman and Dennis Flamini flying in this all white Wittman Tailwind W-8. N564DF was built by William Hansen in 1968 in just 1 year. It was test flown by Steve Wittman. Under Steve Wittman's supervision, this W-8 was modified to be the first W-8 with an O-360 engine, and served as the basis for the current W-10 model. This aircraft has the honor of being the first experimental airplane to make an IFR approach into NYC, with Paul Poberezny behind the wheel. N564DF flew in the first AirVentureCup in 1998 (with Dennis & Dominic Flamini at the controls) and also flew in the 2000 SunNFun Sun 100 race.

with 500 hours and Dennis Flamini is a private pilot with 2000 hours. David is a TV producer on sabbatical. Dennis is a retired construction manager. He has previously flown in the 1998 AirVentureCup, the 2000 SunNFun Sun 100, and in various Chicago area races.

Making up Team Lickety-Split, David Berelsman is a private pilot