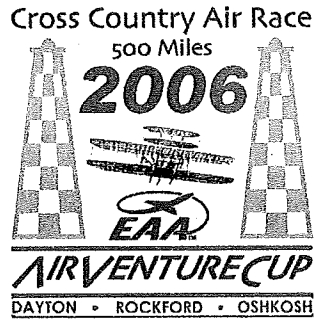


2006 AIRVENTURE CUP







Participants, Volunteers and Race Fans:

Welcome to the 2006 AirVenture Cup Race! Whether you are a race veteran, a first time participant, one of the many volunteer's that makes this event happen or one of the many fans of cross country air racing, I thank you for being a part of this year's race. Again this year we are tracing the now familiar course from Dayton to Sterling/Rockfalls, IL then on to Rockford before finishing at the Quad Graphic's airport in Lomira, WI.

I am pleased to be back in Dayton, a city with strong ties to aviation and a history with the AirVenture Cup. In 1999 the AirVenture Cup stopped at the Wright Brother's Airport due to weather and our friends at Commander Aero rolled out the red carpet for us during our stay. We have been coming back ever since. I am very grateful for their continued support as the hosts for the starting line again this year. A Special thanks also to the members of EAA Chapter 48 for all their help as well.

When we changed the race course several years ago to include a second race pylon we expected never expected the warm welcome we would get from the people living around the Whiteside County Airport in Sterling-Rockfalls, IL. For the last several years crowds have gathered to watch as the race passed through. We also visit the Greater Rockford airport in Rockford, IL the former home of the EAA fly-in. If you are watching the race from either of those places thank you so much for coming out and supporting the event this year!

We also need to thank the people at Quad Graphics who allow us to use their airport for the finish line. This location has worked out very well for us and provides a safe easy to find location to end the race. Once again we will gather post race at Fond du Lac in preparation for a mass arrival into Oshkosh for AirVenture 2006. Where ever you are taking part in this year's race I hope you enjoy it and hope to see you next year!

Enjoy the Race!

A handwritten signature in black ink, appearing to read "Eric Whyte".

Eric Whyte
Chairman, 2006 AirVenture Cup Race

July, 2006

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.

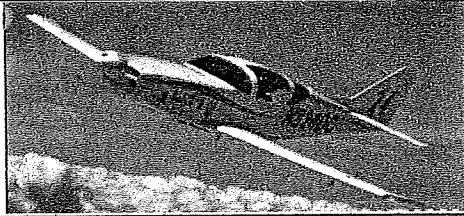
The AirVenture Cup Race is a great kickoff each year for EAA AirVenture, "the world's greatest aviation celebration," where innovation and experimentation abound. I thank you for your participation in this wonderful event and being a part of EAA AirVenture 2006.

Regards,

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

Tom Poberezny
EAA President & Convention Chairman

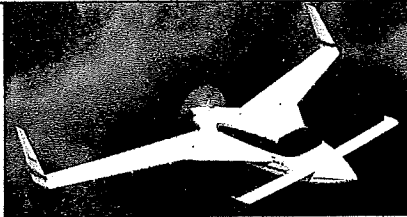
UNLIMITED RACE # 28 JEFF LUDWIG



Make/Model	Glasair III
N	N824DC
Top Speed	300 MPH
Range	1000 miles
Fuel Capacity	57 US GAL
Engine	Lycoming IO-540
Horsepower	325

Race #28 is a Stoddard Hamilton Glasair III being flown by Jeff Ludwig. 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 storms. To increase the comfort of the pilot on long flights, it also has Bose Noise Cancelling Headsets, and an S-Tec autopilot. Flying N824DC is Jeff Ludwig who is making his 7th appearance in the AirVenture Cup. Jeff is an active flight instructor with over 2500 hours and 30 years of flying experience. He practices aviation law in Jacksonville and is active in many aviation related projects.

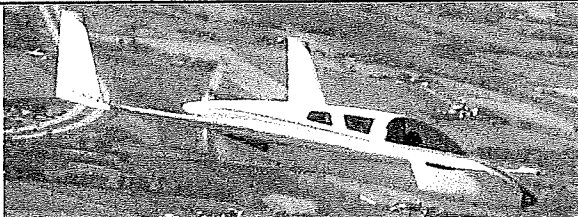
UNLIMITED RACE # 39 SCOTT SWING & SAM ANDERSEN



Make/Model	Velocity XL-RG
N	N271TC
Top Speed	250 MPH
Range	1000 Miles
Fuel Capacity	82 US GAL
Engine	Cont. TIO-550
Horsepower	310

Race # 39 is the first Turbo-Charged Velocity XL-RG-5 to be built. This aircraft was built and is owned by the Velocity Aircraft Company of Sebastian, FL. Founded by Velocity designer Danny Maher in 1984, Velocity Aircraft is currently owned by Duane, Bonnie and Scott Swing. Duane and Scott Swing were early builders of the Velocity kits and were instrumental in the development of the Retractable Gear option for the airplane when Danny Maher was looking to retire from the kitplane business in 1992. Since the airplanes initial design in 1984, the Velocity has been steadily improved over the years. This is the latest version of the airplane. The # 39 Velocity is being flown by the team of Scott Swing and Sam Andersen. Scott is one of the co-owners of the Velocity Aircraft company and is a former resident of Dayton, OH. This will be the first AirVenture Cup for both pilots.

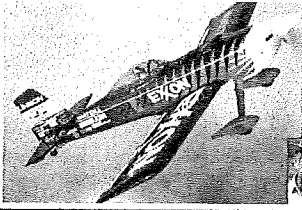
UNLIMITED RACE # 54 CHRIS & CATHLEEN ESSELSTYN



Make/Model	Cozy 540RG
N	N540EZ
Top Speed	280 MPH
Range	1500 miles
Fuel Capacity	75 US GAL
Engine	Lycoming IO-540
Horsepower	260

This modified Cozy 540 RG was built by Chris Esselstyn of Waukesha WI over 6 years. The modifications include the IO-540 engine, retractable nose and main gear, fuselage stretch, the 75 gallon fuel capacity, custom turtle back and cowlings, carbon spars and wing skins, and the down draft cooling. N540EZ first flew in July 2005 and won the Best Canard at SunNFun 2006. Chris is a private pilot with his instrument rating and 2200 hours total time. This Cozy is his 3rd aircraft built. Chris and his wife, Cathleen, enjoy making annual nationwide flying trips including to California, Wyoming, Colorado and Utah. Chris is a sales engineer and Cathleen is a registered nurse. This is the first AVC for the couple.

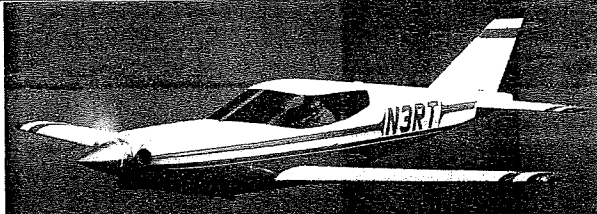
UNLIMITED RACE # 89 BRUCE BOHANNON



Make/Model	Bohannon B-1
N	N389BB
Top Speed	TOP SECRET!
Range	1000 miles
Fuel Capacity	70 US GAL
Engine	Mattituck TMX
Horsepower	380

Introduced at SunNFun in April 1999 as "The Exxon Flyin' Tiger", Bruce set his first Time to Climb World Record in Oshkosh in July 1999. Since then, the Tiger has set or broken 30 Time to Climb and Altitude World Records in both its weight class (C-1.b) and the Unlimited class (piston engine aircraft of any weight). Bruce Bohannon's Flyin' Tiger is the fastest piston powered plane in history to 6,000..9,000...12,000 meters. The highest altitude achieved so far is 47,530 feet with an ultimate goal of 50,000 feet. The National Aeronautic Association named 3 of the Tiger's World Record flights among the most memorable record flights of the year (2000, 2002, 2003). During its campaign, Bruce has flown the Tiger to all four corners of the country and across Cuba to the Cayman Islands.

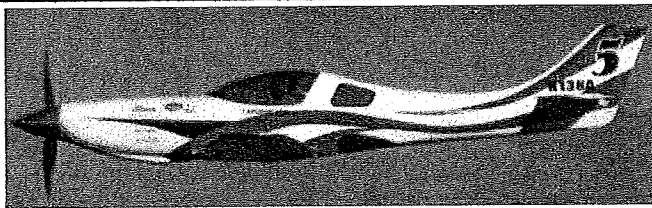
SPORT RACE #03 JAMES VITALE & JOHN MULLANEY



Make/Model	SX-300
N	N3RT
Top Speed	290 MPH
Range	800 miles
Fuel Capacity	66 US GAL
Engine	Lycoming IO-540
Horsepower	300

This aircraft was built by Dave Miller and Richard Tews in California in 1993. It received Grand Champion at Oshkosh 1994 and at SunNFun 1994. James Vitale is retired from the commercial airlines, having flown the Boeing 707, 720, 727 and 737, as well as the Airbus A-310 during his 37 year career at Pan Am and Delta. John Mullaney is a retired dentist with his single and multi-engine land and sea ratings. He has enjoyed flying long trips, including internationally.

SPORT RACE #5 LEE & JAY BEHEL

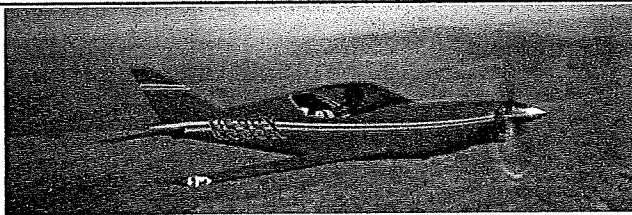


Make/Model	Lancair Legacy
N	N138A
Top Speed	300 MPH
Range	1000 miles
Fuel Capacity	62 US GAL
Engine	Continental IO-550
Horsepower	300

This father and son team is making their 7th appearance in the AirVenture Cup having won the Sport class three times and the turbine class twice. Lee is well known to air racing fans and one of the founders and first President of the Sport Class Racing Association at the National Air Races in Reno, NV. He continues to serve on the organization's board of directors. Lee is retired from the California Air National Guard where he flew the F-4 Phantom and he holds several World Records in the aircraft. Lee and Jay are from San Jose, CA.

The # 5 Lancair Legacy, was built by Andy Chiavetta of Laguna Beach, CA over a two year period. Modified for the demands of racing at Reno, the machine is powered by a Continental IO-550 turning a Hartzell race propeller. The cowl and flaps were also modified to enhance performance.

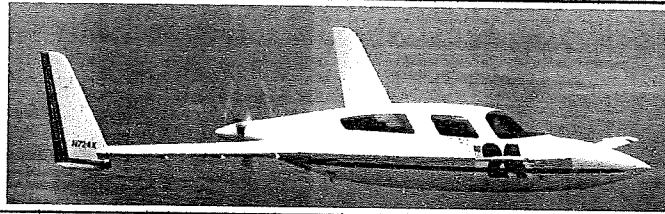
SPORT RACE #10 KEITH & MICHAEL PHILLIPS



Make/Model	Swearingen SX-300
N	N53SX
Top Speed	300 MPH
Range	1000 miles
Fuel Capacity	68 US GAL
Engine	Lycoming IO-540
Horsepower	300

Race # 10 is a Swearingen SX-300; 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. Keith made several modifications to the kit including modifying the rudder pedals and seat position to give him more legroom, adding a bubble canopy, adding an emergency blow down gear system to assist in lowering the landing gear if the primary system fails, and adding a throttle on the left side of the cockpit to allow the pilot to fly with either hand. Flying together is the father and son team of Keith & Michael Phillips. Keith has been flying for over 50 years and is in his 7th AVC; he is a former USAF fighter pilot and has worked as an Aerospace Consultant. Michael has been flying with his dad since is was able to walk; he is flying in this 3rd AVC race.

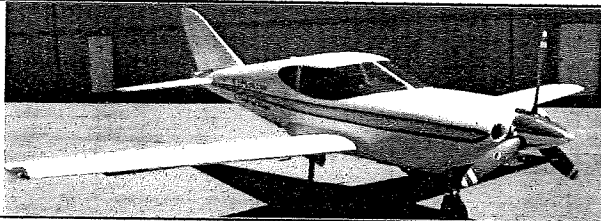
SPORT RACE #24 RICH JR & RICARDO GUERRA SR



Make/Model	Velocity XL-RG
N	N724X
Top Speed	230 MPH
Range	1000 miles
Fuel Capacity	82 US GAL
Engine	Lycoming IO-540
Horsepower	260

Race #24, this white with red and blue trim Velocity XL-RG, was built by Ricardo "Rich" Guerra, Jr. over a period of 2 years and had its first flight in December 2001. One unique feature of this aircraft 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. Rich plans to share his race experiences on his website <http://www.rguerra.com/velocity>. When not flying, Rich is an interventional cardiologist. Building and flying N724X has been an "impossible dream come true" for him. His parents taught him, "if you can dream it, you can achieve it" and he has had the pleasure of flying both his parents in this race. Last year his mother, Inez, this year, his father, Rick. Rick is retired after 37 years with the LAPD as the Senior Automotive Supervisor.

SPORT RACE #30 HARRY HINCKLEY



Make/Model	SX-300
N	N301E
Top Speed	280 MPH
Range	700 miles
Fuel Capacity	65 US GAL
Engine	Lycoming IO-540
Horsepower	300

This SX-300 was built by Tom Dempsey of Odessa, Texas and had its first flight in June 1989. Due to a number of circumstances, this plane was relegated to being a hangar queen since 1990. The last 18 months have been spent slowly restoring this example of Ed Swearingen's talent back to flying status. Harry feels that they still have a ways to go until she is the caliber of the other SX-300s. Harry Hinckley spent most of his free time from junior high through college at airports and drag strips. He has been flying for over 30 years. His first airplane was a Maude and since then has owned a Twin Comanche, Aerostar, Super King Air and the SX-300. Harry has accumulated several thousand flight hours, additional ratings, and most of all, the memories of trips and meeting other aviation minded people around the country.

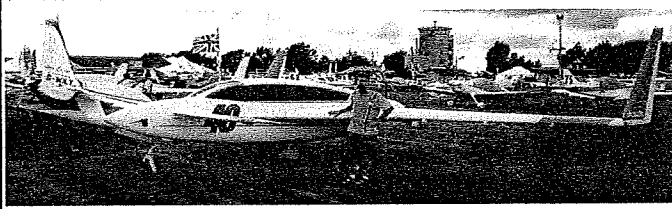
SPORT RACE #32 TIM & ROBERT RHODENBAUGH



Make/Model	Velocity XL-RG
N	N370TR
Top Speed	230 MPH
Range	1200 miles
Fuel Capacity	80 US GAL
Engine	Continental IO-550
Horsepower	370

N370TR is an all white Velocity XL-RG built by Tim Rhodenbaugh over a period of 7 years. This aircraft was modified to include dual light speed electronic ignitions and high compression pistons of 10:1. The first flight of this aircraft was on August 25, 2005 and it has flown 65 hours to date. Flying Race #32 are Tim and Robert Rhodenbaugh. Tim has accumulated 700 hours of flight time and has his single engine, instrument and glider ratings. He is a dentist and has built one other plane previous to this Velocity, a Pulsar. Bob is a long time hot air balloon pilot.

SPORT RACE #40 PATRICK & DENNIS SHEA



Make/Model	Velocity XL-RG
N	N340XL
Top Speed	240 MPH
Range	1100 miles
Fuel Capacity	70 US GAL
Engine	Lycoming IO-540
Horsepower	340

N340XL is a white and grey Velocity XL-RG built by Patrick Shea over 7 years and 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, removal of the lower winglets, a custom exhaust with a 10:1 compression, and a filtered induction system. This aircraft had its first flight in March 2005. Patrick enjoys flying to airshows and events and reaping the rewards of the 7 years spent building his plane. He is employed as a television finance executive in Los Angeles. Dennis has 3,000 hours PIC time; he owns and flies a Glasair 1TD in his leisure time. This is the 2nd AVC for Patrick and Dennis.

SPORT RACE #55 JACK SHEEHAN



Make/Model	Velocity XL-RG
N	N55XL
Top Speed	220 MPH
Range	1000 miles
Fuel Capacity	70 US GAL
Engine	Lycoming IO-540
Horsepower	260

N55XL is a white and blue Velocity XL-RG built by Jack Sheehan in 2,500 hours, making its first flight in December 2002. He built it at the factory service center; modifications to the airplane included a glass cockpit, large hatch, modified strakes and compound brakes. This aircraft received the Best Workmanship award at SunNFun 2003. Jack has made many long trips in it, including to the Bahamas, Maine, Key West, Seattle and Las Vegas. Jack was a US Army helicopter pilot in Vietnam.

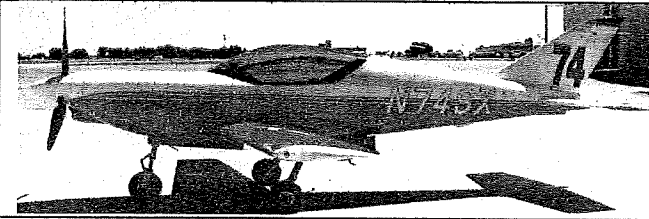
SPORT RACE #70 STEVEN PLATT & O.L. CORNWALL JR.



Make/Model	SX-300
N	N70SX
Top Speed	300 MPH
Range	1000 miles
Fuel Capacity	66 US GAL
Engine	Lycoming IO-540
Horsepower	300

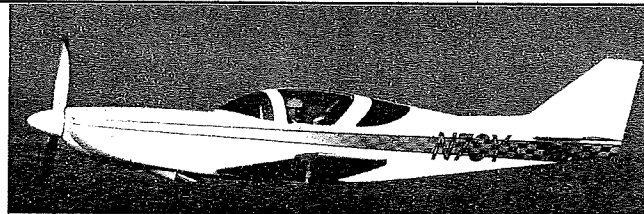
Race # 70 is an Swearingen SX-300 built by Woody Menear, of Annville, PA. While building the airplane Menear set the airplane up to be flown from the right seat allowing the pilot to fly with the stick in their right hand and throttle in the left. In addition he equipped the airplane for IFR flight including a GPS and an Autopilot. Menear recently sold the airplane to Steven Platt.

Flying Race # 70 are Steven Platt and O.L. Cornwall, Jr. Steven has been a pilot for 36 years, mostly for pleasure, with the occasional business trip. He is a CFII and taught briefly in the Civil Air Patrol. He retired in December 2005 and bought this SX-300 for retirement fun. O.L. is a retired Navy aviator. He made 364 carrier arrested landings during his career. He is currently flying Cubs and gliders, and has purchased an F1 Rocket quick build kit with some friends.

SPORT RACE #74 DUNCAN & CAROLYN SUTHERLAND

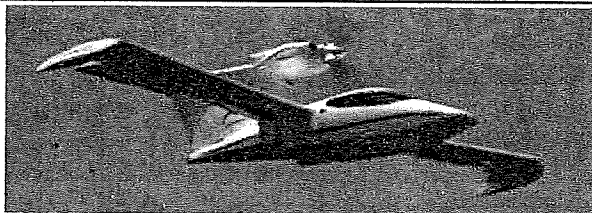
Make/Model	SX-300
N	N74SX
Top Speed	300 MPH
Range	800 miles
Fuel Capacity	62 US GAL
Engine	IO-580
Horsepower	350

This white and red Swearingen SX-300 is being flown by Duncan & Carolyn Sutherland. Race # 74 was built by Doug Poli of Fort Worth, TX over a period of 5 years. This aircraft was modified to include a bubble canopy and the IO-580 engine. N74SX received the Outstanding Homebuilt Award in Albuquerque 1991. Duncan has flown this aircraft in the 2004 and 2005 National Championship Air Races in Reno, and took 3rd place in the Sport Class of the AVC Race in 2005. Duncan has been flying since 1952 and holds a commercial license with single, multi, instructor, and instrument ratings. Flying with Duncan is Carolyn who is a student pilot.

SPORT RACE #75 SARAH & BOB BEAN

Make/Model	Glasair III
N	N75Y
Top Speed	265 MPH
Range	1000 Miles
Fuel Capacity	57 US GAL
Engine	Lycoming IO-540
Horsepower	300

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 this 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. This plane features a Garmin 430, TruTrack Autopilot, Century HSI, WSI weather system, and an array of Electronics International Digital Engine monitoring gauges. Sarah is racing for the 2nd year with her husband, Bob. In the 2005 AirVenture Cup they took 4th place in the Sport Class. Sarah has also raced in the all women's Air Race Classic as a co-pilot, taking 2nd place in 2005. Bob is a welder and has been a private pilot since 1990.

SPORT RACE #80 KEITH WALLJASPER & ROBERT SCHERER

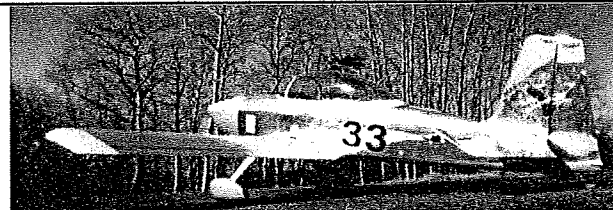
Make/Model	Seawind
N	N80CC
Top Speed	200 MPH
Range	1280 miles
Fuel Capacity	110 US GAL
Engine	Lycoming IO-540
Horsepower	300

Race # 80 is a Seawind 3000 built and flown by Keith Walljasper. Build over a 6 year period, taking more than 4,200 man hours to complete, the aircraft was built according to the plans with only a few modifications. Among the unique features of the aircraft are an electric canopy life, a canopy security system, hydraulic nose wheel steering and a fire detection system. Another unique feature is the dolphin painted on the side, to commemorate the first flight from Dolphin Aviation in Sarasota FL on April 1, 2001. Keith is flying this year in his 5th AVC. Keith has been interested in aviation his entire life. He started building model airplanes during his school years, which led to flying lessons later on. Robert Scherer has been flying since 1944; he owned and operated an airport in central Illinois for 14 years. Currently he is building a Lancair IVP which he hopes to finish this year.

SPORT FX RACE #21 CARL BROWND & BARBARA PEDIGO-BROWND

Make/Model	RV-6 Rocket
N	N641CB
Top Speed	240 MPH
Range	800 miles
Fuel Capacity	68 US GAL
Engine	Lycoming IO-540
Horsepower	299

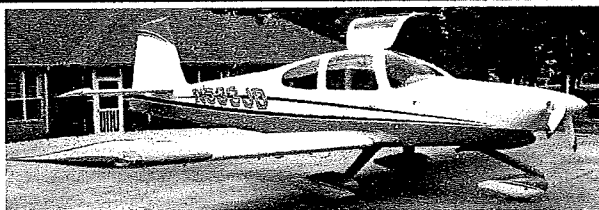
Race # 21 is an RV-Super Six Rocket. Starting with a basic van's RV-6 kit the airplane was highly modified during construction to accomidate a six cylinder Lycoming IO-540. To counter the extra weight of the extra large engine the builders stretched the fuselage 20 inches. This fueslage stretch also allowed the airplane to be equipped with two extra jump seats making it the first four seat RV. Completed in 1997 the airplane has been flown more than 300 hours to date. Besides the extra length in the fuselage, the airplane also features a Hartzell Simitar propeller the same type as developed for Bruce Bohannon's "Fly'in Tiger," custom wingtips, and custom Pressure recovery wheelpants. The airplane is being flown by the husband and wife team of Carl and Barbara Brownd, of Denver, CO. Both Carl and Barbara are licenced pilots with experience in a variety of aircraft.

SPORT FX RACE # 33 DICK MARTIN

Make/Model	RV-8
N	N233M
Top Speed	230 MPH
Range	800 Miles
Fuel Capacity	40 US GAL
Engine	Lycoming IO-390
Horsepower	210

Race # 33 is a modified RV-8 built buy Dick Martin of Green Bay, Wisconsin over a 30 month time period. First flown in July 1999, the airplane has proven itself to be one of the fastest RV-8s yet built. As a veteran of two previous AirVenture Cup Races and several Sun 100 races the airplane has proven to be very competitive. During the building process, Dick made may drag reduction modifications to the airplane including a NASA type cowl and plenum design.

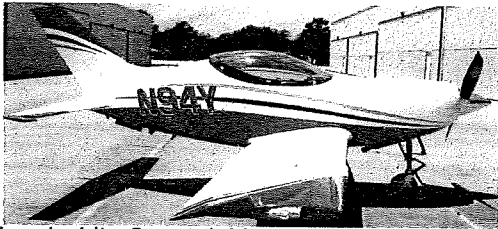
Dick Martin is also the pilot of race # 33 and has accumulated more than 4300 hours of flight experience. He holds a private pilot certificate with Single and Multi Engine Ratings and holds an intrsument rating. As an interesting point of order, Dick is also well known in Antique airplane circles having restored a Howard DGA-15P that was Grand Champion at Oshkosh in 1979.

SPORT FX RACE #45 DEBBIE DEWEY & JAMES ERSKINE

Make/Model	RV-10
N	N533JD
Top Speed	195 MPH
Range	900 miles
Fuel Capacity	60 US GAL
Engine	Lycoming IO-540
Horsepower	260

This newly built RV-10, completed in March 2006, took Debbie 1200 hours to complete. It is equipped with an Aerocomposite three-blade prop, Garmin 430, Chelton EFIS, TCAD, Tru-Track autopilot and WSI weather. Debbie worked in flight operations of a major airline for 29 years. She was married to an airline pilot who passed away in 2002, but taught her to fly prior to his death. Debbie has participated in local air races. Jim Erskine is a private pilot who works an a manufacturing engineer for a large computer company. He has built five complete airplanes, a Questair Venture and 4 RVs. Both Debbie and Jim live in Pecan Plantation Airpark near Dallas/Fort Worth.

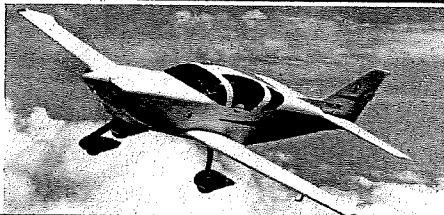
SPORT FX RACE #49 TONY CRAWFORD



Make/Model	Questair Venture
N	N94Y
Top Speed	275 MPH
Range	600 miles
Fuel Capacity	50 US GAL
Engine	Continental IO-550
Horsepower	280

This red and white Questair Venture with black and gold trim 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 250 hours added to that total time. During 2004, Tony flew N94Y on a 19 day, 5,260 mile trip around the US. This Questair Venture features a fixed main gear, a feature Tony installed after his purchase, and the only Questair Venture with such a feature. Tony began flying in 1951 at age 13 and earned his license in 1960. He had a private veterinary practice for 36 years until his retirement in 1997. In 1989 Tony began helicopter flying and went on to get his CFII in both fixed wing and helicopters. In the 2005 AVC Tony raced an RV-4 in the RV-Red class. This is his 2nd AVC.

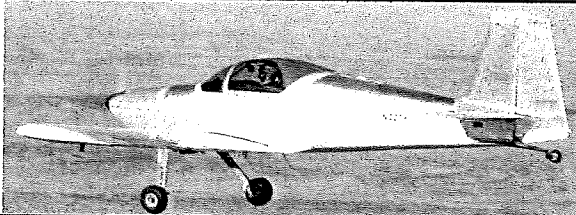
SPORT FX RACE #52 DON SAINT



Make/Model	Glasair II SFT
N	N952W
Top Speed	240 MPH
Range	1100 Miles
Fuel Capacity	55 US GAL
Engine	Lycoming IO-360
Horsepower	200

Race # 52 is a veteran racer making its 8th appearance in the AirVenture Cup. Built by Don Saint whose day job as an aeronautical engineer includes the development of the latest military jet aircraft, this Glasair II-SFT has had many improvements made over the years. Recently Don upped the horsepower from 180 to 200. In addition the airplane is equipped with a Lightspeed Electronic Ignition, a Bendix fuel servo, and a Hartzell 68" race propeller. Allowing Don to monitor the health and performance of the engine, he has installed a JP Instruments Monitor and an RMI Engine Monitor. The Glasair is certified for Night and IFR flight and is well equipped for the task, with a Dynon EFIS, Garm 420 Comm/GPS, PS2000 Stereo Intercom supplemented by a Pioneer Stereo with CD player. Don also modified the baggage compartment to hold two full size golf bags.

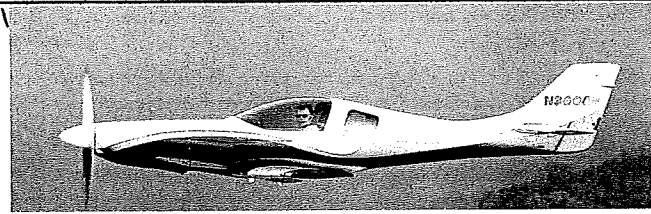
SPORT FX RACE #64 MARC AUSMAN & CYRUS SIGARI



Make/Model	RV-7
N	N227KV
Top Speed	220 MPH
Range	800 miles
Fuel Capacity	42 US GAL
Engine	Lycoming IO-390
Horsepower	210

This RV-7 was built by Marc Ausman over 2 years. The aircraft is equipped with an all-glass cockpit including a dual screen Grand Rapids Technologies EFIS, Dynon backup EFIS, Garmin 430 and SL-30, Garmin transponder with TIS, and Tru-Trak VSGV autopilot. The engine is an IO-390 powering a 2 bladed Whirlwind 200RV composite prop. N227KV made its first flight on April 16, 2006 and has about 60 hours on it. Marc earned his license in a Cessna 152 while in college and now holds a commercial, multi-engine instrument rating. He served in the US Navy as a Naval Flight Officer on the P-3C Orion, where he flew over 2000 hours in all parts of the world. He now works in the aviation industry and has enjoyed building this RV-7 for the past 2 years. Cyrus holds commercial, multi-engine, instrument, instructor ratings and is an entrepreneur by trade.

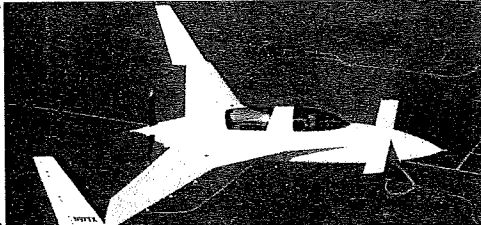
FORMULA RG BLUE RACE #00 BARRON JOHNSON



Make/Model	Lancair 360
N	N360AS
Top Speed	270 MPH
Range	920 miles
Fuel Capacity	56 US GAL
Engine	Lycoming O-360
Horsepower	180

Race #00 is a purple and white Lancair 360 built by Barron Johnson over a period of 5000 hours. N360AS made its first flight in October 2002. It received the Grand Champion Kit Built award at Oshkosh 2005. Long trips made in this plane from its Minnesota base include to the West Coast, Texas and Montana. Barron is a private pilot, instrument rated, with approximately 600 hours of flight time. He is a chiropractor by profession. This will be Barron's first appearance in the AVC. The airplane is based at Flying Cloud Airport in Eden Prairie, Minnesota.

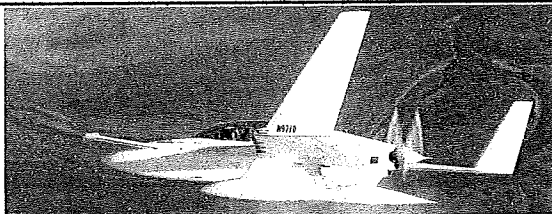
FORMULA RG BLUE RACE #13 JAMES & SANDY REDMON



Make/Model	Berkut 360
N	N97TX
Top Speed	250+ MPH
Range	1400 Miles
Fuel Capacity	56 US GAL
Engine	Lycoming O-360
Horsepower	180

This Stock Berkut was built by James Redmon of Frisco, TX over a 12 year period. Although its performance number is impressive, the airplane is completely stock. Designed by Dave Ronneburg, the Berkut is an evolution of the Long-EZ. James has been flying since 1991 and holds Commercial, Instrument, CFI and CFII ratings. He is a computer systems architect by profession. Assisting him again this year is his wife, Sandy. Sandy is not yet a pilot but has hopes of learning to fly the Berkut. She enjoys traveling and attending airshows with the airplane. With his considerable background in computers, James has documented the construction and now the flying of Berkut Serial and Race Number 13 on a website he maintains. www.berkut13.com

FORMULA RG BLUE RACE #20 FRANK PULLANO



Make/Model	Frankstien/Berkez
N	N97JD
Top Speed	345 MPH
Range	1000 Miles
Fuel Capacity	40 US GAL
Engine	Lycoming IO-360
Horsepower	450

Frank Pullano and Race #20 have a new mount this year, the "General Moore" a highly modified Long-EZ Berkut Hybrid built by retired Air Force General John D. Moore. Completed in 1997 and later modified to include an Infinity Retractable landing gear, the airplane is a "get you someplace" cross country machine. Under special equipment on this year's race application race pilot Frank Pullano lists, lots of duct tape, plenty of crazy glue and even more bubble gum! In reality the machine is well built and equipped with dual moving map GPS, and is fully IFR capable. The panel is further complimented by a Dynon D-10A and a Trio Autopilot. 2006 marks the 5th race for Frank Pullano, but his first in the Formula-RG class, having previously raced a Vari-EZ in the Sprint Class. He is also a well known filmmaker and the webmaster of www.airventurecup.com

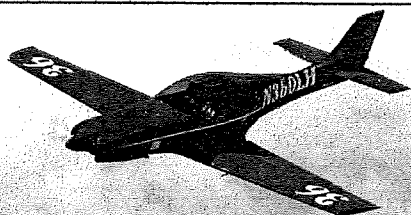
FORMULA RG BLUE RACE # 29 LYNN SHEETS & DANNY CREWS



Make/Model	Osprey GP-4
N	N729LS
Top Speed	200+
Range	900 Miles
Fuel Capacity	40 US GAL
Engine	IO-360
Horsepower	200

This Osprey GP-4 was built by race pilot Lynn Sheets of Bloomington, IL over a 5 year period. Many people are surprised to learn that the airplane is made entirely out of wood. The GP-4 was built from scratch in Lynn's woodshop. The only modifications he made to the airplane during construction was the installation of speed brakes to help slow the plane for landing after a race. Flying the GP-4 in the AirVenture Cup for the first time this year, Lynn Sheets is a retired UPS Driver so he is used to getting to the finish line "on-time". He has been flying for 30 years and hold a Private Pilots Licence. Assisting Lynn this year is race veteran Danny Crews. Danny flew as co-pilot with Keith Walljasper in last years race. He brings a wealth of experience with him both as an airline pilot and a former Air Force fighter pilot. He has flown a number of aircraft including the DC-9, T-38, F-15, and F-16.

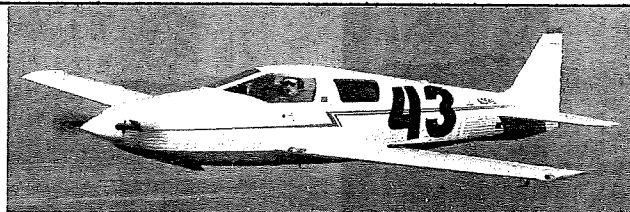
FORMULA RG BLUE RACE #36 LARRY & DAVID HENNEY



Make/Model	Lancair 360
N	N360LH
Top Speed	250 MPH
Range	1200 Miles
Fuel Capacity	43 US GAL
Engine	Lycoming O-360
Horsepower	180

Race # 36 is being flown by the father and son team of Larry and David Henny of Granbury, TX. Larry is currently a pilot for a major US Airline and is a former Naval Aviator, having spent 10 years flying and instructing in the F/A-18 Hornet. He has raced in 5 previous AirVenture Cup Races and 3 Sun 100 races. Assisting Larry with the navigational and time keeping duties this year is his son David. David has raced in the AirVenture Cup on two previous occasions. During the construction of the #36 Lancair, Larry, with the help of his sons, built in 47 speed enhancements including a cooling plenum, inner cowling exit baffling, electronic ignition, pressurized injector shrouds, and a tuned center of gravity. Most recent work has been structural including spine repair on both the plane and the pilot!

FORMULA RG BLUE/UNLIMITED RACE # 46 WILL MATHEWS



Make/Model	WLAC-1
N	N25WL
Top Speed	330 MPH
Range	1600 Miles
Fuel Capacity	68 US GAL
Engine	TSIO-360
Horsepower	210

Race pilot Will Mathews is so confident in the race abilities of the #46 White Lightning, that he actually entered the airplane twice in this years AirVenture Cup! A race veteran of several Sun 60 and Sun 100 races, the airplane is also a three time veteran of the Reno National Championship Air Races. Over the course of its racing career the airplane has been an engine test bed and has provided a wealth of information. Built by Rick VanGrove and Larry Centrill of Batesville, AR the airplane took approximately 4 years to complete. With only 360 cubic inches under the cowl, the White Lightning has the best speed to power ratio of any four seat airplane. Race # 46 is a Reno veteran having placed 1st in the Sport Class Silver Race in 2001.

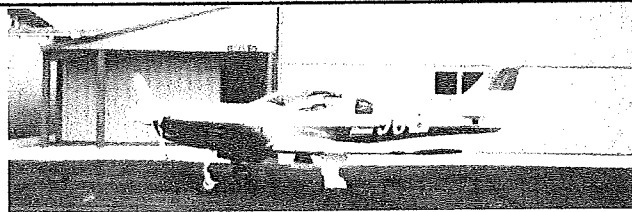
FORMULA RG BLUE RACE # 77 MARK RAVINSKI



Make/Model	Lancair 360
N	N360KB
Top Speed	250 MPH
Range	1200 Miles
Fuel Capacity	43 US GAL
Engine	Lycoming O-360
Horsepower	180

This Lancair 360 is being flown by Mark Ravinski of Assonet, MA. 2006 will be the 8th AirVenture Cup appearance for the airplane and pilot. Built by James Brown in Parkville, MO, the Lancair features a dual electronic ignition system and high compression cylinders. The compression was raised from 8.5 to 9.0 to 1. Besides the AirVenture Cup, the airplane is a 4 time winner of the Sun 100. Mark Ravinski is a commercial rated pilot with single and multi engine ratings and is also a CFI. He has more than 2,500 hours of flight experience and besides his pilot ratings he is also an IA mechanic. From 1974 until 1977 Mark was an Air Force Flight Instructor, having given more than 1000 hours of dual instruction in the T-37.

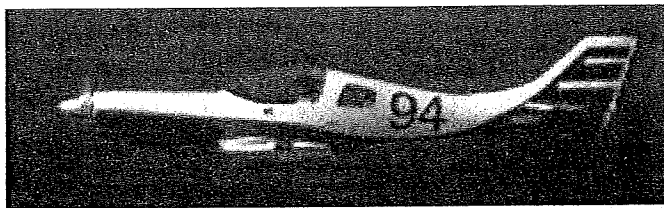
FORMULA RG BLUE RACE #96 ARNOLD CHRISTEN



Make/Model	Lancair 360
N	N96AC
Top Speed	255 MPH
Range	1,150 Miles
Fuel Capacity	43 US GAL
Engine	Lycoming IO-360
Horsepower	180

This blue and white Lancair 360 was built by Arnold Christen of Mineral Point, WI over a 5 and a half year period in his hanger. First flown in June of 1996 it received an Outstanding Workmanship award at Oshkosh in 1997. The plans were closely followed during construction and no major modifications were made. Flying the # 96 Lancair, Arnold Christen has been flying for nearly 30 years. He has flown over every state in the continental US with the exception of the New England states. He holds a commercial pilot certificate with an instrument rating although all of his flying has been for pleasure. The 2006 AirVenture Cup will be Arnold' s third appearance in the event, having raced in 2004 and 2005.

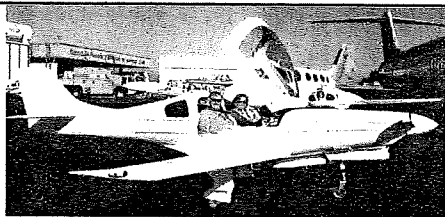
FORMULA RG RED RACE # 94 SCOTT KRUEGER



Make/Model	Lancair 320
N	N92EX
Top Speed	230 MPH
Range	1100 Miles
Fuel Capacity	43 US GAL
Engine	Lycoming IO-320
Horsepower	160

Race # 94 is a Lancair 320 built and flown by Scott Krueger of Oak Brook, IL over a 7 year period. Since it was completed, the airplane has won several awards, including an EAA Outstanding Workmanship award at Oshkosh in 1998. During the building process, Scott added a spring bias trim system and an automatic fuel management system. He and the airplane are veterans of 3 previous AirVenture Cup Races. Scott purchased the Lancair slow-build kit and began taking flying lessons around the same time. While he was building the airplane in his garage, he was building flight time in his log book flying a variety of airplanes and earning ratings. He holds a Commercial pilot certificate with single and multi engine ratings as well as an instrument rating. He has more than 1000 hours of flight time. He also enjoys high speed hobbies driving fast ground transportation.

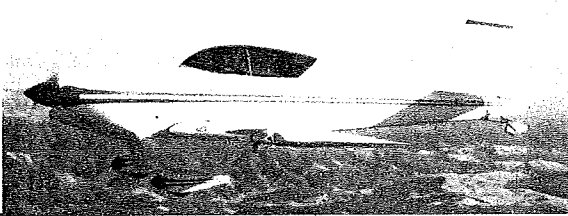
FORMULA RG RED RACE # 95 SUE & BILL HARRELSON



Make/Model	Lancair 320
N	N5ZQ
Top Speed	210 MPH
Range	1000 Miles
Fuel Capacity	52 US GAL
Engine	Lycoming O-320
Horsepower	160

Race # 95 is a Lancair 320 being flown by the wife and husband team of Sue and Bill Harrelson, of Live Oak, FL, who are also the airplane's builders. Construction of the airplane took 8 years to complete and it was first flown in April of 2001. The #95 Lancair is a veteran of the 2002 AirVenture Cup Race and 2 Sun 100 Races. Since racing in the 2002 AirVenture Cup, the airplane has made an Atlantic Crossing and has also explored Central America and the Caribbean Islands. The airplane has accumulated more than 1200 hours of flight time in its first 5 years! The crew for these adventures, including this year's race, Sue and Bill Harrelson are both retired airline pilots. Sue flew the Boeing 777, 767, 757 and 737 while Bill holds type ratings in the Lear Jet, 757, 767 and DC-9. Bill also flew the airplane in the 2002 AirVenture Cup. This will be Sue's first air race.

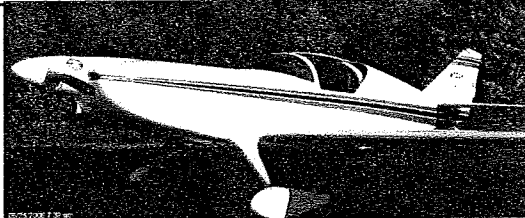
FORMULA FX BLUE RACE #4 DAVE & DIANE ANDERS



Make/Model	RV-4
N	N230A
Top Speed	264 mph
Range	900 Miles
Fuel Capacity	32 US GAL
Engine	Lyc. IO-360 A1B6
Horsepower	200+

Race # 4 is a highly modified RV-4 built by Dave and Diane Anders of Cottonwood, CA. First flown as a stock and highly polished RV-4 on March 23rd, 1991, this airplane began winning trophies early in life. At Oshkosh 1991 it was a Kit Built Champion and in 1992 it was named Reserve Grand Champion. In 1993 the airplane received the Wright Brothers Award in Dayton. Dave began racing the airplane at the Sun 100 in 1993 and has been at it since, although this is his first AirVenture Cup. When first completed, the airplane had a top speed of 220mph; today with all the modifications its top speed is 264mph. The airplane holds a World Record for the CAFE Triaviathon where it broke the old record by 81%! Dave has made many modifications to the airframe aimed at reducing drag. Most obvious of these are a new cowl design and changing the canopy from the full bubble to the fast back design.

FORMULA FX BLUE RACE # 73 STEVE HAMMER



Make/Model	Glasair I TD
N	N73SH
Top Speed	250 MPH
Range	1000 miles
Fuel Capacity	50 US GAL
Engine	Lycoming O-360
Horsepower	180

This Glasair made its first flight in Jan 1991 and has flown approximately 1500 hours since that time. Steve has made several modifications to this plane including the addition of an airflow performance fuel injection system, a cold air induction oil sump, and dual Light Speed Engineering electronic ignition systems. Steve has flown it in several previous AVC races, taking 1st place twice and 2nd place twice in the FX category. He also flies in the Sun 100 races, and has taken 1st, 2nd, and 3rd at that. This aircraft has been flown to Alaska twice and made numerous trips to the Grand Canyon and Key West. Steve is a retired airline captain, currently flying at another airline. Due to his new job he missed last year's race, but is looking forward to taking up the rivalry against his brother, Bruce, again this year.

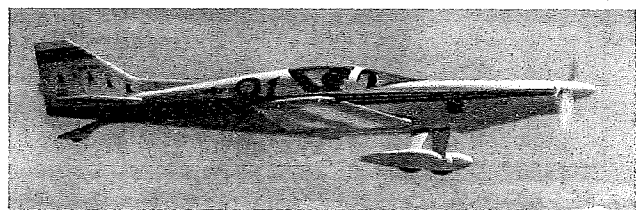
FORMULA FX BLUE RACE # 81 LARRY ABERG



Make/Model	Cozy MkIV
N	N180CZ
Top Speed	200 MPH
Range	1000 Miles
Fuel Capacity	50 US GAL
Engine	Lycoming O-360
Horsepower	180

This Cozy Mk IV is being flown by its builder Larry Aberg of Canby, OR. Larry is an electrical engineer by profession and spent four years building this aircraft in his garage. During the building process Larry made several modifications to improve the performance of the Cozy including building a carbon fiber cowl. In addition Larry spent time reducing the drag of the Cozy's landing gear by designing gear door covers, installing smaller wheel pants and modifying the airfoil on the gear legs. He also installed an electronic ignition system on the airplane's Lycoming engine to improve its performance. The Cozy MK IV is a four seat adaptation of the Long-EZ designed by Nat Puffer. It is strictly a plans built airplane.

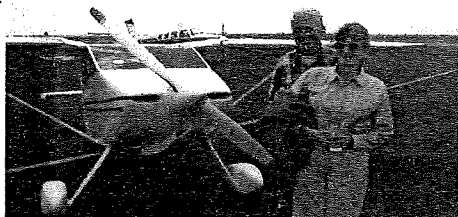
FORMULA FX BLUE RACE # 91 BRUCE HAMMER



Make/Model	Glasair I TD
N	N91LH
Top Speed	248 MPH
Range	2000 miles
Fuel Capacity	75 US GAL
Engine	Lycoming O-360
Horsepower	180

This Glasair was built by Bruce over a period of 3000 hours over 3 years. He has made many modifications to it over the years including rebuilding the panel twice, making it IFR capable, lengthening the engine mount by 4 inches, and modifying the cowling with round inlets. In March 2006, Bruce set a new transcontinental world speed record in the C-1.b class. He flew cross country from San Diego, CA to Jacksonville, FL in 8 hours, 5 min, 21 sec, averaging 258.27 MPH! Bruce is a helicopter pilot by occupation for the oil industry servicing off shore oil platforms in the Gulf of Mexico. This is his 7th appearance in the AirVenture Cup, where he and his brother Steve have dominated the Formula FX class since the first of Bruce's several wins in 1999.

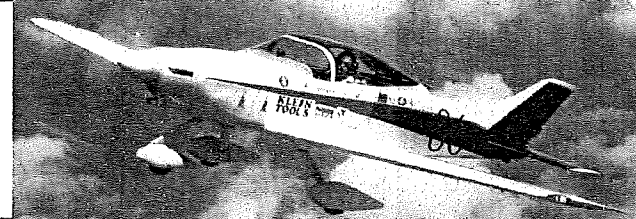
FORMULA FX RED RACE # 37 RED HAMILTON & MARILYN BOESE



Make/Model	Wittman W-10
N	N374WT
Top Speed	220 MPH
Range	860 Miles
Fuel Capacity	37.8 US GAL
Engine	Lycoming O-320
Horsepower	160

This Wittman Tailwind W-10 was designed by air racing legend Steve Wittman in the early 1950s and this example was built by Red Hamilton and Marilyn Boese of Fort Bragg, CA. The project was started by another builder and total construction time was 32 years! Race # 37 was first flown in August of 2003. Although the design is 54 years old, the airplane is very competitive in today's races having won the 2005 AirVenture Cup Race in the Formula FX-Red division. All those years of construction paid off at the Arlington NW Fly-in where the Tailwind was named 2004 Grand Champion Plans Built Aircraft. It also won an Outstanding Workmanship Award at Oshkosh 2004. Red has been flying since 1985, and has been active in many EAA programs. Marilyn enjoys flying with Red and serving as navigator. They live on an 1,800' grass strip on the coast of northern CA.

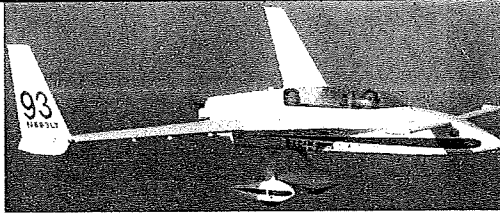
FORMULA FX RED RACE # 86 DAVE BIESEMEIER & JEAN-PIERRE VERDIER



Make/Model	Sidewinder
N	N3786A
Top Speed	210 MPH
Range	650 Miles
Fuel Capacity	32 US GAL
Engine	Lycoming O-320
Horsepower	160

First flown in 1981, this Smyth Sidewinder was built from scratch by its race pilot Dave Bieseimeier. During construction, Dave made several modifications including adding leading edge cuffs and increased the range with wing mounted fuel tanks. For better performance, he installed an electronic ignition system on the Sidewinder's Lycoming engine. Dave is a veteran of the 2000, 2001 and 2003 AirVenture Cup races. Dave is recently retired as a tool and die maker from Coor's Brewing Company. Dave got his start in aviation in the 1970s when he obtained his A&P license and Private Pilot's licence. He has accumulated more than 1,400 hours of flight time. Assisting Dave in this year's race is Jean-Pierre Verdier of Conifer, CO. Jean-Pierre is a Private pilot with ratings in single and multi engine airplanes as well as seaplanes. He has more than 7,500 hours of flight time.

FORMULA FX RED RACE # 93TIMOTHY TRAINER & RICH LAMB



Make/Model	Long-EZ
N	N893LT
Top Speed	215 MPH
Range	1000 Miles
Fuel Capacity	52 US GAL
Engine	Lycoming O-320
Horsepower	160

Race # 93 is a Long-EZ based at the Stuart, Florida airport. It is being flown in this year's AirVenture Cup Race by its builders, Tim Trainer and Rich Lamb. No strangers to building aircraft, Tim and Rich are flight test engineers with Sikorsky Aircraft where they help build the world's most advanced rotorcraft. Tim soloed at age 16, and has been involved in various aspects of aviation since. He flew a number of the early Ultralights and also holds a Glider rating. Tim previously raced in the 2003 AirVenture Cup. Assisting him this year and quite recognizable in his trademark Hawaiian shirts, Rich Lamb is returning for his 10th trip to Oshkosh in the Long-EZ and his 4th AirVenture Cup Race. The Long-EZ took 11 years to build with construction taking place in 4 different garages, and although the builder's day job involves helicopters they did not attempt to install rotors on the aircraft!

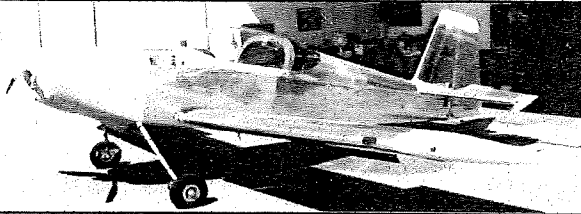
FORMULA FX RED RACE #99 KERRY & CAROL FRITZ



Make/Model	Long-EZ
N	N25KF
Top Speed	210 MPH
Range	1000 miles
Fuel Capacity	50 US GAL
Engine	Lycoming O-320
Horsepower	160

Race # 99 was built by Kerry and Carol Fritz from plans, over a period of 16 years while raising a family. Its first flight was in January 1998. This plane has raced in 3 previous AVC races. Kerry and Carol have made 6 trips from PN to FL in their Long-EZ. Kerry started flying in 1969 and has accumulated commercial, instrument and multi-engine licenses. He spent time in the US Army as a Combat Engineer in Vietnam and spent considerable time in various types of helicopters and airplanes. After the Army, he spent a career as a truck driver and real estate investing. He is now retired and enjoys being involved in the Young Eagle program. Carol has co-piloted in 2 previous AVCs and is a retired electronics inspector.

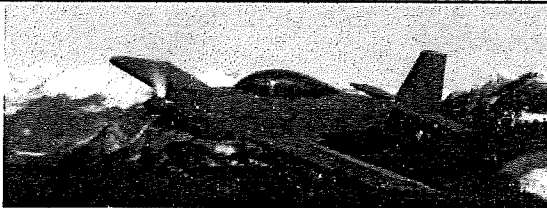
RV BLUE RACE # 16 JAMES KLUSMIER & PAUL LAHERTY



Make/Model	RV-7
N	N441K
Top Speed	230 MPH
Range	800 miles
Fuel Capacity	42 US GAL
Engine	Lycoming O-360
Horsepower	200

This polished aluminum RV-7 was completed in April 2006 and had its first flight in May. James Klusmier built it over the past year and 9 months from a quick build kit. James had flown with his brother, Larry, in the 2004 AVC and then started building his own plane a few months later so that he could compete as well! James is a dentist by trade, and for fun loves flying around the Southwest. He plans to "smoke" his brother this year! Flying co-pilot is Paul Laherty who is a new private pilot looking for a reason to skip work! This is his first race and he can't wait.

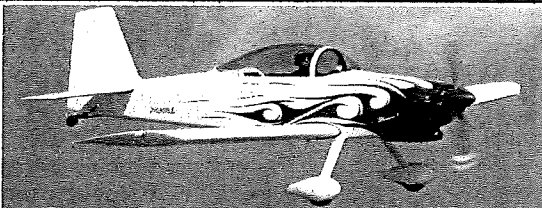
RV BLUE RACE # 18 JOHN & TERESA HUFT



Make/Model	RV-8
N	N184JH
Top Speed	210 MPH
Range	800 miles
Fuel Capacity	42 US GAL
Engine	Lycoming O-360
Horsepower	180

Race # 18 is a red RV-8 built by John Huft. Its first flight was in October 2002 and it won the Outstanding Workmanship award in Oshkosh 2003. John has raced N184JH in the Sun 100 twice, taking 3rd in 2003 and 2nd in 2004. In addition, he has raced in 2 previous AVC, taking 1st in the RV category in 2004 and 2nd in 2005. John is an electrical engineer by trade and a hobby pilot. His wife, Teresa, is flying co-pilot this year. She has enjoyed flying on trips to Florida, Baja, and Alaska.

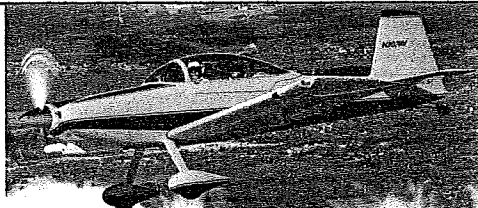
RV BLUE RACE # 19 ROBERT SALTSMAN JR.



Make/Model	RV-8
N	N630RL
Top Speed	200 MPH
Range	820 Miles
Fuel Capacity	42 US GAL
Engine	Lycoming O-360
Horsepower	180

Race # 19 is making its first appearance in the AirVenture Cup this year being flown by Robert Saltsman of Lutherville, MD. Robert, a former member of the Vulture Formation Team, started flying four years ago at age 59. He is a Private Pilot with more than 900 hours of flight experience and earned an FFI Wingman Formation Card. He is currently getting checked out in a Stearman. Besides the RV-8 he is racing, he also flies a Cessna 172 he owns with his wife, who is also a licensed pilot. He has been a private practice Audiologist for the past 25 years. The # 19 RV-8 was built by Ray Lynn of Colorado Springs, CO over a three year period. One of the unusual features of the airplane is it is equipped with a smoke system. The instrument panel features an extensive avionics package and is equipped for IFR flight.

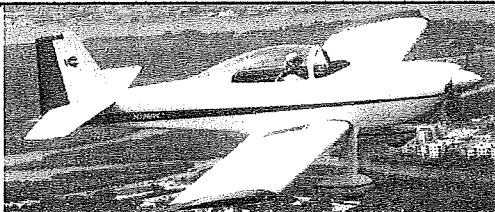
RV BLUE RACE # 27 JON ROSS



Make/Model	RV-8
N	N207RV
Top Speed	215 MPH
Range	800 miles
Fuel Capacity	41 US GAL
Engine	Lycoming O-360
Horsepower	180

Race # 27 is an RV-8 built by Jon Ross, completed and test flown on November 30, 2004 after more than 3000 hours of construction. This RV-8 is powered by a Lycoming O-360 A1A 180hp engine, turning a Hartzell blended airfoil propeller. The Lycoming has been fitted with an Airflow Performance fuel injection system. Flying this aircraft, Jon Ross is a corporate pilot, holding type ratings in several aircraft including the Cessna Citation, Hawker, Westwind, Lear, Gulfstream IV and the Global Express. This is Jon's 2nd AVC, having taken first place in the RV Blue category in 2005.

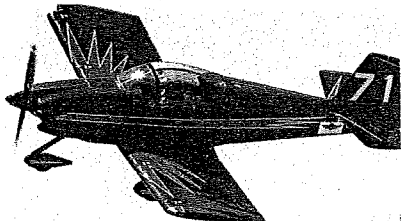
RV BLUE RACE #43 WILLIAM HESS



Make/Model	RV-8
N	N128RV
Top Speed	205 MPH
Range	750 miles
Fuel Capacity	42 US GAL
Engine	Lycoming O-360
Horsepower	180

N128RV is an RV-8 flown by owner/builder Bill Hess of Daytona Beach, FL. The plane is a quick build kit from Van's Aircraft and was completed and first flown on November 10, 2002. The airplane is powered by an 180hp Lycoming O-360-A1A engine turning a Hartzell constant speed propeller. The airplane has accumulated over 775 hours flying time all across the US. Its longest trip was from Daytona Beach, FL, to Aurora, OR, to the Van's factory. Bill Hess is a retired commercial pilot who has been flying since the early 60s in such aircraft as the Cessna CE-500, Beach King Air A90, B90, C90, 100 and 200, Grumman Gulfstream G-I and G-II. He has owned a Cessna 175, Cessna 120, and a Piper Pacer. This is the first AVC for Bill Hess.

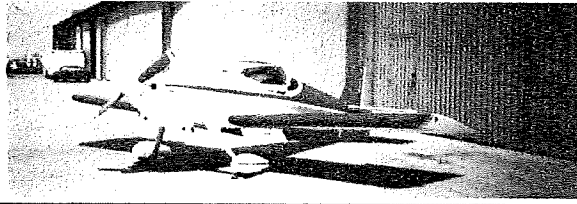
RV BLUE RACE # 71 ROBERT & JEANINE AXSOM



Make/Model	RV-6A
N	N710BJ
Top Speed	197 MPH
Range	600 miles
Fuel Capacity	55 US GAL
Engine	Lycoming O-360
Horsepower	180

This RV-6A was built in a garage by the husband and wife team of Robert and Jeanine Axsom from a quick-build kit which they picked up in a rented truck from Van's Aircraft in Nov 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 4100 hours building their plane, it was test flown in March 2004. Flying Race # 71 are Robert and Jeanine Axsom. Robert is retired after working in the aerospace industry for 50 years, including 19 years at the Jet Propulsion Lab in Pasadena, CA, 4 years in the USAF, 24 years at McDonnell Douglas, and 3 years with Ford Aerospace. Jeanine is also recently retired. This is their 2nd Air Venture Cup.

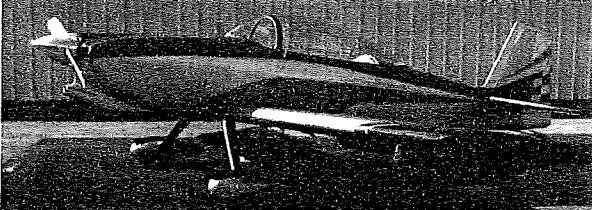
RV BLUE RACE # 79 BENJAMIN WITMER JR & WARREN DAUGHERTY JR



Make/Model	RV-6
N	N709BW
Top Speed	198 MPH
Range	720 miles
Fuel Capacity	38 US GAL
Engine	Lycoming O-360
Horsepower	180

N709BW was built by Benjamin Witmer Jr in a hangar over 2 years. It is the first aircraft that he built and was first flown in May 1999. Benjamin has modified the antenna placements, and added dual throttles and flap switches to this plane. Benjamin entered flight training in 1957 at Malden, MO and flew for the USAF in the F-102 until he was released from active duty in 1962. At that point he changed uniforms and transferred to the USMC Reserve and flew the AF-1E Fury and the F-8J Crusader. In 1972 Skip again changed hats, this time transferring to the Army Reserve and flew the DeHavland Beaver. His last career move was to the PA National Guard, when he transitioned to Helicopters flying the OH-6 until retirement at age 60.

RV BLUE RACE # 84 CRAIG MOEN & ELAINE KASH



Make/Model	RV-8
N	N184CM
Top Speed	200 MPH
Range	600 miles
Fuel Capacity	42 US GAL
Engine	Lycoming O-360
Horsepower	180

Race # 84 is a red and silver RV-8 flown by Craig Moen and Elaine Kash. N184CM was built by Craig Moen in his sun room over a period of 4 1/2 years and flew for the first time in September 2002. This aircraft contains an on-board satellite tracking system with messaging and phone to allow internet viewing of the race in progress. Craig has flown his RV-8 coast to coast, to Canada, the Bahamas and the Grand Turk Islands. During the 2005 AVC, Craig flew as a memorial to Jay Blum. Craig is a former airshow pilot, currently employed as a sales manager for an aviation satellite communications company. His co-pilot, Elaine, loves to fly, enjoys racing, and is a great safety crew member.

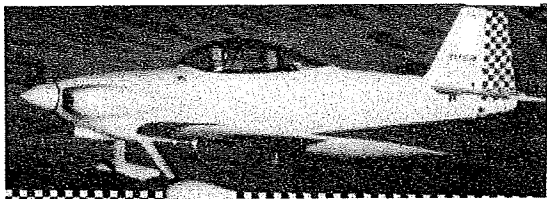
RV RED RACE # 17 LARRY KLUSMIER & LORI ULICHNEY



Make/Model	RV-6A
N	N17LD
Top Speed	200 MPH
Range	700 Miles
Fuel Capacity	38 US GAL
Engine	Lycoming O-320
Horsepower	160

Race #17 is an RV-6A built by Larry Klusmier. This white and green airplane is IFR equipped with dual nav/coms and a GARMON GPS. It is powered by a 160 hp Lycoming O-320-E3D engine turning a wooden fixed-pitch propeller. Construction was completed over a 4 1/2 year period in Larry's basement, garage, and hangar. Because of a job change, construction took place in 2 states and 3 different homes! It was first flown in October 1995. This is Larry's 3rd AVC race; last year a prop failure over NYC, which luckily lead to an uneventful dead stick landing, caused Larry and his brother to miss last year's race. This year, Larry's girlfriend, Lori, joins him. They have been flying together around the northeast for the last 2 years. Lori had not been in GA planes before, but she is a natural helping with navigation.

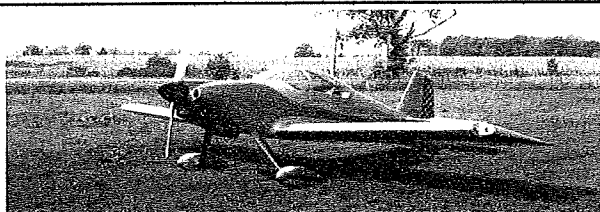
RV RED RACE # 34 CHRIS MURPHY



Make/Model	RV-4
N	N117CM
Top Speed	210 MPH
Range	400 miles
Fuel Capacity	32 US GAL
Engine	Lycoming O-320
Horsepower	160

Race #34 is an RV-4 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 2001. Chris built the plane per the plans without any modifications. N117CM has a stock engine with the popular Sensenich fixed pitch prop. 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 his flight lessons. Chris previously served in the US Air Force as a crew chief on the F-4 Phantom II. 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' fourth appearance in the AVC.

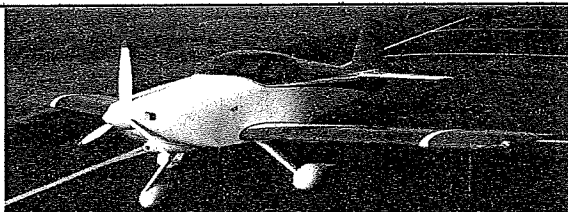
RV RED RACE # 48 DAVE WEISGERBER



Make/Model	RV-6
N	N7219D
Top Speed	200 MPH
Range	750 miles
Fuel Capacity	38 US GAL
Engine	Lycoming O-320
Horsepower	160

Dave Weisgerber built this RV-6 in his garage in 1500 hours. The first flight of the plane was in May 1997. Dave has raced # 48 in the AVC race since 2000, taking first place in the RV Red category in 2005. For those returning, you may remember this aircraft as having previously been black and red. Dave repainted it since 2005 into its current silver and blue combination. N7219D is kept on a 1700 foot grass strip on Dave's father's farm. Dave works as a corrections officer for the Michigan Department of Corrections. Dave has built several airplanes besides this RV including a Sonari II, Kitfox, and a Hatz Biplane, as well as restoring a 1946 Aeronca Champ.

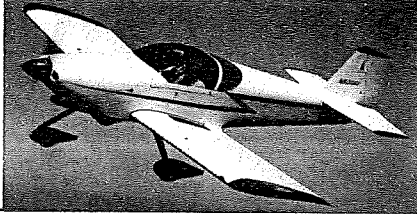
RV RED RACE # 51 MARK PHILLIPS



Make/Model	RV-6A
N	N51PW
Top Speed	190 MPH
Range	700 miles
Fuel Capacity	38 US GAL
Engine	Lycoming E3D
Horsepower	150

This red, white and blue RV-6A was first flown on January 31, 2004. Nicknamed "Mojo", this airplane is day/night VFR equipped with a stock Lycoming engine. Mark has flown it to Oshkosh previously in 2004 and 2005, as well as to SunNFun in 2004, 2005 and 2006. Mojo received the Bronze Lindy award at Oshkosh 2005 and the Best Metal Homebuilt at SunNFun 2006. As you walk through the pit area during this year's race, be sure and check out all the little details Mark built into the machine including the retractable boarding steps.

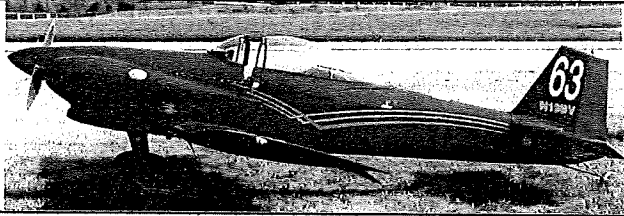
RV RED RACE # 53 SCOTT & WENDY GESELE



Make/Model	RV-6A
N	N506RV
Top Speed	201 MPH
Range	750 miles
Fuel Capacity	38 US GAL
Engine	Lycoming O-320
Horsepower	160

Race # 53 is a blue and white RV-6A being flown by the husband and wife team of Scott and Wendy 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 their home in New York, including trips to Key West, Wyoming, Montana, and Nashville. Scott Gesele is a former charter and airline pilot, currently employed in the IT industry supporting global network operations. Scott is also currently assisting in the construction of an RV-10. This is Scott's 4th AVC race. Flying right seat, Wendy is along on her 3rd race with Scott. She is a middle school teacher and enjoys taking their RV-6A all over the country.

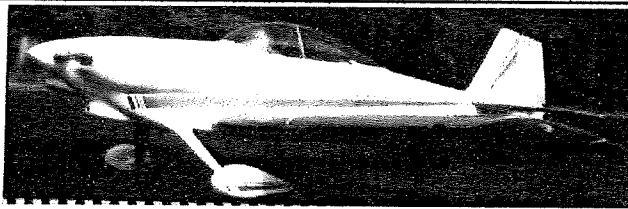
RV RED RACE # 63 BOB VASEY



Make/Model	RV-3
N	N13BV
Top Speed	210 MPH
Range	650 miles
Fuel Capacity	38.5 US GAL
Engine	Lycoming O-320
Horsepower	150

N13BV is a red RV-3 with yellow and white striping. Bob purchased the plane as a project in 1994 after it had been started by a previous owner and sat for 15 years. Bob finished it in 9 years and 3,000 hours, and first flew it on April 29, 2003. Bob included electric flaps. Also, the Vans original plans had a 24 gallon fuel tank behind the fire wall, then the option of 12 gallons in each wing, later 15 gallons in each wing. Bob knew he wanted to take it to Alaska, so he built it with the 15 gallon wing tanks plus a 9 gallon tank behind the fire wall. Since his solo flight in December 1962, Bob has accumulated over 10,000 hours of flight time, including 3,000 as a bush pilot in Alaska, and 2,500 flying pipeline patrol in Kansas and Missouri. He has flown various routes from his home in Kansas to Alaska 17 times, the latest time in his RV-3.

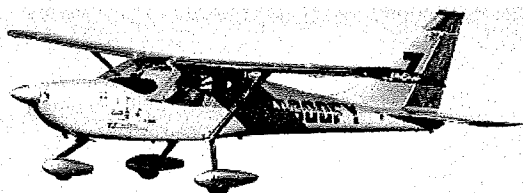
RV RED RACE # 72 BOBBI BOUCHER



Make/Model	RV-4
N	N2QT
Top Speed	203 MPH
Range	600 miles
Fuel Capacity	42 US GAL
Engine	Lycoming O-320
Horsepower	160

This white, pink and gold RV-4 was built and test flown by Bobbi Boucher over a period of 6 years, all 14,820 rivets! No quick build for this girl. She first flew N2QT in January 1998 and has accumulated 402 hours since then. This plane is powered by a 160 HP engine turning a fixed pitch wooden two blade propeller. Bobbi knows her engine inside and out, having built it up herself. Bobbi holds a commercial certificate with a flight instructor rating for single and multiengine land and sea. She spent 6 years in the Navy working on P3 Orion which enabled her to get airframe and power plant mechanic ratings, as well as a Flight Engineer rating. Bobbi has been to Africa to build a Beaver RX 550 for the World Wildlife Federation; it was 14 days out of shipping box to flying! This is Bobbi's 5th AVC making her the most experienced female solo pilot in AVC history.

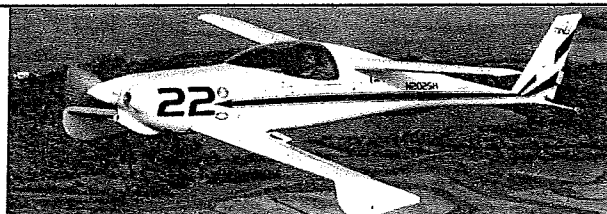
SPRINT RACE # 7 STEVE WOOD



Make/Model	GlaStar
N	N600FY
Top Speed	
Range	
Fuel Capacity	50 US GAL
Engine	Subaru Sti
Horsepower	200

Starlight Endeavor is affectionately known as "GOOFY" from its unique registration N600FY! This GlaStar is already a historic airplane as it received its airworthiness certificate on the 100th anniversary of flight - 17 Dec 2003. Built in the UK and US over 7 years and more than 4000 hours, then another 6 months and 1000 hours of build time has seen an engine change to a 220 hp supercharged Subaru auto-engine ready for a record setting round the world flight promoting Young Eagles and the US/UK charities Flying Scholarships for the Disabled - see www.adventureofflight.org. Steve Wood is flying Goofy in his 3rd AVC, having flown as a chase plane in the last 2 races. He splits his time between Spruce Creek Fly-In at Daytona Beach and his UK home in Harrogate, Yorkshire.

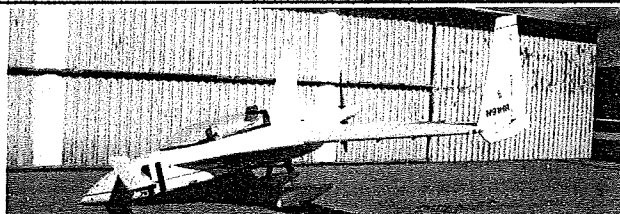
SPRINT RACE # 22 SAM HOSKINS



Make/Model	Quickie Q-200
N	N202SH
Top Speed	205 MPH
Range	750 miles
Fuel Capacity	31 US GAL
Engine	Continental O-200
Horsepower	100

Sam Hoskins is making his 5th run in the AVC in Race #22. Having built it over a 5 year period, Sam and his Quickie Q-200 have now accumulated more than 1540 hours of flight time since its 1st flight on June 9, 1986. 2006 is a very special year at EAA AirVenture, since Sam will be eligible to pick up his "This Homebuilt has been flying for 20 Years" tag! The Q-200 is powered by a modified Continental O-200A, turning a Catto composite propeller. Sam has recently revamped the wheel pants and the engine cooling inlets, in hope of gaining an extra knot or tow. This Q-200 has a 750 mile range on 30 gallons of fuel. His modifications have paid off; his race speeds have improved from 172 mph in 2002, up to 200.3 in last year's race. Sam also skydives, including participating in two World Record Free-fall formations, he has over 2000 jumps.

SPRINT RACE # 41 HERB RUTTER



Make/Model	Long-EZ
N	N91HR
Top Speed	165 MPH
Range	1320 miles
Fuel Capacity	50 US GAL
Engine	Lycoming O-235
Horsepower	115

Race #41 is a Long-EZ owned, built and flown by Herb Rutter of Altoona, PA. The airplane is powered by a 115hp Lycoming O-235 turning a Great American fixed-pitch propeller. Construction of this airplane was completed by Herb over a 15 year period. During this time he made no modifications to Burt Rutan's plans. The airplane was first flown in October 1995. It has made the trek from Altoona to Oshkosh every year since it was built. The longest flight to date has been from its Pennsylvania base to Fort Collins, CO. Flying Race #41 is Herb Rutter. Herb started flying in 1946 and has accumulated more than 3500 flight time since then. He retired as a maintenance superintendent in 1995. Besides building the Long-EZ Herb has also restored a 1941 Piper J-3 Cub. This will be Herb's 4th AirVenture Cup.

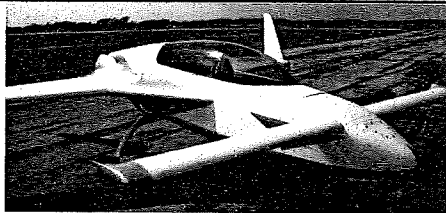
SPRINT RACE # 42 SCOTT JONES & JOE SCHIFERL



Make/Model	Velocity 173RG
N	N942XX
Top Speed	200 MPH
Range	1000 Miles
Fuel Capacity	55 US GAL
Engine	Powersport RE-210
Horsepower	195

This Velocity 173 RG is unique in that it is powered by a 79.8 Cubic Inch Powersport Rotary Engine producing 195 hp. First flown on May 8th, 2003, this will be the first AirVenture Cup Race for both the aircraft and the crew. The instrument panel of Race #42 features Blue Mountain EFIS and EFIS Lite and a Garmin 430 and SL 30 Nav/Com. Flying the #42 Velocity is the Team of Pilot Scott Jones and Builder/Co-Pilot Joe Schiferl. Scott Jones is a private pilot and fellow Velocity builder. This will be his first AirVenture Cup but he is no stranger to long cross country flight. One of his most memorable flights was in a Quicksilver Light Sport Aircraft from Oregon to Wisconsin. Scott owns and operates several "Happy Hobby" stores in the Milwaukee, WI area. Assisting Scott is the aircraft's builder Joe Schiferl of Mequon, WI. Joe is a Commercial Pilot with an Instrument Rating.

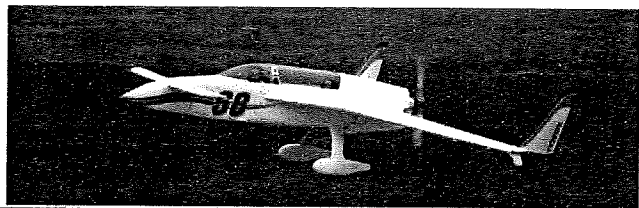
SPRINT RACE # 47 GREG & DAVID SHASKAN



Make/Model	Vari-EZE
N	N36JS
Top Speed	167 MPH
Range	557 miles
Fuel Capacity	26 US GAL
Engine	Continental O-200
Horsepower	100

This white and grey Vari-EZE was built by James Shrum of Metropolis IL. It was purchased by Greg Shaskan and includes an Apollo Fly Buddy GPS coupled to the auto pilot. Greg and David are both racing in their first ever race experience. Greg is recovering from seven years of self-furlough from aviation which included medical school, a family medicine residency, and medical trips to post-tsunami Sri Lanka and the Philippines. A CFII, his next year includes a sports medicine fellowship and looking to the future of aerospace medicine. David is currently a check airman for a Lear 60 operator in South Florida, having been furloughed from American Airlines in September 2001.

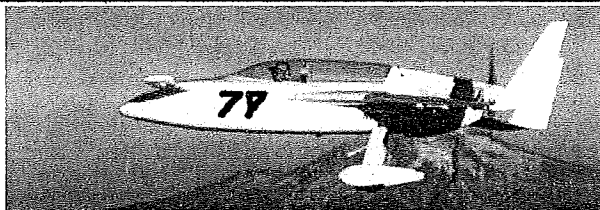
SPRINT RACE # 68 DANIEL COX



Make/Model	Vari-EZE
N	N66DC
Top Speed	188 MPH
Range	408 miles
Fuel Capacity	25
Engine	Continental O-200
Horsepower	100

N66DC, this blue Vari-EZE, has been flying for over 22 years. It has more than 1100 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, AK and had its first flight in September 1983. It is powered by a Continental O-200 engine with a Great American propeller. Daniel Cox is flying Race #68 built by his father, Jim. 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 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-EZE. This is Daniel's 3rd appearance in the AVC.

SPRINT RACE # 79 GIL HUTCHISON



Make/Model	Vari-EZE
N	N2077W
Top Speed	210 MPH
Range	1000 miles
Fuel Capacity	29 US GAL
Engine	Continental O-200
Horsepower	100

N2077W was built by Gil Hutchison of Salem, OR over a period of 6 1/2 years in his garage and hangar. This plane had its first flight in 1989. Gil is a private pilot who started flying at age 15 with his high school friend, Burt Rutan. He has participated in the R.A.C.E. events in Wendover NV, Knade UT and Jackpot NV for the past 10 years.

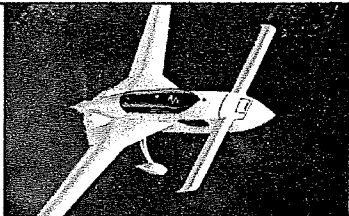
SPRINT RACE # 90 DENNIS & KATHRYN COLLINS



Make/Model	Lancair 235
N	N359BH
Top Speed	190 MPH
Range	750 miles
Fuel Capacity	33 US GAL
Engine	Lycoming O-235
Horsepower	125

This red Lancair 235 was built by Brian Hewitt in California in 1995. It was purchased by Dennis Collins 4 years ago; Dennis upgraded the plane to the new style front gear, a 3 blade constant speed propellor, and electronic ignition. He then flew N359BH on circuit from Phoenix to Oklahoma City/Houston/Myrtle Beach/Hagerstown MD/Lebanon NH/Columbus OH/Madison WI/Santa Fe/Phoenix! Dennis earned his private license by working as a lineboy while in high school. He spent one hitch in the Air Force as an F-4 Phantom Crew Chief while earning commerical, instrument, and multi-engine as well as single and multi-engine instructor licenses. He has worked as a jump plane and banner tow pilot, and is currently employed as a software engineer. Kathryn has soloed as a student pilot and enjoys their trips to New England.

SPRINT RACE # 111 KLAUS SAVIER & JENNY TACKABURY



Make/Model	Vari-EZE
N	N57LG
Top Speed	245 MPH
Range	1400 Miles
Fuel Capacity	28 US GAL
Engine	Continental O-200
Horsepower	120

N57LG is a Vari-EZE built by Klaus Savier over a period of 4000 hours and rising. Klaus is a prolific tinkerer and is often making modifications to this plane which have proven to pay off. A Dual Light Speed Engineering Plasma III CDI electronic ignition and a high pressure electronic fuel injection are among the modifications made. This plane has won numerous races and speed records. Klaus won the Great Cross County Race in 1990 from Palm Springs to Chicago, is a 2 time winner of the CAFE races, participated at Reno in 2002-2005, numerous Aircraft Spruce cross-country races, and R.A.C.E. events from 1984-2006. In addition, N57LG has won two world speed records, at the Class C1-A 1,000 and 2,000 kilometer closed course. Flying co-pilot is Jenny Tackabury, a private pilot.

ACKNOWLEDGEMENTS

This event would not be possible if not for the help and cooperation of the following people and agencies!

2006 AirVenture Cup Race Staff

Eric Whyte
Erik Anderson
Sarah Whyte
Bob Whitehouse
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Craig Henry
Ken Whyte
Tim Bass
David Kapitan

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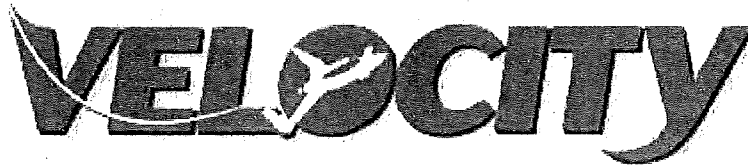
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