



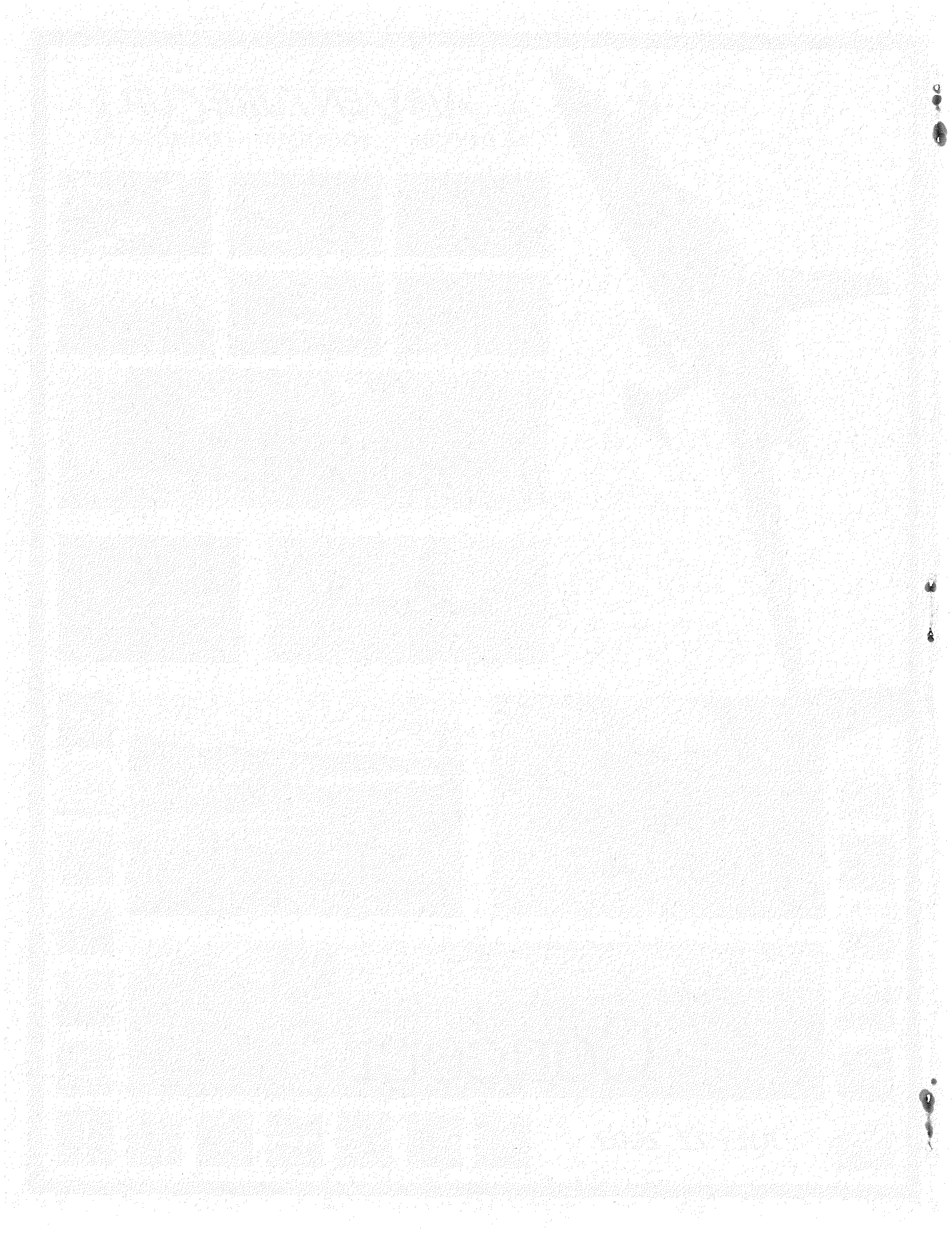
AIR VENTURE CUP

DAYTON • ROCKFORD • OSHKOSH



JULY 22, 2007







Participants, Volunteers and Race Fans:

Welcome to the 2007 AirVenture Cup Race! Whether you are a race veteran, a first time participant, one of the many volunteers that makes this event happen or one of the fans who have been so supportive of cross country air racing, I thank you for being a part of this year's race. This year is a special milestone for us as it is the 10th running of the AirVenture Cup. As you can imagine, the stories of past races have the makings of a good book. Those of you who have been here for a while will fondly remember things like Mr. Bishop, The Duke of Dare, Jack and the Yak, and late night waiting for inbound racer parties with Tim Gaylord at the Dare County Airport. Many of our race staff members have been involved from the beginning and several of the participants this year are 8 and 9 year veterans, as well.

The race has changed greatly over the past 10 years, with several course changes. 2007 marks another change in the race course and welcomes a new race category, the Sprint-Sportsman. This year we once again depart Dayton Wright Brothers, this time bound for Kankakee, IL. From there we proceed 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.

This year we have added a new Race Class the Sprint-Sportsman class, for VW and Corvair powered aircraft. Since many of these airplanes are fast but relatively short ranged we decided to add a pit stop at the Greater Kankakee, IL airport. All the racers will have the opportunity to stop and refuel if needed at Kankakee. I would like to thank the airport staff at Kankakee for their help. 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!

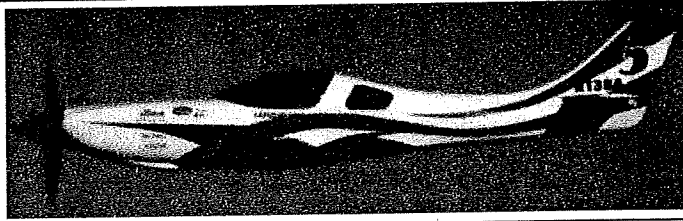
We also need to thank the people at Quad Graphics who allow us to use their airport for the finish line. This location has worked out very well for us and provides a safe, easy-to-find, location to end the race. Once again we will gather post race at Fond du Lac in preparation for a mass arrival into Oshkosh for AirVenture 2007. Wherever you are taking part in this year's race, I hope you enjoy it.

Enjoy the Race!

Eric Whyte
Chairman, 2007 AirVenture Cup Race



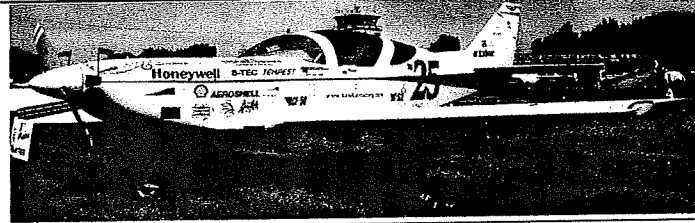
UNLIMITED RACE #5 LEE & JAY BEHEL



Make/Model	Lancair Legacy
N	N138A
Top Speed	300 MPH
Range	1000 miles
Fuel Capacity	62 US GAL
Engine	Continental IO-550
Horsepower	310

This father and son team is making their 8th appearance in the AirVenture Cup together, and this is the 5th race in this Legacy. Lee is well known to air racing fans being one of the founders and the 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.

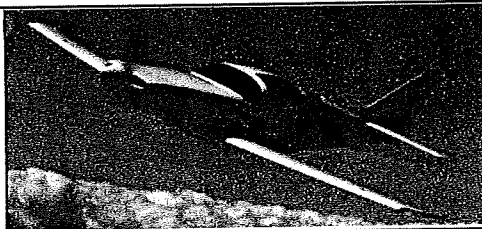
UNLIMITED RACE # 25 MIKE MCEVOY & TRAVIS SMITH



Make/Model	Glasair IIS-RG
N	N333HK
Top Speed	225 MPH
Range	1000 miles
Fuel Capacity	48 US GAL
Engine	Lycoming IO-360
Horsepower	180

Race #25 is being flown by Mike McEvoy of Fremont, CA. This Glasair IIS-RG was previously owned by Jack Watson and flown in previous AVC races by Jack. It wins the award for the most sponsor stickers per square inch of any AirVenture Cup Racer. Mike is a private pilot who began flying in 1985. He has flown to 42 of the 50 states. Besides this Glasair he also owns a Speed Canard. Mike is a senior executive with Johnson & Johnson. This is his 3rd AVC. Flying as Co-Pilot and Navigator this year is Travis Smith, an ATP rated CFI and fellow Speed Canard Owner from California.

UNLIMITED RACE # 28 JEFF LUDWIG & PEGGY COLT



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 300hp Lycoming engine turning a Hartzell constant speed propeller, the airplane is capable of speeds in excess of 275 mph. The aircraft features full IFR capability, including an ARGUS 3000 moving map, storm scope and terrain warning. To increase the comfort of the pilot on long flights, it also has Bose noise-cancelling headsets, and a three-axis S-Tec autopilot. Flying N824DC is Jeff Ludwig who is making his 8th appearance in the AirVenture Cup. Jeff is an active flight instructor and practices aviation law in Jacksonville. Flying co-pilot is Peggy Colt, also an AVC veteran. She is a structural engineer and also a private pilot and owner of a fully IFR Cessna 152.

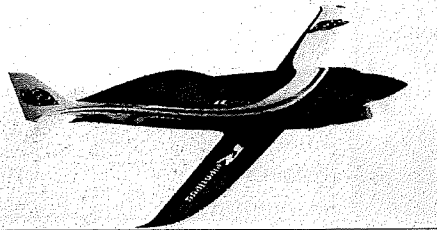
UNLIMITED RACE # 29 JOHN MORRISON



Make/Model	E-Racer
N	N345JM
Top Speed	291 MPH
Range	700 miles
Fuel Capacity	69 US GAL
Engine	Lycoming IO-540
Horsepower	360

John "Jack" Morrison of Aurora, IL, built this E-Racer, completing it in 1996, but Jack has been making modifications ever since. He says there are too many modifications to list, but indicates the most recent one is blending the winglets, which added 10 knots to his air speed. This plane first included a Chevy engine, but was changed to an aircraft engine in 1998. N345JM won the Bronze Lindy at Oshkosh 2000. Jack has been a private pilot since 1999. He will celebrate his 50th wedding anniversary on August 10th and has 3 daughters and 6 grandchildren. Jack works for the City of Aurora in risk management.

UNLIMITED RACE # 42 KEVIN & KAREN ELDREDGE



Make/Model	Nemesis NXT
N	N42XT
Top Speed	375 MPH
Range	1200 miles
Fuel Capacity	90 US GAL
Engine	Lycoming IO-540
Horsepower	350

This Nemesis NXT, "Relentless", was built by Kevin Eldredge and completed in the summer of 2004. It placed 3rd at the 2004 Reno Air Races and this is its first entry in the AirVenture Cup. Kevin has been a pilot for over 20 years. With over 3,000 logged flight hours, he has tried to include aviation in all aspects of his life, from business to air racing. Kevin has owned several businesses in the software, leasing, development, jet management, pipeline patrol, helicopter 135/133 ops, and other arenas. Currently he is launching a web based community web site, myairport.com, and is the exclusive manufacturer and distributor of the Nemesis NXT. Flying co-pilot is Karen, who has not needed to take flying lessons yet as she has always had her own personal pilot and mechanic.

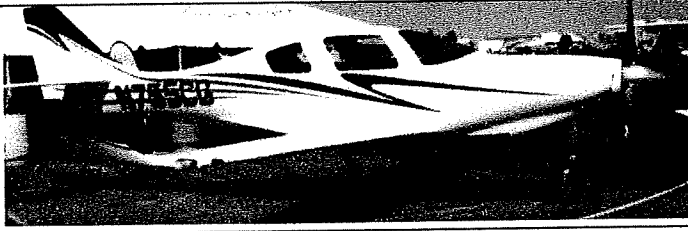
UNLIMITED RACE # 54 CHRIS & CATHLEEN ESSELSTYN



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. They use the plane to travel to trailheads for hiking, mountaineering excursions and ski trips. Chris is a sales engineer and Cathleen is a registered nurse. This is the 2nd AVC for the couple.

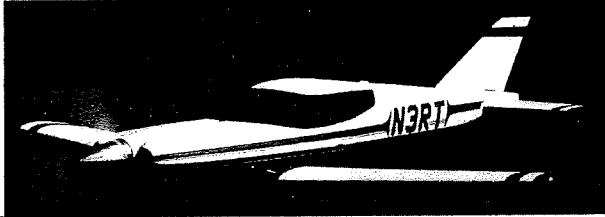
UNLIMITED RACE # 95 CRAIG & SANDY GAINZA



Make/Model	Lancair IV-P
N	N755CG
Top Speed	300 MPH
Range	1100 miles
Fuel Capacity	112 US GAL
Engine	Continental 550 E1B
Horsepower	350

This Lancair IV-P was built by Craig Gainza of Fairfield, CA, over 8 1/2 years. It first flew in October 2004. Modifications made to this plane include the addition of Aerosance FADEC N755CG won Reserve Grand Champion at Oshkosh 2006 and Grand Champion at SunNFun 2007. Craig is a dentist with 750 hours flight time. He has made multiple trips to Oshkosh from California. His wife, Sandy, is also a licensed pilot and is retired. This is the first race experience for both Craig and Sandy.

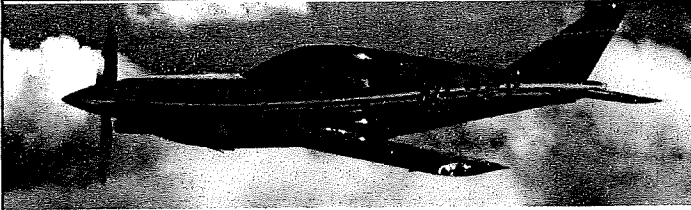
SPORT RACE #03 JAMES VITALE



Make/Model	SX-300
N	N3RT
Top Speed	275 MPH
Range	1000 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. This is James' 2nd AVC.

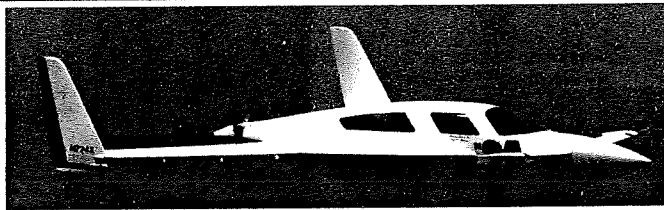
SPORT RACE #10 KEITH PHILLIPS



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. Keith has been flying for over 50 years and is in his 8th AVC; he is a former USAF fighter pilot and has worked as an Aerospace Consultant. Keith has built 2 other aircraft besides his SX-300.

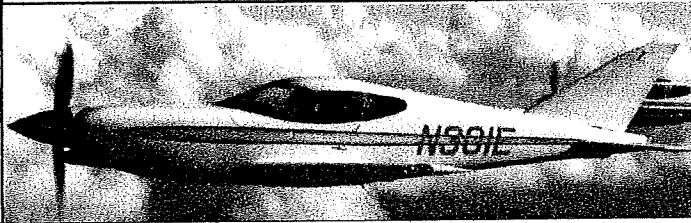
SPORT RACE #24 RICH JR & RICARDO GUERRA SR



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 was built by Rich Guerra, Jr. over a period of 2 years and had its first flight in December 2001. A 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. 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 along with him in the AVC. His mother, Inez, has flown with him in the past. This year, his father, Rick, is taking the co-pilot seat. Rick is retired after 37 years with the LAPD as the Senior Automotive Supervisor and is spending his 75th birthday flying this race! You can see their race experiences at <http://www.rguerra.com/velocity>.

SPORT RACE #30 GREG ZIMMERMAN & HARRY HINCKLEY



Make/Model	SX-300
N	N301E
Top Speed	290 MPH
Range	800 miles
Fuel Capacity	66 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 for a number of years but has been flying again recently. Harry flew N301E in last year's AVC. Flying this year is Greg Zimmerman. Greg has been a pilot since 1971 and has built 3 airplanes. Flying co-pilot this year, 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 Maule 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 #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 to add elbow room, 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 3rd AVC for both Patrick and Dennis.

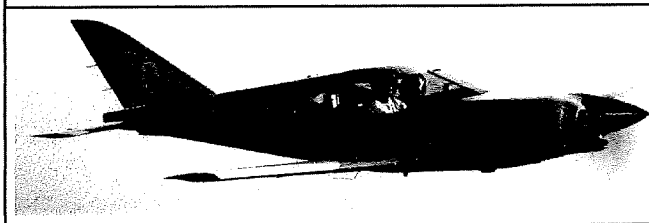
SPORT RACE #55 JACK SHEEHAN



Make/Model	Velocity XL-RG
N	N55XL
Top Speed	230 MPH
Range	1100 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. This is Jack's 2nd AVC.

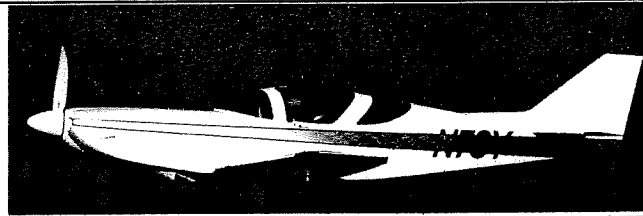
SPORT RACE #70 STEVEN PLATT



Make/Model	SX-300
N	N70SX
Top Speed	300 MPH
Range	850 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 sold the airplane to Steven Platt in 2006. Flying Race # 70 is Steven Platt. Steven has been a pilot for 36 years, mostly for pleasure, with the occasional business trip. He is a CFI and taught briefly in the Civil Air Patrol. He retired in December 2005 and bought this SX-300 for retirement fun. This is his 2nd AirVenture Cup.

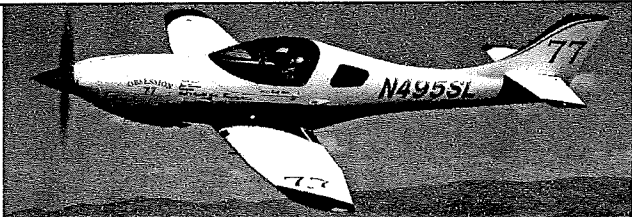
SPORT RACE #75 SARAH & BOB BEAN



Make/Model	Glasair III
N	N75Y
Top Speed	270 MPH
Range	650 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 3rd year with her husband, Bob, although this is their 4th year at the AVC, having served as a chase plane the first year. 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.

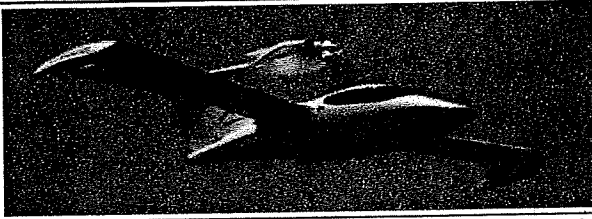
SPORT RACE #77 SCOTT ALAIR & JERRE GERHOLDT



Make/Model	Lancair Legacy
N	N495SL
Top Speed	290 MPH
Range	1400 miles
Fuel Capacity	64 US GAL
Engine	Continental IO-550N
Horsepower	310

Scott Alair of Pleasanton, CA built this Lancair Legacy over 3 years on 2,500 hours. This Legacy includes an aft storage shelf for the canopy covers or hats, a baggage compartment floor that includes hinged lids, 50 cubic feet Kevlar oxygen tank with remote filler hidden under the baggage floor, and an instrument panel laid out so the pilot can fly from the left or right seat. Scott is a private pilot; having earned his license in 1989, he has accumulated 800 hours flight time, 300 of it in his Legacy. He raced in the Sport Class at Reno in 2005 and 2006, as well as the Lancair 100 in 2004 and 2005, taking first place in the Legacy class at this event. He is a parts technician for Infiniti of Pleasanton. Flying co-pilot is Jerre Gerholdt; Jerre has been flying since 1970 and is retired.

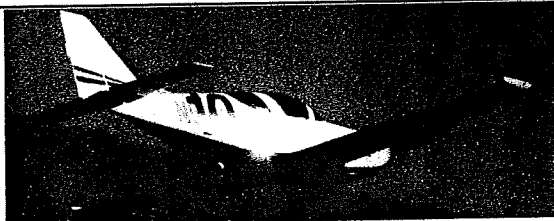
SPORT RACE #80 KEITH WALLJASPER & CHUCK COOLS



Make/Model	Seawind
N	N80CC
Top Speed	200 MPH
Range	1262 miles
Fuel Capacity	110 US GAL
Engine	Lycoming IO-540
Horsepower	300

Race # 80 is a Seawind 3000 built and flown by Keith Walljasper. Built 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 6th 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. Flying co-pilot this year is Keith's son-in-law, Chuck Cools. Chuck enjoys flying along with Keith on local flights; this will be his first race experience.

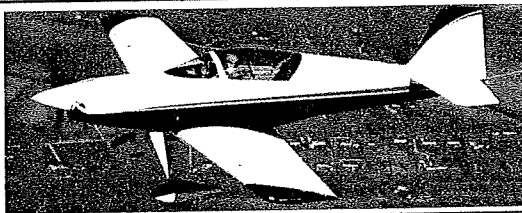
SPORT RACE #101 MIKE JONES & RICK VANDAM



Make/Model	Glasair III
N	N510CM
Top Speed	289 MPH
Range	5500 miles
Fuel Capacity	53 US GAL
Engine	Lycoming IO-580
Horsepower	360

This white with red, black and gold trim Glasair III, N510CM, was built by Mike Jones. Mike included a Hartzell limited edition 3 blade race propellor, Lightspeed Engineering electronic ignition, Airflow Performance fuel controller and a Lycoming developed exp IO-580 engine in this plane. It has received many awards including Grand Champion at Copperstate 1994, SunNFun 1995 and Oshkosh 1995 and has raced in several races including at Reno, the R.A.C.E. series, and the US Air Race. Mike has over 1600 hours in this airplane and is an interior designer by trade. Rick Vandam is a retired F4 pilot from the Nevada Air Guard. He has flown at Reno in the Jet and Sport classes, is an instructor pilot at Reno, and was the winning navigator in the 2006 US Air Race.

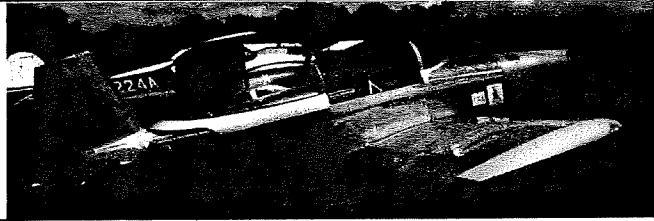
SPORT FX RACE #04 PAUL SIEGEL



Make/Model	Rocket F1 Evo
N	N4XU
Top Speed	265 MPH
Range	1000 miles
Fuel Capacity	52 US GAL
Engine	Lycoming IO-540
Horsepower	260+

This black and white, with gold and red trim, Rocket F1 Evo was built by Paul Siegel of Cincinnati, Ohio in 1,200 hours. It is one of the first F1 Evo's flying and is a tapered wing version of the F1 Rocket. The first flight for this plane was in June 2006 and made its first trip to an airshow this spring at SunNFun 2007. Paul is an endodontist by trade. He has raced multiple Sun 100 races in a Long EZ and a Glasair III and has also raced the Denver to Oshkosh race. He holds city to city speed records for Cincinnati to Lakeland and Denver to Oshkosh routes.

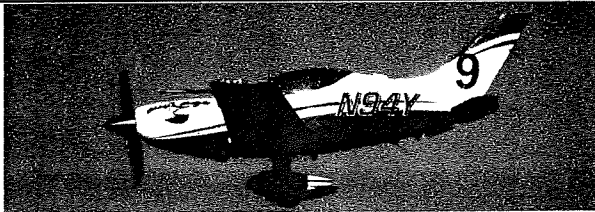
SPORT FX RACE # 33 DICK MARTIN



Make/Model	RV-8
N	N233M
Top Speed	240 MPH
Range	800 Miles
Fuel Capacity	48 US GAL
Engine	Lycoming IO-390
Horsepower	215

Race # 33 is a modified RV-8 built by 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 several previous AirVenture Cup Races as well as Sun 100 races, the airplane has proven to be very competitive. During the building process, Dick made many 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 instrument rating. As an interesting point of order, Dick is also well known in Antique airplane circles having restored a 1940 Howard DGA-15P that was Grand Champion at Oshkosh in 1979.

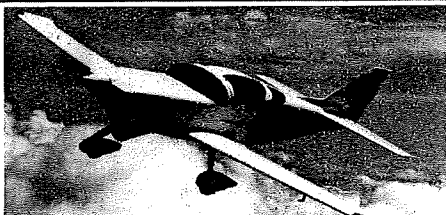
SPORT FX RACE #49 TONY CRAWFORD



Make/Model	Questair Venture
N	N94Y
Top Speed	275 MPH
Range	700 miles
Fuel Capacity	60 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 one of only two flying Questair Ventures 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. This is Tony's 3rd 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	220

Race # 52 is a veteran racer making its 9th 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. 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.

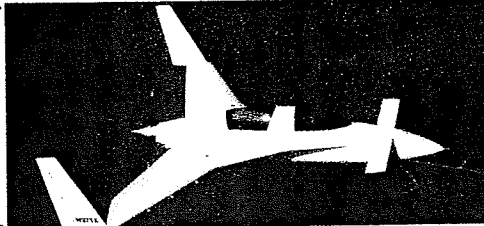
FORMULA RG BLUE RACE # 11 MARK RAVINSKI



Make/Model	Lancair 360
N	N360KB
Top Speed	245 MPH
Range	1000 Miles
Fuel Capacity	43 US GAL
Engine	Lycoming O-360
Horsepower	200

This Lancair 360 is being flown by Mark Ravinski of Assonet, MA. This year will be the 9th 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. Flying with Mark is his son, Paul, who is making his 3rd appearance in the AVC.

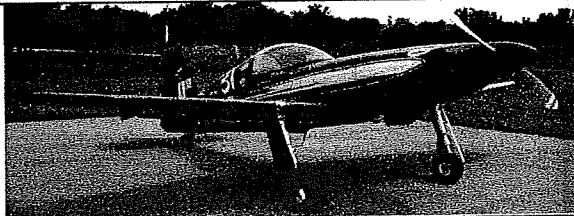
FORMULA RG BLUE RACE #13 JAMES & SANDY REDMON



Make/Model	Berkut 360
N	N97TX
Top Speed	250+ MPH
Range	1400 Miles
Fuel Capacity	54 US GAL
Engine	Lycoming O-360
Horsepower	180

N97TX (Berkut #013) first flew on August 28, 2004 after almost 12 years of construction and is posting impressive numbers even in rough primer. Over the last few years, Race 13 has steadily been climbing the ranks and getting even faster - recently winning 1st place in class at the Taylor 100 Air Race. The Berkut will be sporting a few speed mods including ram air induction, and better aerodynamic fairing. James has been flying since 1991 and holds Commercial, Instrument, CFI and CFII ratings. He is a computer systems architect by day, but enjoys flying formation with the local EAA flyers and other canard aircraft. Assisting him again this year is his wife, Sandy. Sandy is not a pilot but has hopes of learning to fly the Berkut. She enjoys traveling and attending airshows with the airplane. James has documented the construction and flying of this Berkut www.berkut13.com

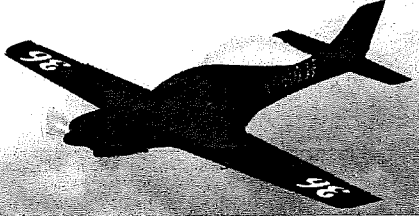
FORMULA RG BLUE RACE #31 DICK & DEBBIE KEYT



Make/Model	Polen Special II
N	N11DP
Top Speed	300 + MPH
Range	1230 miles
Fuel Capacity	48 US GAL
Engine	Classified
Horsepower	180

This one of a kind airplane, the Polen Special II, was designed by Dennis Polen. This 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. N11DP received Reserve Grand Champion in Oshkosh 1976. Dick purchased the Polen Special in 1998 and spends most of his free time, and some expensive time as well, rebuilding it after landing gear collapses, or working on speed mods of his own design. Dick is an ATP and currently flies for a major US airline. He previously flew in the Air Force flying the F-4 Phantom and OV-10 Bronco. Because this is a single seat aircraft, Debbie doesn't get to fly co-pilot next to Dick, but serves as flight director from Polen Mission Control. She operates her own business from their home in Granbury, TX.

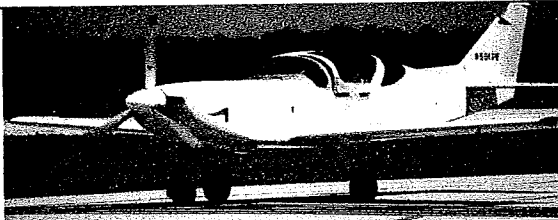
FORMULA RG BLUE RACE #36 LARRY & NICHOLAS HENNEY



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 Nicholas 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 6 previous AirVenture Cup Races, 3 Sun 100s, and numerous other smaller races on both coasts. Assisting Larry with the navigational and time keeping duties this year is his son Nicholas who has raced with his dad on two previous occasions. Nicholas is a 15 year old sophomore and is a true competitor from the race course, to the basketball court, to the arduous challenge of mowing all the neighborhood lawns! This year Larry and Nicholas will attempt to fend off arch rival, Mark Ravinski, for a second straight year. The two competitors have met in 5 previous AVCs and split the victories 3:2 Henney.

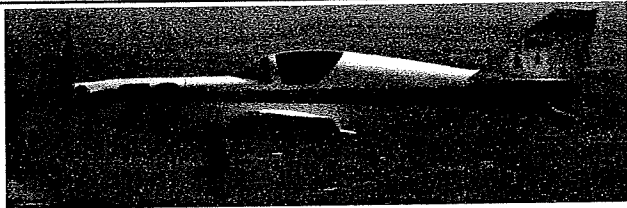
FORMULA FX BLUE RACE #19 DAVE & SUSAN WILSON



Make/Model	Glasair IISFT
N	N901DW
Top Speed	200 MPH
Range	800 miles
Fuel Capacity	50 US GAL
Engine	Superior XP-360
Horsepower	180

Soon after getting his pilot's license 16 years ago, Dave Wilson and his wife, Susan, started building their Glasair. After a few years of building, it became apparent to them that they weren't going to finish it anytime soon, so they bought a Grumman AAIA to fly until the Glasair was done. This Glasair was started in a garage in Tucson, then moved to a basement in New Hampshire, and was finished in a hangar in Texas. Having its first flight in January 2007, it has about 60 hours on it so far and this race will be its first long trip. Dave is an electrical engineer and Susan is a PhD in electrical engineering. They enjoy flying cross-country together and typically change seats each leg of the journey, developing their own CRM procedures with specific tasks for the pilot-in-command and the pilot-not-flying. This is their first AirVenture Cup.

FORMULA FX BLUE RACE # 73 STEVE HAMMER



Make/Model	Glasair I TD
N	N73SH
Top Speed	250 MPH
Range	1000 miles
Fuel Capacity	48 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 three times 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.

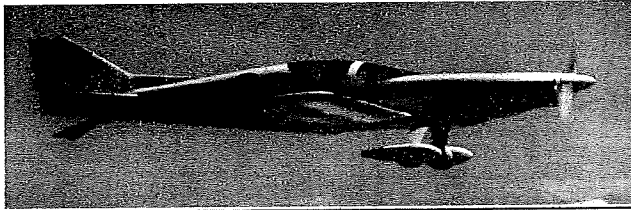
FORMULA FX BLUE RACE #87 KENNETH MISHLER & CARL CLARK



Make/Model	Velocity SUV-FG
N	N2087M
Top Speed	185 MPH
Range	1100 miles
Fuel Capacity	62 US GAL
Engine	Lycoming O-360
Horsepower	200

N2087M was built by Ken Mishler in 14 months with no fastbuild options. It was the first plane he built, but is now on number four! He added speed mods to the wheel pants and custom ram air induction. This plane has been taken to several cross country trips from its home in Vero Beach, FL, to such places as Oshkosh, Las Vegas, and the Bahamas. Ken flew with Glass Overcast in 2005. Ken earned his pilot's license in 1998 and since then has flown over 100 children for the Young Eagles program. Flying co-pilot is Carl Clark, also of Vero Beach, FL. He also participated in Glass Overcast in 2005.

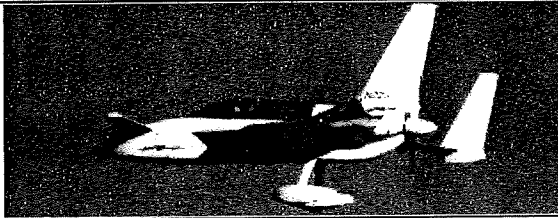
FORMULA FX BLUE RACE # 91 BRUCE HAMMER



Make/Model	Glasair I TD
N	N91LH
Top Speed	250 MPH
Range	2,500 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. He has made trips to the Grand Canyon, Key West, Alaska and Kitty Hawk. This is his 8th appearance in the AirVenture Cup.

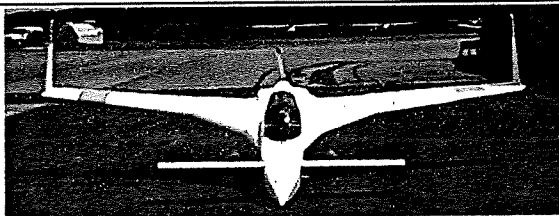
FORMULA FX RED RACE #23 CURTIS WRAY & CHRIS LAURICH



Make/Model	Long-EZ
N	N22GZ
Top Speed	210 MPH
Range	1500 miles
Fuel Capacity	49 US GAL
Engine	Lycoming O-320
Horsepower	150

N22GZ was built by Gary Don Holmes and had its first flight in 1997. It has gone on many cross country flights including San Francisco to Dayton, Dayton to Colorado Springs, Dayton-Lakeland-Bahamas and return and several others. Curtis has been addicted to aviation since he was a young boy. Although he did not build this Long-EZ, he is currently building his own Long-EZ and is a partner in the construction of a turbine powered Lancair IVP. Curtis works for a private contractor supporting the Air Force at Wright-Patterson Air Force Base. Although not a pilot, Chris Laurich has flown on many cross-country flights all over the US with Curtis. On many flights she provides basic navigation skills to support the flight and has been learning basic flying skills. She is a physical therapist.

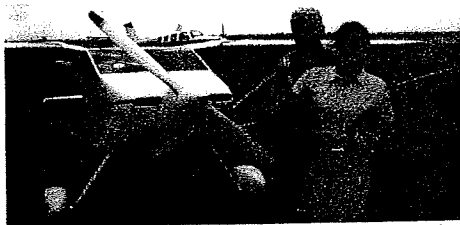
FORMULA FX RED RACE #32 STEVEN VOLOVSEK



Make/Model	Long-EZ
N	N320ST
Top Speed	215 MPH
Range	1200 miles
Fuel Capacity	50 US GAL
Engine	Lycoming O-320
Horsepower	160

This white and silver Long-EZ was built by Steven Volovsek of Suffolk, VA, over a period of 7 years and had its first flight in June 2006. Steven made several modifications to the plans, including extending the nose, adding a larger canopy, modifying the winglets, adding fuel injection and an electronic ignition. Steven is a former AG intruder bombardier/navigator and flight instructor for the US Navy. He is currently an aircraft restorer/builder. This is Steve's first AirVenture Cup experience.

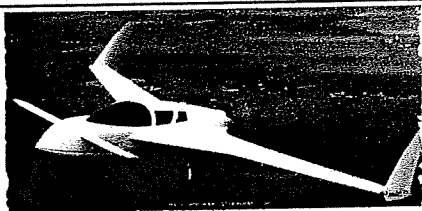
FORMULA FX RED RACE # 37 RED HAMILTON & MARILYN BOESE



Make/Model	Wittman W-10
N	N374WT
Top Speed	220 MPH
Range	700 Miles
Fuel Capacity	38.7 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 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.

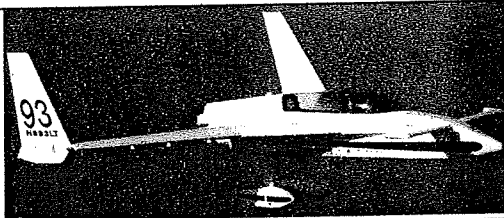
FORMULA FX RED RACE #46 JEFF MALLIA & VERN KOKOSA



Make/Model	Cozy Mk III
N	N46WM
Top Speed	225 MPH
Range	1100 miles
Fuel Capacity	50 US GAL
Engine	Lycoming O-320
Horsepower	160

Jeff Mallia is an owner of Northeast Aviation & Marine, an insurance agency specializing in aviation and marine risks. He is a former Naval Aviator, attaining the rank of Commander in the US Naval Reserve. He has 2000 hours flying tactical jets including the F/A-18, A-7E, T-2, F-4 and T-28 aircraft and has logged carrier landings in 8 separate carriers. Jeff spent 3 years forward deployed on the USS Midway which was home ported in Yokosuka, Japan and has flown all over the Western Pacific region. Following his naval service, he joined EAA and built this Cozy with his father, also a former Naval Aviator. This Cozy was completed in 1997 after 6 years of work and won an Outstanding Workmanship Award at the 1999 EAA Airventure. Vern Kokosa is a partner in a civil engineering firm. He is a private pilot, having accumulated 200 hours total time.

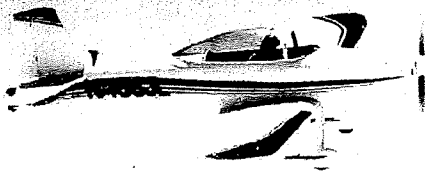
FORMULA FX RED RACE # 93 RICH & GAYLE LAMB



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 was built by Tim Trainer and Rich Lamb. No stranger to building aircraft, Rich is a flight test engineer with Sikorsky Aircraft where he helps build the world's most advanced rotorcraft. Quite recognizable in his trademark Hawaiian shirts, Rich Lamb is returning for his 11th trip to Oshkosh in the Long-EZ and his 5th 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! Flying with him for the first time at the AVC this year is Rich's wife, Gayle. Gayle has been a private pilot for 5 years and is rated in single engine land and sea planes. When not flying, she is a practicing dental hygienist and performs dance in the local theater.

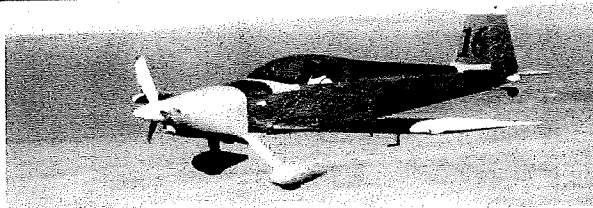
RV BLUE RACE # 12 ALAN CARROLL & BEN ABERNATHY



Make/Model	RV-8
N	N12AC
Top Speed	214 MPH
Range	790 miles
Fuel Capacity	42 US GAL
Engine	Lycoming O-360
Horsepower	180

N12AC had its first flight on May 16, 2005 after Alan Carroll spent 8.5 years building it as a first time project. It has now accumulated about 300 flight hours, including 2 trips from Wisconsin to California, and an over-water trip to the Bahamas and Puerto Rico. This RV-8 received a Bronze Lindy award at AirVenture 2006. Alan is a geology professor at the University of Wisconsin, Madison. He is an instrument rated commercial pilot and CFI, and uses N12AC frequently for aerial reconnaissance to help spot interesting outcrops and to gain a unique perspective on the geology of the western US. Ben Abernathy, flying co-pilot, is an instrument rated commercial pilot and president of the Badgerland Flying Club in Madison. He is employed as a computer facility manager for the University of Wisconsin.

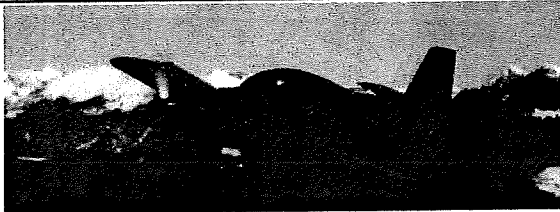
RV BLUE RACE # 16 JAMES KLUSMIER & PAUL LAHERTY



Make/Model	RV-7
N	N441K
Top Speed	230 MPH
Range	850 miles
Fuel Capacity	42 US GAL
Engine	Lycoming O-360
Horsepower	200

This polished aluminum RV-7 was built in only 22 months from a quick build kit; it was completed in April 2006. After only a few hours of flight time, James flew it off to AVC 2006 last year. James had previously 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. Flying co-pilot is Paul Laherty in his 2nd AVC. As a veteran team-member, he thinks the big "Prize Money" is finally achievable! However, he says that his fans are the biggest reason that they are racing (meaning the groupies at the Acey Duecey who are inevitably attracted to the finest looking RV drivers west of the Mississippi!)

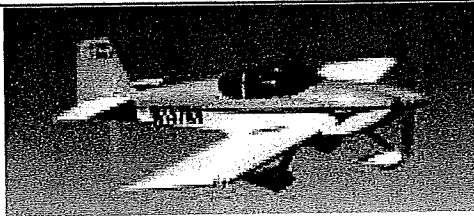
RV BLUE RACE # 18 JOHN HUFT



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. This plane won the Outstanding Workmanship award in Oshkosh 2003, Reserve Grand Champion at Copperstate 2003, and Grand Champion LOE 2003. John has raced N184JH in 3 previous AVC races, taking 1st in the RV category in 2004 and 2nd in 2005 and 2006. John is an electrical engineer by trade. He holds commercial and CFII licenses, as well as both single and multi-engine land and sea ratings. He has flown many long trips including from Alaska to Baja, and Maine to Florida.

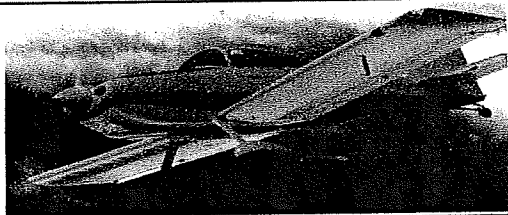
RV BLUE RACE # 21 TOM MOORE



Make/Model	RV-7A
N	N621TM
Top Speed	205 MPH
Range	600 miles
Fuel Capacity	42 US GAL
Engine	Superior XP360
Horsepower	180

This blue on white RV-7A was built by Tom Moore of Frisco, TX. Completed in December 2003, N621TM was built according to the plans with no modifications. Tom served in the US Army from 1974-1977 as a helicopter repairman, based on Fort Hood, Texas, and is currently in the telecom industry. He has raced a Q-200 in the Sun 100 three times, placing first, second and third in class. This is his first appearance in the AirVenture Cup.

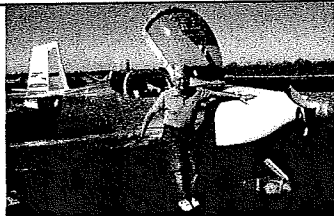
RV BLUE RACE # 27 JON ROSS



Make/Model	RV-8
N	N207RV
Top Speed	220 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. Jon attended the Land of Enchantment 2006 Fly-In, flying from New York to New Mexico (1800 nautical miles) in 1 day! This is Jon's 3rd AVC, having won the RV Blue class in both 2005 and 2006.

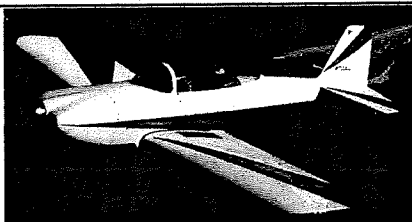
RV BLUE RACE # 39 JEAN-PIERRE VERDIER & DAVE BIESEMEIER



Make/Model	RV-7A
N	N37KV
Top Speed	200 MPH
Range	750 miles
Fuel Capacity	42 US GAL
Engine	Lycoming O-360
Horsepower	180

This red, white and blue RV-7A was built by Jean-Pierre Verdier in 15 months, he began construction in November 2005 and had its first flight in March 2007. N37KV is equipped with a Garmin 430, Tru Trak, and a Sam James cowling to improve cooling and reduce drag. Jean-Pierre had an RV-6 for 7 years until he built this 7A. He participated in last year's AVC as co-pilot with Dave Biesemeier. Dave has flown in four previous AirVenture Cups races as pilot of Race 86, his Sidewinder. Dave has also flown in the Copperstate Dash and the Rutan R.A.C.E. air race.

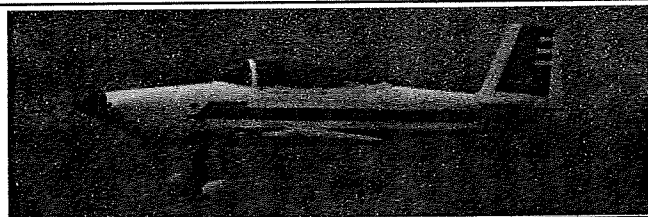
RV BLUE RACE #56 SCOTT JORDAN & RICHARD JORDAN



Make/Model	RV-8
N	N733JJ
Top Speed	210 MPH
Range	700 miles
Fuel Capacity	42 US GAL
Engine	Lycoming 0-360
Horsepower	180

This plane was built by Scott Jordan, completing its first flight in October 2001 after 4 1/2 years of construction. In the last 6 years, it has been flown over 600 hours including a trip to Vans "Homecoming" in Oregon and on to Arizona before returning to New York. Scott is a former B-52 and B-1 pilot, currently flying a Gulfstream IV worldwide. His co-pilot, Scott's father Richard, is a graduate of the US Merchant Marine Academy. A retired Naval commander and a life-long sailor, he proved his ability to navigate over land at 200 MPH when he joined Scott in this RV-8 on a trip from Arizona to New York. Scott is flying in his 5th AVC.

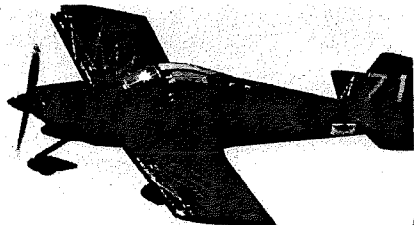
RV BLUE RACE # 60 FRED SCHRYVER



Make/Model	RV-8
N	N747FS
Top Speed	200 MPH
Range	800 miles
Fuel Capacity	50 US GAL
Engine	Lycoming 0-360
Horsepower	180

Fred Schryver built this RV-8 over a period of 2 years in his hangar. It is the first plane he built and it was built almost according to the plans. The first flight of this plane was on December 16, 2003. Fred is a retired airline pilot with more than 25,000 hours of flight time. He has flown the DC-6, DC-7, DC-10, 737, 727, 767, and 747. Fred flew this RV-8 as a chase plane in the 2006 AVC. This is his first time racing.

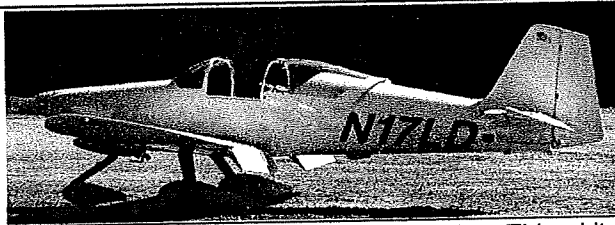
RV BLUE RACE # 71 ROBERT & JEANINE AXSOM



Make/Model	RV-6A
N	N710BJ
Top Speed	200 MPH
Range	750 miles
Fuel Capacity	55 US GAL
Engine	Lycoming 0-360
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. They enjoy flying their RV across the country and have made several trips coast to coast. This is their 3rd Air Venture Cup.

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 hanger. 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 4th AVC race. His girlfriend, Lori, joins him for the second year. They have been flying together around the northeast for the last few years. Lori had not been in GA planes before, but she is a natural helping with navigation.

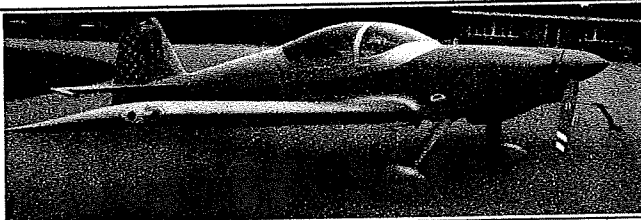
RV RED RACE # 34 CHRIS MURPHY



Make/Model	RV-4
N	N117CM
Top Speed	210 MPH
Range	580 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 767 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' fifth appearance in the AVC.

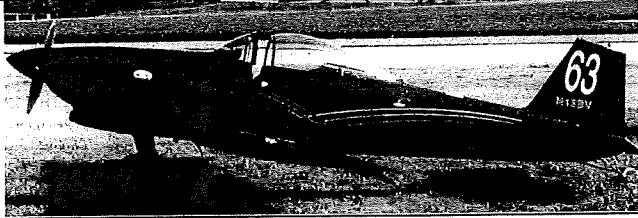
RV RED RACE # 48 DAVE WEISGERBER



Make/Model	RV-6
N	N7219D
Top Speed	200 MPH
Range	700 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. Every year Dave has made some sort of modification to this plane between races, most of them with the intention of making it fly faster. Between the 2005 and 2006 races, Dave repainted it from its former black and red to 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.

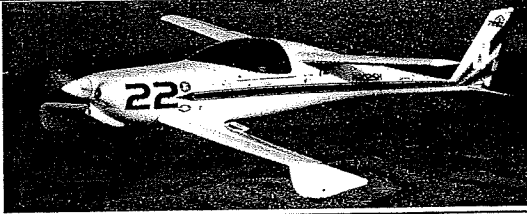
RV RED RACE # 63 BOB VASEY



Make/Model	RV-3
N	N13BV
Top Speed	210 MPH
Range	680 miles
Fuel Capacity	38 US GAL
Engine	Lycoming O-320
Horsepower	160

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. He 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. This is his 6th AVC.

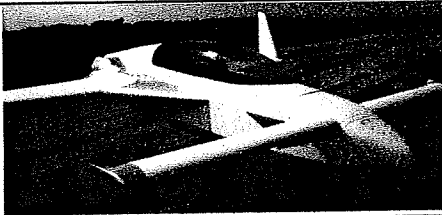
SPRINT RACE # 22 SAM HOSKINS



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 6th 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 1610 hours of flight time since its 1st flight on June 9, 1986. The Q-200 is powered by a modified Continental O-200A, turning a Catto composite propellor. In hopes of gaining an extra knot or 2, Sam completely revamped the wheel pants and the engine cooling inlets, and installed high compression pistons and electronic ignition. 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 202.3 in last year's race. Inspired by his father, who served in WWII as a Navy pilot and navigator on PB4Y and PBVs, Sam joined the Civil Air Patrol during the 1960s as a teenager. Sam also skydives and has over 2000 jumps.

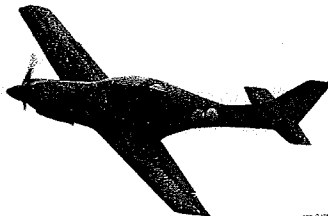
SPRINT RACE # 47 GREG & DAVID SHASKAN



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 Schrum 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 attempting to race their first race; they came to the 2006 AVC but were not able to race due to a flat tire on race morning. 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. He has just finished a sports medicine fellowship and is interested in aerospace medicine. Greg is a CFII and uses his Vari-EZE to get to medical conferences. David is currently a check airman for a Lear 60 operator in South Florida.

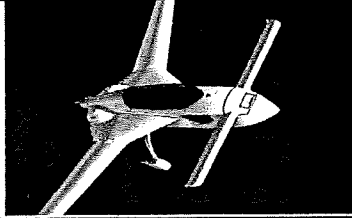
SPRINT RACE # 90 DENNIS & KATHRYN COLLINS



Make/Model	Lancair 235
N	N359BH
Top Speed	205 MPH
Range	800 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 and was subsequently purchased by Dennis Collins. 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 commercial, 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



Make/Model	Vari-EZE
N	N57LG
Top Speed	245 MPH
Range	1400 Miles
Fuel Capacity	29 US GAL
Engine	Continental O-200
Horsepower	120

N57LG is a Vari-EZE highly modified 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 1984-2007. In addition, N57LG has won two world speed records, at the Class C1-A 1,000 and 2,000 kilometer closed course.

SPRINT-SPORTSMAN RACE # 64 JEFF LANGE



Make/Model	Sonerai I
N	N1463J
Top Speed	195 MPH
Range	400 miles
Fuel Capacity	14 US GAL
Engine	Volkswagen 2110 cc
Horsepower	80

N1463J, a blue and silver Sonerai I, was built by Jeff Lange of Oshkosh, WI. Jeff added custom wingtips and many aerodynamic fairings. This plane was first flown in March 2004. The modifications Jeff has made since that time have dramatically increased the cruise and top speeds of this aircraft. Jeff is a private pilot, A&P mechanic, and aircraft builder. He is currently employed as a consultant liaison for an audio manufacturing company. This is Jeff's first appearance in the AirVenture Cup.

ACKNOWLEDGEMENTS

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

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Eric Whyte
Erik Anderson
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Bob Whitehouse
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Craig Henry
Ken Whyte
Tim Bass
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