



MITCHELL SOUTH DAKOTA - TO - JUNEAU WISCONSIN

2008 AIRVENTURE CUP



Participants, Volunteers and Race Fans:

Welcome to the 2008 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 11th 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. 2008 marks yet another change in the race. For the first time we have started the race west of Oshkosh in hopes of taking advantage of some tailwinds. After considering several locations and many factors we chose Mitchell, SD as the host city for the 2008 race. I want to thank everyone from Mitchell who have worked so hard to make the race possible this year.

We also need to thank the people at the Dodge County Airport and Wisconsin Aviation at Dodge County who are allowing us to use their airport for the finish line. Once again we will gather post race at Fond du Lac in preparation for a mass arrival into Oshkosh for AirVenture 2008.

Wherever you are taking part in this year's race, I hope you enjoy it.

Enjoy the Race!



Eric Whyte
Chairman, 2008 AirVenture Cup Race

July 2008

Welcome to the state of South Dakota! I am honored you have chosen Mitchell, South Dakota for the start of this year's AirVenture Cup – The Cross Country Race to Oshkosh.

South Dakota enjoys a long, rich aviation history and we are pleased to offer 74 public use airports. In addition, we are proud to support the men and women of the 114th Fighter Wing of the South Dakota National Guard based at Joe Foss Field in Sioux Falls, and the 28th Bomb Wing of the United States Air Force based at Ellsworth Air Force Base near Rapid City.

I applaud all the racers for the time and effort you have put into your race preparations. As a pilot myself, I can imagine how much work would go into preparing for this type of race. Once the race starts and you are in the air, I know you will be thrilled with our incredible scenery and diverse topography. Even from the air, it is easy to see how much South Dakota has to offer!

To all the spectators, thank you for your support of these fabulous racers. I hope you take the opportunity to enjoy all that Mitchell has to offer, including the world famous Corn Palace. South Dakota is a fantastic place to relax and explore, and fun can be found around every corner.

Best wishes to all the race participants. Fly safely and we look forward to seeing you again very soon.

A handwritten signature in black ink that reads "Mike Rounds". The signature is written in a cursive, flowing style.

Mike Rounds
Governor



It is with great pleasure that the Corn Palace Convention & Visitors Bureau, along with the entire Mitchell Chamber of Commerce, extend our warm greetings and welcome you to Mitchell, South Dakota. We are pleased that you have decided to spend your time with us. We are sure that you will enjoy your stay and return home with great stories to tell about your experiences in our fine city.

Sincerely,

***Casey Thompson, President
Corn Palace Convention & Visitors Bureau Advisory Board
A Division of the Mitchell Area Chamber of Commerce***



July, 2008

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.

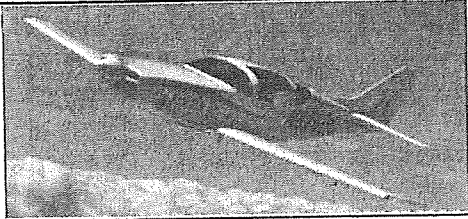
The AirVenture Cup Race is a great kickoff each year for EAA AirVenture, "the world's greatest aviation celebration," where innovation and experimentation abound. I thank you for your participation in this wonderful event and being and being a part of EAA AirVenture 2008.

Regards,

A handwritten signature in black ink that reads 'Tom'.

Tom Poberezny
EAA President & Convention Chairman

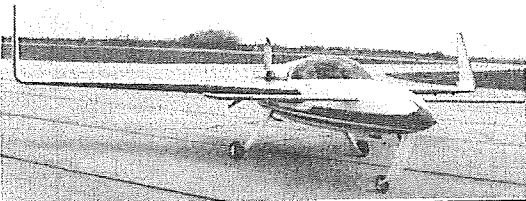
UNLIMITED RACE # 28 JEFF LUDWIG & PEGGY COLT



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 9th 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.

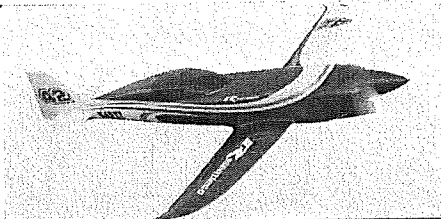
UNLIMITED RACE # 29 JOHN MORRISON



Make/Model	E-Racer
N	N345JM
Top Speed	285 MPH
Range	725 miles
Fuel Capacity	72 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 two are blending the winglets, which added 10 knots to his air speed, and adding a new top carbon cowl. 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 and has accumulated about 400 hours. Jack works for the City of Aurora in risk management. He loves to fly and loves to build. This is his 3rd AVC.

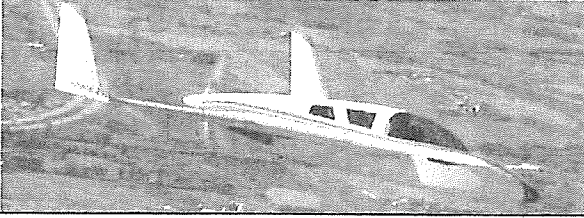
UNLIMITED RACE # 42 KEVIN & TAYLOR ELDREDGE



Make/Model	Nemesis NXT
N	N42XT
Top Speed	386 MPH
Range	1200 miles
Fuel Capacity	90 US GAL
Engine	Lycoming IO-540
Horsepower	409

This Nemesis NXT, "Relentless", was built by Kevin Eldredge and completed in the summer of 2004. In last year's AirVenture Cup, they came in first in the Unlimited class with an average speed of 337 mph. 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 Kevin's son, Taylor. Taylor is just beginning his pilot training and helps his dad build their race planes.

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 as well as a workmanship award at Oshkosh 2006. Chris is a private pilot with his instrument rating and 2500 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.

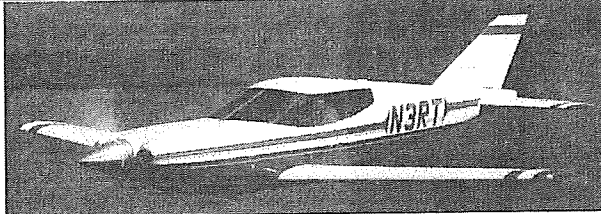
UNLIMITED RACE # "T" PAUL & PAM TACKABURY



Make/Model	Lancair IV
N	N94PT
Top Speed	300 MPH
Range	1000 miles
Fuel Capacity	90 US GAL
Engine	TCM TS10-550E
Horsepower	350

This Lancair IV was built by Paul Tackabury of Laguna Beach, CA, in just over 6 years. It was first flown in November 2006 and has accumulated 185 hours flight time. Previous to this Lancair IV, Paul built a Long-EZ which he has raced for over 15 years in various races throughout the western US. Paul is a Retired US Air Force test pilot and combat pilot. He holds ratings in single and multi engine airplanes and gliders. His wife of 41 years and co-pilot, Pam, is a private pilot who has much experience in the right or back seat depending on the plane they are flying. The AirVenture Cup is a family affair for the Tackabury's with Paul and Pam racing the "Screaming Yellow Zonker" and daughter Jenny, flying as co-pilot for Klaus Savier in the Race #111 Vari-EZ.

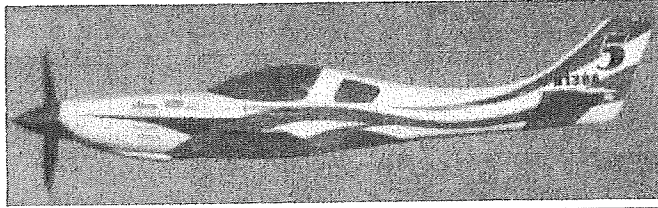
SPORT RACE #03 JAMES VITALE



Make/Model	SX-300
N	N3RT
Top Speed	275 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. This is James' 3rd AVC and he has also previously raced at Reno. James is a member of the Spruce Creek Gaggles Flight and is also active in the SX-300 owners group.

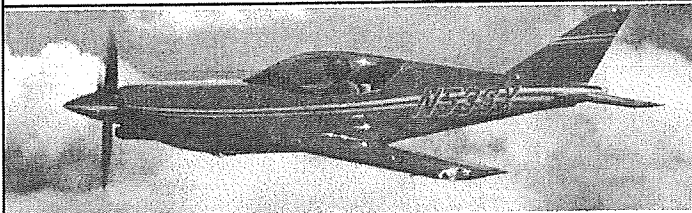
SPORT RACE #5 LEE & JAY BEHEL



Make/Model	Lancair Legacy
N	N138A
Top Speed	300 MPH
Range	600 miles
Fuel Capacity	62 US GAL
Engine	Continental IO-550
Horsepower	310

This father and son team is making their 9th appearance in the AirVenture Cup together, and this is the 6th 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.

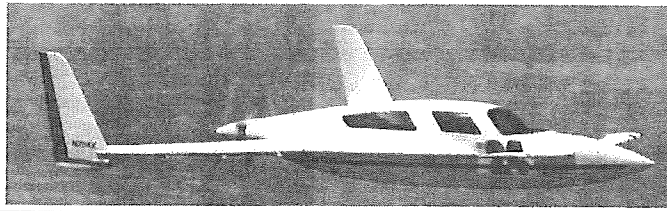
SPORT RACE #10 KEITH PHILLIPS & TIM PHILLIPS



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; built by its owner and pilot. Keith Phillips purchased the kit that would become Race 10 in 1985. This plane won Best Workmanship Award at SunNFun in 1999 and also at Oshkosh 1999. It will soon have over 1,000 hours of flight time! Keith has flown it coast to coast and in 2007 was one of a 5 ship formation flight to western Canada and Alaska. Keith has been flying for over 50 years and is in his 9th AVC; he is a former USAF fighter pilot and has worked as an Aerospace Consultant. Keith is president of EAA Chapter 288 in Daytona Beach, FL, and one of the flight leads of the Spruce Creek Gaggles Flight. Flying with Keith is his #2 son, Tim. Tim retired from the USAF in 2005 as a loadmaster on the C-17. He presently works for Boeing teaching loadmasters and is rebuilding a Pitts S-1C.

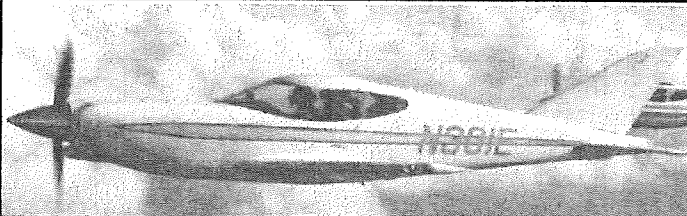
SPORT RACE #24 RICH JR & RICARDO GUERRA SR



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

When not flying, Rich Jr is an Interventional Cardiologist in practice at the North Texas Heart Center in Dallas, TX. He has about 600 hours of flight time, the last half of it spent flying N724X across the country on various flying adventures. Building and flying N724X has been an "Impossible Dream" come true for Rich; his parents participated in this project from the beginning. He flies in this race as a gift to his parents who taught him "If you can dream it, you can achieve it". This is Rich's fifth AirVenture Cup Race. This year his father returns to the co-pilot seat. Ricardo "Rick" Guerra, Sr. retired after 37 years with the LAPD serving as Senior Automotive Supervisor responsible for the 20 Divisional Fleet Maintenance Garages. A Master Mechanic, he has found a second career as Chief Mechanic for RACE 24. He often travels cross-country by Velocity. This is his fourth AVC.

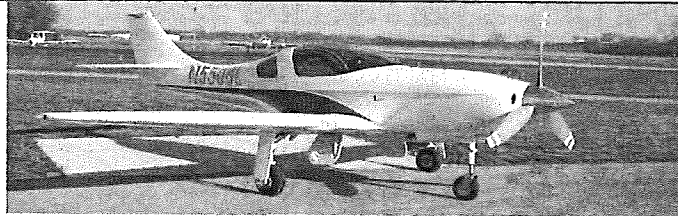
SPORT RACE #30 HARRY HINCKLEY



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 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 Viking 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. Harry has been involved in automotive, aviation and real-estate businesses. This is his 3rd AVC.

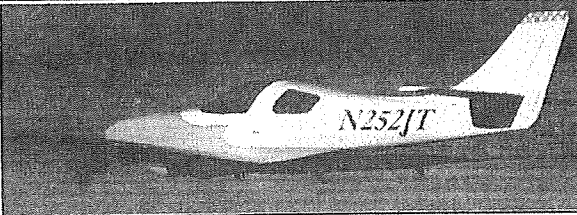
SPORT RACE #50 CHARLES BRACKEN & BRIAN SMITH



Make/Model	Lancair Legacy
N	N550BL
Top Speed	300 MPH
Range	1200 miles
Fuel Capacity	60 US GAL
Engine	Continental IO-550
Horsepower	340

This Lancair Legacy is one of just five all carbon fiber Legacy's delivered as kits. Charles Bracken built N550BL over a three year period. Its first flight was in October 2007. It includes a glass panel built around two Advanced Flight System AF3400 monitors with EFIS/maps/engine monitor/checklist and more. Charles is an instrument rated pilot who has built and raced two planes, including a Berkut besides this Legacy. He has previously raced the Berkut in three AirVenture Cups. He is the chief executive of an international healthcare consulting firm. Flying co-pilot, Brian Smith, is an instrument and glider rated pilot. A biomedical engineer who works in the defense industry, Brian was a co-pilot in the 2003 AVC. He owns and flies a Bellanca Viking.

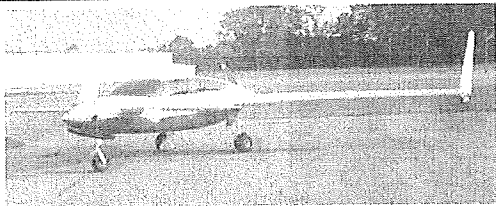
SPORT RACE #52 JIM THOMAS & COLLEEN KELLER



Make/Model	Lancair Legacy RG
N	N252JT
Top Speed	285 MPH
Range	1000 miles
Fuel Capacity	66 US GAL
Engine	Continental IO-550
Horsepower	310+

N252JT is a white/gray Lancair Legacy RG built by Jim Thomas. The aircraft is almost stock except for the custom wingtips of Jim's design as well as the extended baggage compartment. Jim has a degree in aeronautical engineering. Having owned several aircraft and rebuilt a 1947 Piper PA-12 Super Cruiser, Jim had a strong desire to build his own plane from a kit. He chose the Legacy because of its beautiful shape and fantastic cross country performance. Jim has crewed at the Reno Air Races in the sport class for 3 years where his team has enjoyed both Silver and Gold class finishes. Colleen Keller is an instrument rated commercial pilot who has been flying her 1971 Cardinal RG since 1992. She has flown to the four corners of the continental US and Alaska. She has piloted her Cardinal in 6 straight Ninety-Nines Palms to Pines cross-country races (2001-2006).

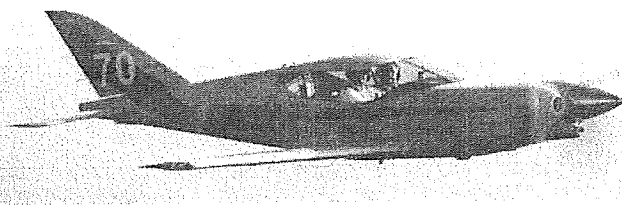
SPORT RACE #55 JACK SHEEHAN



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

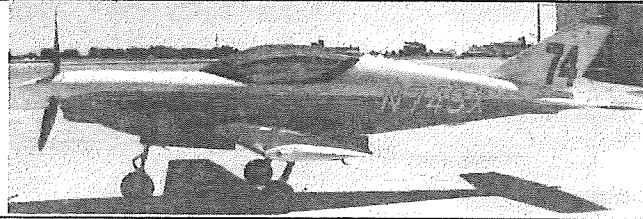
N55XL is a white and blue Velocity XL-RG built by Jack Sheehan in 2,500 hours, making its first flight in December 2002. He built it at the factory service center; modifications to the airplane included a glass cockpit, large hatch, modified strakes and compound brakes. This aircraft received the Best 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 3rd AVC.

SPORT RACE #70 STEVEN PLATT & DAVID HENNING



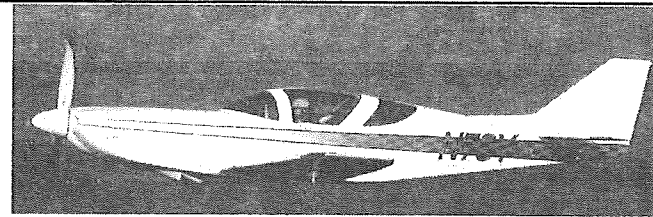
Make/Model	SX-300
N	N70SX
Top Speed	280 MPH
Range	920 miles
Fuel Capacity	68 US GAL
Engine	Lycoming IO-540
Horsepower	300

Race # 70 is a 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 2005. 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 CFII and taught briefly in the Civil Air Patrol. He retired in December 2005 and bought this SX-300 for retirement fun. This is his 3rd AirVenture Cup. Flying co-pilot is Dave Henning. Dave flies professionally for UPS and flies a decathlon for fun. This is his 2nd AVC.

SPORT RACE #74 DUNCAN & CAROLYN SUTHERLAND

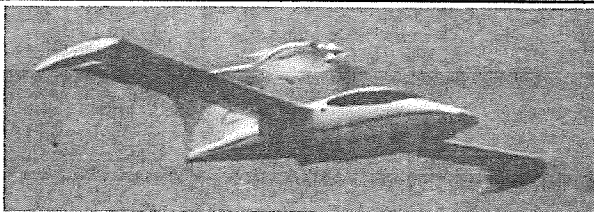
Make/Model	SX-300
N	N74SX
Top Speed	300 MPH
Range	700 miles
Fuel Capacity	64 US GAL
Engine	IO-580
Horsepower	400

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, the IO-580 engine as well as a racing prop. N74SX received the Outstanding Homebuilt Award in Albuquerque 1991. Duncan has flown this aircraft at the National Championship Air Races in Reno in 2004-2007, as well as the AirVenture Cup in 2005 and 2006. Duncan has been flying for over 50 years and holds a commercial license with single, multi, instructor, and instrument ratings. Flying with Duncan is Carolyn who is a private pilot and has flown as co-pilot in both of their previous AVC appearances.

SPORT RACE #75 SARAH & BOB BEAN

Make/Model	Glasair III
N	N75Y
Top Speed	270 MPH
Range	650 Miles
Fuel Capacity	72 US GAL
Engine	Lycoming IO-540
Horsepower	300

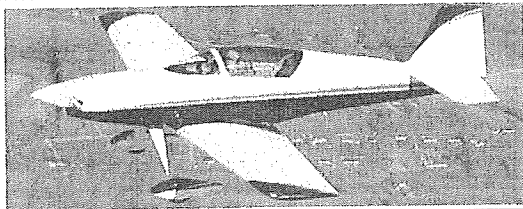
Race # 75 is a white, grey and purple Glasair III being flown by Sarah and Bob Bean. This aircraft was built by Bob Bean according to the Glasair plans in this hangar over a period of 3 years. N75Y is a Centennial Aircraft, having its first flight on January 31, 2003. At the 2004 Oshkosh AirVenture, 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 and Bob are racing for their 4th 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. In June 2008 they will be attending the Reno Rookie School.

SPORT RACE #80 KEITH WALLJASPER & KEITH DOORNBUS

Make/Model	Seawind
N	N80CC
Top Speed	200 MPH
Range	1100 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. Keith Doornbus is an IT manager by profession and also a veteran homebuilder. He built a Moni Motorgilder and has served as past President of EAA Chapter 129.

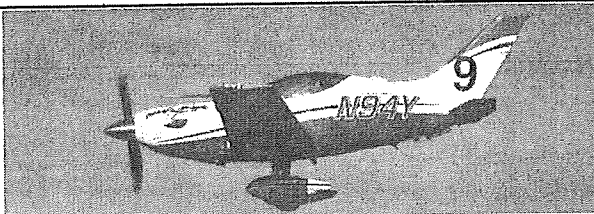
SPORT FX RACE #04 PAUL SIEGEL



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. Paul is an endodontist by trade. He has over 2000 hours flight time, also holding sailplane and seaplane ratings. He has raced the 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. This is his 2nd AirVenture Cup.

SPORT FX RACE #9 TONY CRAWFORD



Make/Model	Questair Venture
N	N94Y
Top Speed	275 MPH
Range	750 miles
Fuel Capacity	60 US GAL
Engine	Continental IO-550
Horsepower	300

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. During 2007, Tony flew N94Y on a 7,000+ mile trip through Canada, Alaska and Washington before returning to his home in Florida. 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 4th AVC. Tony is a member of the Spruce Creek Gagger.

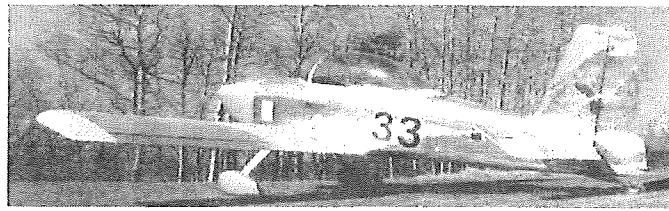
SPORT FX RACE #14 WAYNE HADATH



Make/Model	F1 Rocket
N#	C-FAUH
Top Speed	250 MPH
Range	1000 Miles
Fuel Capacity	52 US GAL
Engine	Lycoming IO-540
Horsepower	260

Wayne Hadath built this F1 Rocket over 4,700 hours, making its first flight in September 2005. This is the only F1 Rocket built from parts outside of the Czech Republic. The minimal interior and primer finish was done in the interest of weight savings. The primer paint job allows for modifications in the search for the elusive last few knots. Wayne is a private pilot, and is retired from the trucking industry. He has flown from his home in Ontario to SunFun 2006, as well as Air Venture in both 2006 and 2007, and has made numerous trips to Texas, Ohio and the east coast. He has raced in various SARL races including the Rocket 100 and Memphis 100. This is his first appearance in the AVC.

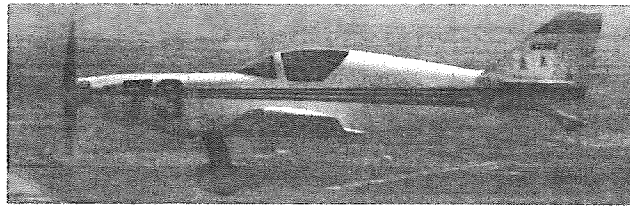
SPORT FX RACE # 33 DICK MARTIN



Make/Model	RV-8
N	N233M
Top Speed	240 MPH
Range	800 Miles
Fuel Capacity	40 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 many of the 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.

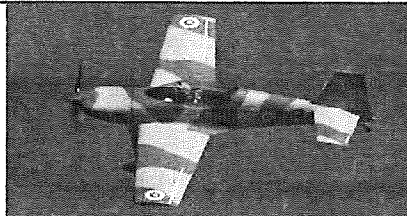
SPORT FX RACE # 73 LARRY MUELLER & STEVE HAMMER



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 was built by Steve Hammer and made its first flight in Jan 1991. Since that time, Steve has highly modified this plane in order to get the most speed possible. This includes the addition of an airflow performance fuel injection system, a cold air induction oil sump, and dual Light Speed Engineering electronic ignition systems. This aircraft has been flown to Alaska twice and made numerous trips to the Grand Canyon and Key West. Steve has flown in many previous AVC races, taking 1st place 4 times and 2nd place twice in his class. Due to an accident earlier in 2008, Steve will be flying right side this year. Flying PIC, Larry Mueller is making his first AVC appearance. Larry is an aircraft mechanic for a major airline and has 1,500 hours of flight time, most of it in taildraggers. Steve is a retired airline captain, currently flying at another airline.

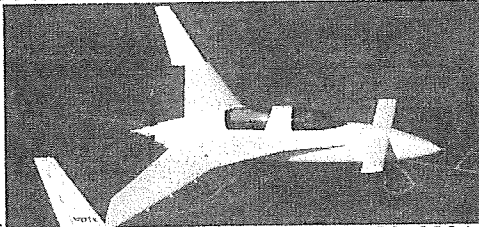
SPORT FX RACE #109 TOM MARTIN



Make/Model	Rocket EVO-1
N	C-GEVO
Top Speed	240 MPH
Range	600 Miles
Fuel Capacity	52 US GAL
Engine	Lycoming IO-540
Horsepower	275

Tom Martin, of St. Thomas, Ontario, Canada, built this Rocket EVO-1 in just one year. This was his 9th airplane completed, previously building an RV-4, two Harmon Rockets, five F1 rockets, and an RV-7! Tom built C-GEVO with the new tapered rocket wing which improves the speed. He painted it with a primer paint scheme with Canadian military markings. The primer has allowed him to make many minor modifications in his quest for more speed. Tom is a farmer for a living and build airplanes during the long winter months in Canada. He has been flying for 25 years and has traveled all over North America from coast to coast.

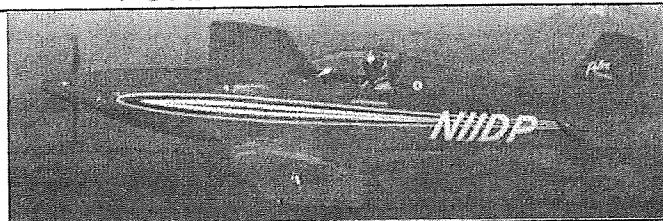
FORMULA RG BLUE RACE #13 JAMES & SANDY REDMON



Make/Model	Berkut 360
N	N97TX
Top Speed	265 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 the 2007 SARL Silver National Champion title and has posted a top race speed of 256.03 mph. The Berkut will be sporting a few speed mods including ram air induction, low drag winglet tips and better aerodynamic fairing. Who needs paint to go fast?! James has been flying since 1991 and holds Commercial, Instrument, CFI and CFII ratings. He 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.

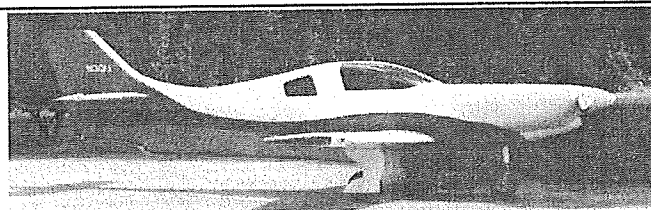
FORMULA RG BLUE RACE #31 DICK & DEBBIE KEYT



Make/Model	Polen Special II
N	N11DP
Top Speed	300 + MPH
Range	1040 miles
Fuel Capacity	48 US GAL
Engine	TIO-360-PLN
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 recently retired from the airline industry, currently serving as president of the Dennis Polen Aviation Educational Foundation.. 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.

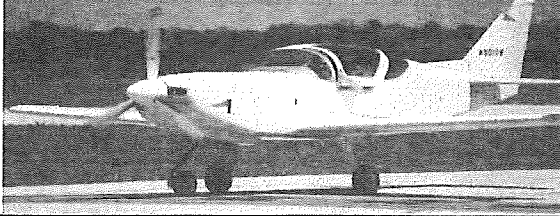
FORMULA RG BLUE RACE #38 MARK QUINN



Make/Model	Lancair 360
N	N3QU
Top Speed	250 MPH
Range	1000 Miles
Fuel Capacity	53 US GAL
Engine	Superior XP360
Horsepower	180+

Race # 38 was built by Mark Quinn of Port Orange, FL, on the weekends over a period of 8 1/2 years. The first flight of N3QU was in August 2007. Mark made a few modifications including extending the fuel tanks to the wing tips, burying the wingtip lights in the tips, as well as hiding all antennas in the tips and vertical areas. This is one of the few Lancair 360s built from carbon fiber. Mark has been a private pilot for 35 years. He enjoys flying formation on the weekends and helping other builders with their homebuilts. Mark works as an industrial engineer and also flies commercial on assignment. This is Mark's first AVC.

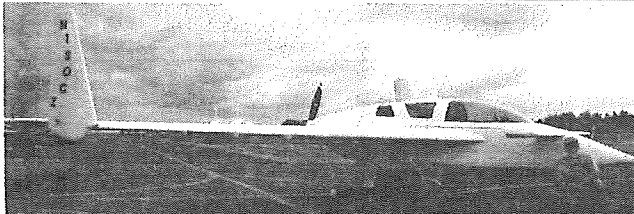
FORMULA FX BLUE RACE #19 DAVE & SUSAN WILSON



Make/Model	Glasair IISFT
N	N901DW
Top Speed	200+ MPH
Range	1000 miles
Fuel Capacity	50 US GAL
Engine	Superior XP-360
Horsepower	180

This Glasair was all over the country before it was able to be flown; it was started in a garage in Tucson, then moved to a basement in New Hampshire, and finished in a hangar in Texas. Having its first flight in January 2007 after 13 long years of building, last year's AVC was its first long trip. Dave is an electrical engineer at Texas Instruments. He enjoys formation flying and racing. Susan Wilson is also an engineer, at L-3 Communications/Integrated Systems. She is a private pilot and enjoys long cross-country flights. Dave and Susan are both working on their instrument ratings this year. They fly together as a team and practice CRM. They are looking forward to comparing their speed this year to last year's number, after having made some aerodynamic clean-ups, painting and improving the RPMs since last year's race.

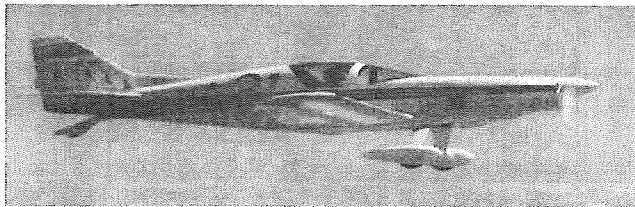
FORMULA FX BLUE RACE # 81 LARRY ABERG



Make/Model	Cozy MkIV
N	N180CZ
Top Speed	200 MPH
Range	1200 Miles
Fuel Capacity	60 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, completing it in 1997. 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. Larry previously participated in the 2006 AVC.

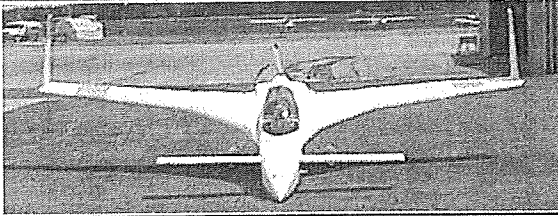
FORMULA FX BLUE RACE # 91 BRUCE HAMMER



Make/Model	Glasair I TD
N	N91LH
Top Speed	260 MPH
Range	1800 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, modifying the cowling with round inlets and adding a sloped windshield for drag reduction. 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 9th appearance in the AirVenture Cup and he has also raced previously in the Sun 100 and Sport Air Racing League races.

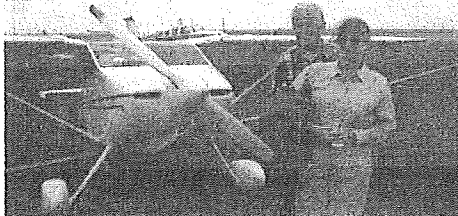
FORMULA FX RED RACE #32 STEVEN VOLOVSEK



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 2nd AirVenture Cup experience.

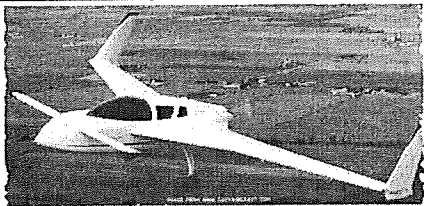
FORMULA FX RED RACE # 37 RED HAMILTON & MARILYN BOESE



Make/Model	Wittman W-10
N	N374WT
Top Speed	220 MPH
Range	500 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. 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. The vintage Tailwind design fits Red's style - he sells old Ford parts and also flies the world's oldest surviving Cessna 180! Red's wife, Marilyn, enjoys flying and serving as navigator. She has flown right seat for thousands of hours and enjoys air racing. This is their 3rd AVC.

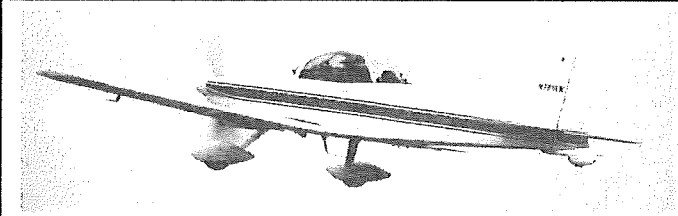
FORMULA FX RED RACE #46 JEFF MALLIA & VERN KOKOSA



Make/Model	Cozy Mk III
N	N46WM
Top Speed	212 MPH
Range	1000 miles
Fuel Capacity	55 US GAL
Engine	Lycoming O-320
Horsepower	160

Jeff Mallia is a former Naval Aviator, Attack Pilot attaining the rank of Commander in the US Naval Reserve. He had over 300 carrier landings, having flown many Naval aircraft including the F/A-18 Hornet, A-7E Corsair II, T-2C Buckeye, F-4S Phantom and T-28 Trojan. He earned the following while in Naval Service: Airwing Strike Leader, Top-Gun, Landing Signal Office and Flight Instructor. 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. This is their 2nd AVC.

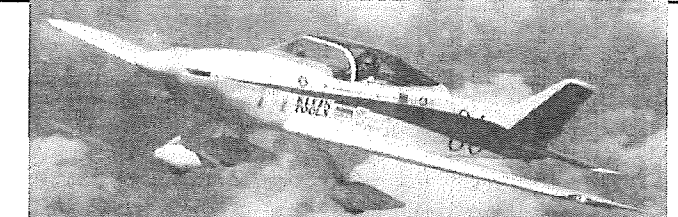
FORMULA FX RED RACE # 79 ROBERT WAGNER



Make/Model	Mustang II
N	N791RW
Top Speed	215 MPH
Range	700 Miles
Fuel Capacity	35 US GAL
Engine	Lycoming O-320
Horsepower	160

N791RW is a white, with green and blue stripes, Mustang II built by Robert Wagner of Dearborn Heights, MI. It took 9 years to complete this plane that includes a custom sliding canopy with ball bearing slides, side retention guides and weather seals, as well as custom wing tips with internal nav antennas. Robert has previously participated in the Sun 100 from 2000-2002. He has made several long trips from his home in Michigan to the various corners of the US: Fort Lauderdale, FL; Portland, OR; Sacramento, CA; Frederick, MD, and Lubbock, TX. By occupation Robert is a mechanical engineer. This is his first AirVenture Cup.

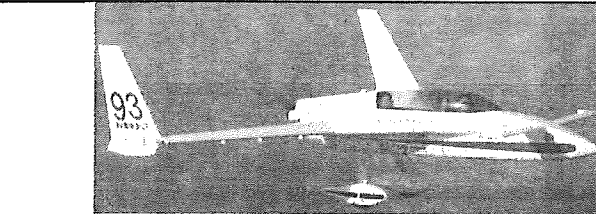
FORMULA FX RED RACE # 86 DAVE BIESEMEIER



Make/Model	Sidewinder
N	N3786A
Top Speed	200 MPH
Range	600 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 several previous AirVenture Cup races, and has also flown the Copperstate Dash and one R.A.C.E. exhibition class race. Dave is 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 1,500 hours of flight time.

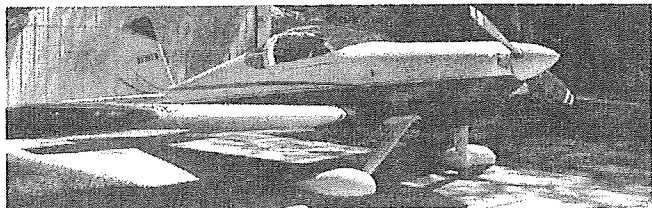
FORMULA FX RED RACE # 93 TIM TRAINER & RICH LAMB



Make/Model	Long-EZ
N	N893LT
Top Speed	222 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 12th trip to Oshkosh in the Long-EZ and his 6th 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! Tim Trainer also works at Sikorsky Aircraft as a Senior Flight Test Engineer and is currently directing the development of the Army's latest Black Hawk. He has been actively involved in the local Boy Scout Troop as well as the high school Robotics Team.

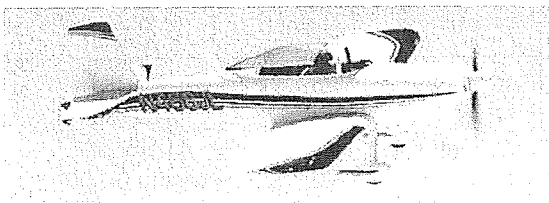
RV BLUE RACE # 8 JOHN MULLANEY



Make/Model	RV-7
N	N808TB
Top Speed	205 MPH
Range	700 miles
Fuel Capacity	42 US GAL
Engine	TMX 0-360
Horsepower	180

Race # --, a white and burgandy RV-7, is being flown by John Mullaney. John has been a pilot since 1979 and has over 3,000 hours of PIC time. He has flown to Europe and Alaska in a single engine Bonanza and has also competed in aerobatics. He practiced dentistry in New Jersey for 30 years. This is John's first year competing a racer in the AirVenture Cup, although he is not a stranger having flown a chase plane in 2007 and crewed for Jim Vitale in 2006. John is another member of the Spruce Creek Gaggle Flight.

RV BLUE RACE # 12 ALAN CARROLL



Make/Model	RV-8
N	N12AC
Top Speed	214 MPH
Range	790 miles
Fuel Capacity	42 US GAL
Engine	Lycoming 0-360
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 (while simultaneously obtaining tenure at the university where he is a professor). It has now accumulated about 400 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.

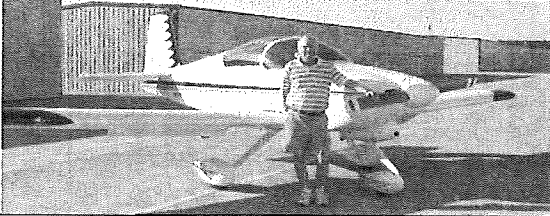
RV BLUE RACE # 18 JOHN HUFT



Make/Model	RV-8
N	N184JH
Top Speed	222 MPH
Range	750 miles
Fuel Capacity	42 US GAL
Engine	Lycoming 0-360
Horsepower	200

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 4 previous AVC races, taking 1st in the RV category in 2004 and 2007 and 2nd in 2005 and 2006. John is an electrical engineer by trade. He holds commercial and CFI 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.

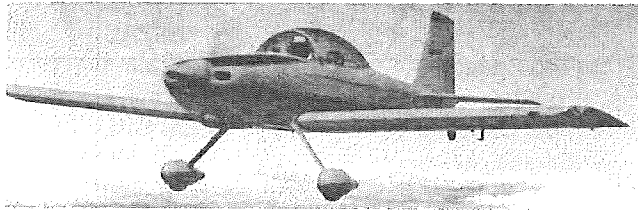
RV BLUE RACE # 21 TOM MOORE



Make/Model	RV-7A
N	N621TM
Top Speed	205 MPH
Range	700 miles
Fuel Capacity	42 US GAL
Engine	Superior XP-360
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 telecommunications industry doing tech support. He has raced a Quickie Q-200, the first airplane he built, in the Sun 100 three times from 1998-2000, placing first, second and third in class. This is his second appearance in the AirVenture Cup.

RV BLUE RACE # 27 JON ROSS



Make/Model	RV-8
N	N207RV
Top Speed	220 MPH
Range	700 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 4th AVC, having won the RV Blue class in both 2005 and 2006 and taking 2nd in 2007. In his "spare" time his loving fiance Trisha is patiently allowing Jon to build a Wittman Tailwind.

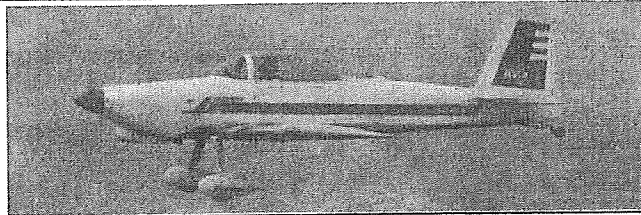
RV BLUE RACE # 39 JEAN-PIERRE VERDIER



Make/Model	RV-7A
N	N37KV
Top Speed	180 MPH
Range	600 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. This is his second AVC in N37KV, prior to that he flew co-pilot with Dave Biesemeier.

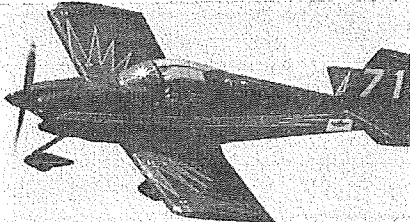
RV BLUE RACE # 60 FRED SCHRYVER



Make/Model	RV-8
N	N747FS
Top Speed	220 MPH
Range	800 miles
Fuel Capacity	50 US GAL
Engine	Lycoming O-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 and then raced in 2007, so this is his third time participating.

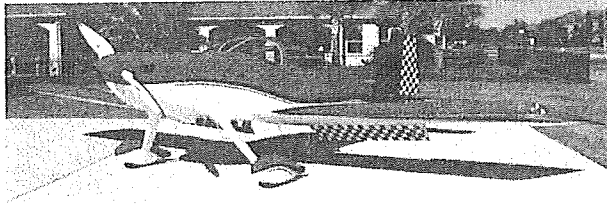
RV BLUE RACE # 71 ROBERT & JEANINE AXSOM



Make/Model	RV-6A
N	N710BJ
Top Speed	200 MPH
Range	620 miles
Fuel Capacity	55 US GAL
Engine	Lycoming O-360
Horsepower	180

The husband and wife team of Robert and Jeanine Axsom built this RV-6A from a quick-build kit which they picked up in a rented truck from Van's Aircraft in Nov 1996. After spending 4100 hours building their plane, it was test flown in March 2004. Since then it has flown in 9 races including the last 3 AVCs. It holds the SARL speed records for RV Blue Class at Memphis, TN and Abilene, TX. 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 numerous trips from their home in Arkansas to both coasts.

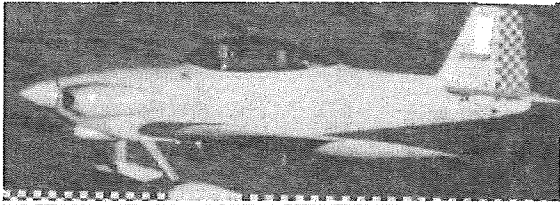
RV BLUE RACE # 799 GARY HALEY & STEPHEN STEPHENSON



Make/Model	RV-7
N	N799GH
Top Speed	200 MPH
Range	750 miles
Fuel Capacity	42 US GAL
Engine	Superior IO-360
Horsepower	180

This red and white RV-7 with black tail and a checker board rudder and bottom of flaps was built by Gary Haley. Completed in March 2007, Gary has flown N799GH around the US in its first year, accumulating almost 300 hours already. This is the second plane Gary has built, his first build was a Kolb MK III light plane. Gary started flying in 1969 and became a flight instructor in 1970 at Beaumont Municipal Airport in Beaumont, TX. He has flown all over the US, Bahamas and Mexico and has accumulated 6,000 hours in various aircraft. His nephew and co-pilot, Stephen Stephenson, is working on his private pilot training. Stephen has finished A&P school and is building a 3/4 scale Tiger moth.

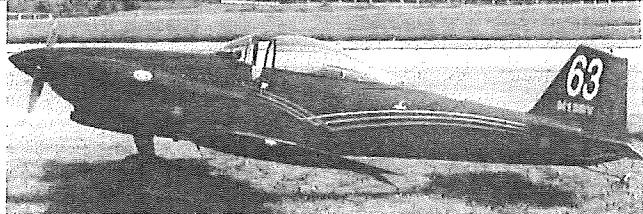
RV RED RACE # 34 CHRIS MURPHY



Make/Model	RV-4
N	N117CM
Top Speed	210 MPH
Range	500 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 767757 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' sixth appearance in the AVC, having taken first in class last year.

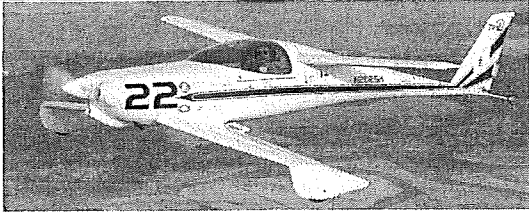
RV RED RACE # 63 BOB VASEY



Make/Model	RV-3
N	N13BV
Top Speed	210 MPH
Range	600 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 and finished it in 9 years and 3,000 hours; it first 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. Prior to that, Bob built a 3/4 scale P51 with a 400CID Ford engine. 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 7th AVC.

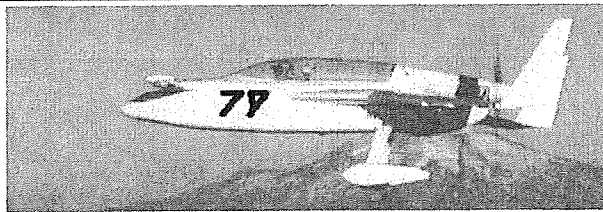
SPRINT RACE # 22 SAM HOSKINS



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 7th 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 1650 hours of flight time since its 1st flight on June 9, 1986. This will be the 20th year it has flown to the Oshkosh convention! 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. His modifications have paid off; his race speeds have improved from 172 mph in 2002, up to 203.3 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.

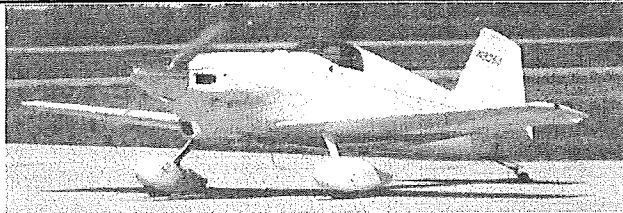
SPRINT RACE # 77 GIL HUTCHISON



Make/Model	Vari-EZE
N	N2077W
Top Speed	220 MPH
Range	1000 miles
Fuel Capacity	28 US GAL
Engine	Continental O-200
Horsepower	100

N2077W was built by Gil Hutchison of Salem, OR over a period of 3500 hours 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 12 years. This is his 3rd AirVenture Cup.

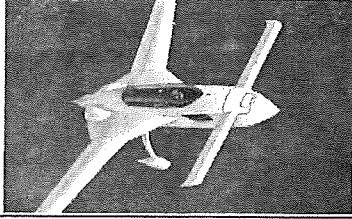
SPRINT RACE # 98 JOHN KEICH



Make/Model	Midget Mustang
N	N825J
Top Speed	175 MPH
Range	350 Miles
Fuel Capacity	15.5 US GAL
Engine	Continental O-200A
Horsepower	100

Dave Long designed the original Midget Mustang over 60 years ago to be a Goodyear Racer. John hopes to carry on the racing heritage this year in N825J. This Midget Mustang was built by Stan Mankovich Sr in 1988. It was subsequently owned and flown by six pilots before John Keich acquired her. John learned to fly in 1956 and has been flying ever since as a private pilot. He is employed by Boeing in St Louis as a Fighter Aircraft Configuration Designer. He previously lived in California and made many memorable flights to the east coast and throughout the west. This is John's first appearance in the AirVenture Cup.

SPRINT RACE # 111 KLAUS SAVIER & JENNY TACKABURY



Make/Model	Vari-EZE
N	N57LG
Top Speed	250 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. Klaus has built his aviation career on speed and efficiency. He holds 2 world speed records (at the Class C1-A 1,000 and 2,000 kilometer closed courses) and has won more than 35 race competitions. In 1985, Klaus founded Light Speed Engineering, pioneering the development of electronic ignition and speed modifications for experimental aircraft. Jenny Tackabury was raised in a flying family and has attended rallies and races since childhood to support her dad in his competitions.

ACKNOWLEDGEMENTS

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

2008 AirVenture Cup Race Staff:

Eric Whyte
Erik Anderson
Sarah Whyte
Bob Whitehouse
Mike Felske
Craig Henry
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Tim Bass
David Kapitan
Joe Coraggio

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Wright Brothers Aviation:

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Scott Gerlach
Josh Gebel
Nick Jablonsky
Sara Jablonsky

Wisconsin Aviation – Dodge County

FLD ATC – Mike Snaer

Minneapolis ATRCC
Sioux Falls ATC
Rochester ATC
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John Gouch
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David Kapitan
Mike Erb
Samantha Schneider
Jack Morrison

Oshkosh Volunteers:

Tim Bass
Dennis Gaulden
Jeff Gaulden
Ron Holzom
Scott Schneider
Jeanne Schneider

Race Support Provided By:



Cirrus Design

Experimental Aircraft Association

Gift of Wings

Wright Brothers Aviation - Mitchell, SD

Mitchell Convention and Visitors Bureau

City of Mitchell, SD

South Dakota Aeronautics Commission

South Dakota Pilots Association

Wisconsin Aviation –Dodge County Airport

Fond du Lac Skyport