

# 2010 AIRVENTURE CUP

MITCHELL SD TO OSHKOSH WI



A speed dash to  
challenge man  
and machine



25 JULY







### Participants, Volunteers and Race Fans:

Welcome to the 2010 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 the sport of cross country air racing, I thank you for being a part of this year's race. This year marks the 13<sup>th</sup> running of the AirVenture Cup. Many of our race staff members have been involved from the beginning and several of the participants this year are 9 and 10 year veterans, as well.

The race has changed greatly over the past 13 years, with several course changes including an "experiment" in 2008, of racing from West to East starting in Mitchell, SD. That "experiment" was a huge success and 2010 brings the race course back to South Dakota and welcomes a new Light Sport Class. This year we will once again launch from Mitchell, SD and proceed to the Snow Crest Ranch Airport in Montello, WI for the finish line. This is the first time we have used Snow Crest and we thank the owners for allowing us to use their beautiful facility.

I am pleased to be back in Mitchell, SD a city that rolled out the red carpet for the AirVenture Cup Race in 2008, and gave us a wonderful welcome. We are glad to be back in the home of the Corn Palace. From the people of Mitchell and all of South Dakota we do appreciate your hospitality. A special thanks also to the members of EAA Chapter 289 for all their help as well.

This year we are pleased to have the support of the Wright Brothers Aviation at the Mitchell Airport again this year, without their help this event wouldn't be possible. Thanks also to the City of Mitchell, the Mitchell Airport Manager and the State of South Dakota for going above and beyond to make this year's race happen.

Once again we will gather post race at Fond du Lac in preparation for a mass arrival into Oshkosh for AirVenture 2010. Wherever you are taking part in this year's race, I hope you enjoy it.

Enjoy the Race!

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

Eric Whyte  
Chairman, 2010 AirVenture Cup Race





July, 2010

Greetings!

I welcome you as a participant in EAA's AirVenture Cup Race. You will find your participation to be an enjoyable and exciting experience ... a great way to arrive at "Oshkosh!" I would like to express a special thanks to all who have dedicated their time and leadership in order to make this wonderful event possible.

The AirVenture Cup Race is one of the many "kickoff events" each year for EAA AirVenture, "the World's Greatest Aviation Celebration." Events such as the AirVenture Cup Race, creates excitement while focusing on creativity, aircraft design, and innovation.

I thank you for your participation in this wonderful event and for being a part of EAA AirVenture 2010.

Regards,

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

Tom Poberezny  
EAA President & Convention Chairman





STATE OF SOUTH DAKOTA  
M. MICHAEL ROUNDS, GOVERNOR

July 14, 2010

Welcome to the state of South Dakota! I am pleased to welcome all of you to the 2010 AirVenture Cup in Mitchell, South Dakota, July 23<sup>rd</sup> through July 25<sup>th</sup>, 2010. We are excited to host the start of this year's AirVenture Cup – The Cross Country Race to Oshkosh.

Whether you are attending the open house on Saturday, or a racer taking off for Oshkosh on Sunday, this will be an exciting event for everyone. South Dakota has so much to offer, and this is just another example of opportunities available to residents and guests.

I offer my best wishes for a successful event to all participants in the AirVenture Cup. To everyone attending, please enjoy this event and everything South Dakota has to offer.

  
Mike Rounds  
Governor



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# City of Mitchell

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612 NORTH MAIN STREET • MITCHELL, SOUTH DAKOTA 57301

City of Mitchell  
Mayor's Office  
(605) 995-8420  
FAX (605) 995-8054

July 2010

It is with great pleasure that the City of Mitchell and the entire community extend our warm greetings and welcome you to Mitchell, South Dakota this weekend!

The event organizers for the 13th running of the AirVenture Cup Race have lined up over 53 homebuilt aircraft certified under the experimental category to be viewed on Saturday. Each aircraft represents over six thousand hours of work and over the race will exceed average speed of over 300 miles per hour.

We hope that you'll take the time, while you're not taking in activities held in conjunction with the AirVenture Cup Race at the Mitchell Regional Airport at Wright Brothers Aviation, that you will experience Mitchell's historical and cultural attractions including the World's Only Corn Palace; Carnegie Resource Center; Dakota Discovery Museum; McGovern Legacy Museum, and the Prehistoric Indian Village. In addition to our historical and culture attractions, I invite you to experience unique shopping at Mitchell's gift shops, art galleries, antique shops, quilt stores, craft stores, western wear shops, and souvenir shops... the list is endless!

Whenever you're visiting Mitchell, whether you're here for a special event such as the AirVenture Cup Race, or are exploring our attractions, eating at our fine restaurants, staying for a weekend get-a-way, or doing some shopping, we are committed to making your visit relaxing and memorable!

Special thanks to the City of Mitchell, Mitchell Area Chamber of Commerce Regional Marketing Committee, the South Dakota Department of Transportation Aeronautic Commission, and Wright Brothers Aviation for making this fine event is free to the public.

Best wishes to all the race participants! Have a great race to Oshkosh and enjoy your stay in Mitchell!

Sincerely,



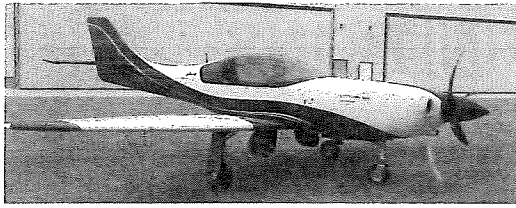
Lou Sebert  
Mayor, City of Mitchell



# RACE CLASS DEFINITIONS

<u>Race Class:</u>	<u>Description:</u>
Unlimited	The Unlimited Class includes an experimental category aircraft with a turbocharged engine with a displacement of 1400 cubic inches or less.
Turbine	The Turbine Class includes an experimental category aircraft powered by a turboprop engine.
Sport	The Sport Class includes an experimental category aircraft with a normally aspirated engine and a displacement of 1000 cubic inches or less. There will be winners in both fixed and retractable gear.
Formula RG	The Formula RG Class includes an experimental category aircraft with an engine displacement of 360 cubic inches or less and with retractable landing gear. The Formula Classes are split into Gold, Blue and Red divisions, Gold for 390 Cubic Inch engines and 360 high compression engines, Blue for 360 Cubic Inch engines and Red for 320 Cubic Inch Engines
Formula FX	The Formula FX Class includes an experimental category aircraft with an engine displacement of 360 cubic inches or less with at least two fixed landing gear. The Formula Classes are split into Gold, Blue and Red divisions, Gold for 390 Cubic Inch engines and 360 high compression engines, Blue for 360 Cubic Inch engines and Red for 320 Cubic Inch Engines
Formula RV	The Formula RV Class is open to any stock Van's Aircraft RV-3, 4, 6, 6A, 7, 7A, 8, 8A, 9, or 9A. The Formula Classes are split into Gold, Blue and Red divisions, Gold for 390 Cubic Inch engines and 360 high compression engines, Blue for 360 Cubic Inch engines and Red for 320 Cubic Inch Engines
Sprint	The Sprint Class includes any experimental category aircraft with an engine displacement of 240 cubic inches or less.

### UNLIMITED RACE # 23 MARK PATEY



Make/Model	Lancair Legacy
N	N913MP
Top Speed	300 MPH
Range	900 Miles
Fuel Capacity	60 US GAL
Engine	Lycoming TIO-580
Horsepower	430

Mark Patey purchased N913MP as a unfinished project in hopes to build up a race plane. The goal being to fly formation with his twin brother Mike in an attempt at a new speed record from San Diego CA, to Jacksonville Florida and to do it for the first time in history as a formation flight breaking a record together. Mark has also built a Vans RV-6A he enjoys for aerobatics and a Zenith-801 he built for his wife Suzy with a turbo Lycoming 360. Mark and his wife Suzy just recently flew their four boys to Mexico on a family vacation where they logged nearly 30 hours of formation flight bouncing from one dirt airstrip to another in the RV-6A and the Zenith 801. Mark is also a Helicopter pilot and donates his time and chopper to the Utah county Search and Rescue.

### UNLIMITED RACE # 32 MIKE PATEY



Make/Model	Lancair Legacy
N	N36XX
Top Speed	300MPH
Range	900 Miles
Fuel Capacity	60 US GAL
Engine	Continental 550
Horsepower	400

N36XX will be flown by Mike Patey. This is Mike's 4th experimental aircraft and 24th aircraft overall. He also participated in the construction of his Epic LT and he built his own CompAir-8 turboprop as well as a Vans RV-10. Despite not having ever worked in the aviation industry Mike is rated to fly just about anything in the sky including helicopters and has logged over 5000 personal flight hours. Mike's wife Chandra is also a licensed private pilot. N36XX was built up to make an attempt at the Transcontinental world speed record in the C2C (single engine) category later this year.

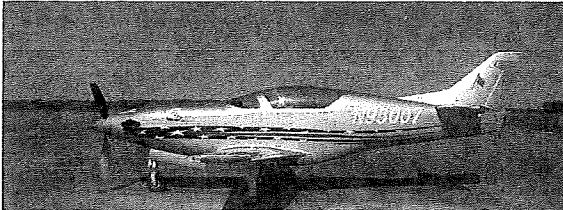
### UNLIMITED RACE # "T" PAUL & PAM TACKABURY



Make/Model	Lancair IV
N	N94PT
Top Speed	300 MPH
Range	1000 miles
Fuel Capacity	90 US GAL
Engine	TCM TSI0-550E
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 "Klaus-EZ." Paul and Pam won the 2008 Unlimited Race in this same airplane.

## Turbine Class RACE # 007 RENE DUGAS & VERNON ROGERS

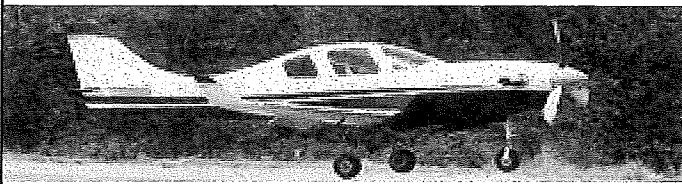


Make/Model	Turbine Legend
N	N95007
Top Speed	300 MPH
Range	900 Miles
Fuel Capacity	130 US GAL
Engine	Walter 601D
Horsepower	730

Rene Dugas is flying Race #007, a Turbine Legend, in this year's Turbine Class. Rene built a Velocity XL RG, then a Turbine Legend with his partner, Lanny Rundell. Rene's co-pilot is his friend, Vernon Rogers. Rene has raced motorcycles, racing Karts, Boats and Airplanes in SARL. He is a father of two and husband for 34 years. He is an ENT Surgeon; Cajun by geneology and racer by choice.

Assisting him is Vernon Rogers, a professional pilot from Monroe, LA. This is the 2nd appearance in the AirVenture Cup race for the team.

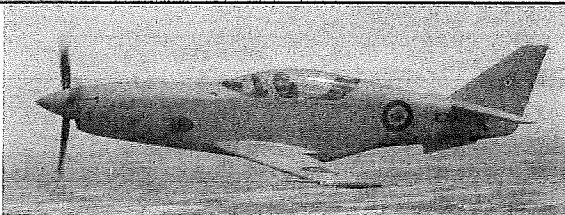
## Turbine Class RACE # 11 WALTER BESTGEN



Make/Model	Lancair IVP Turbine
N	N900WB
Top Speed	300MPH
Range	1000 Miles
Fuel Capacity	90 US Gal
Engine	Walter 601D
Horsepower	730

This Lancair IV-P Turbine was built by the pilot, Wally Bestgen, of Grass Valley, CA. Construction of the airplane was started in June of 2002 and the airplane first flew in May of 2008. Approximately 7000 manhours were spent during the construction process. During that time several major modifications were made to the airplane's interior including the airplane's air conditioning and pressurization systems. While Wally built the airplane, the 730hp Walter 601D was built up by John Cook. In 2009 the building efforts were rewarded with an outstanding workmanship award at Oshkosh. A long time pilot, Wally began flying in 1966. He earned his CFI certificate while in college and was hired by Swift Airlines flying the DeHavilland Heron. Later he was hired by Air Cal, which merged with American Airlines and flew the 737, MD80, L188, 757/767, MD11 and 777.

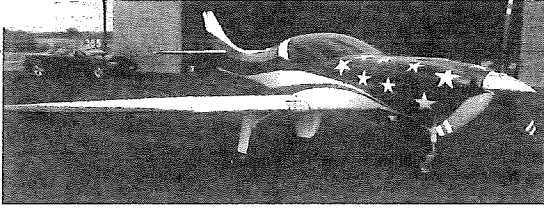
## Turbine Class RACE # 104 MARTY ABBOTT



Make/Model	Turbine Legend
N	C-GUTT
Top Speed	460 MPH
Range	1,100 Miles
Fuel Capacity	160 US GAL
Engine	Garrett TPE 331-10
Horsepower	1000

C-GUTT was built by Innovative Wings in Calgary, Canada over a period of 2 years. The aerodynamics have been cleaned up with a better flap system. It includes a beefed up landing gear and inner gear doors. It first flew in August 2002 with a Walter M601D engine, but was re-engineered in November 2006 with the Garrett TPE 331-10 with 1000 horsepower. Marty Abbott is an ex-Royal Canadian Air Force CF-104 fighter pilot; he spent 5 years flying the Starfighter in Europe and Canada. On his first CF-104 flight he had to eject when his engine failed! Marty is also a Top Gun graduate, claiming to be the best 20mm M61 Gatling Gun shooter and dogfighter you ever saw. He is a past lawyer and currently is an oil baron, selling crude oil to the US. This is Marty's first appearance in the AVC.

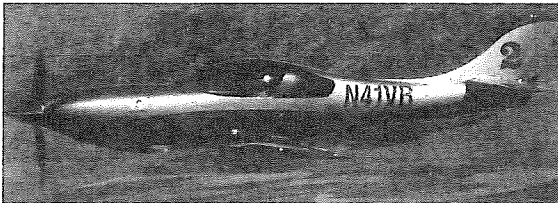
### SPORT LX RACE #2 ALAN CRAWFORD



Make/Model	Lancair Legacy 2000
N	N550AC
Top Speed	300 MPH
Range	1,150 miles
Fuel Capacity	65 US GAL
Engine	Continental IO-550
Horsepower	310

This Lancair Legacy 2000 was built by George Viguie; he used the Lancair Factory for some of his building and then went to AirCrafters for help in finishing the project. He was meticulous in building this Legacy 2000. Unfortunately shortly after completion he passed away; Alan purchased the plane last October and has had it painted in his signature American flag color scheme. Alan Crawford has been flying since 1960 and has over 28,500 hours of flight time. He has been flying for Southwest Airlines since 1981. Alan owns several aircraft including a 2005 Glasair Super II-RG, '65 BE55, '69 C-172 on wheels, '76 C-172 on Straight Floats and a '46 PA-11 which he is rebuilding. Within the last year, Alan has made 2 trips to the "out islands" of the Bahamas. This is his 2nd AVC.

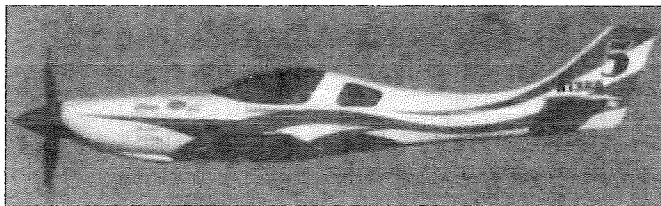
### SPORT LX RACE # 002 VINCE WALKER



Make/Model	Lancair Legacy
N	N41VR
Top Speed	295 MPH
Range	960 Miles
Fuel Capacity	64 US GAL
Engine	Continental IO-550N
Horsepower	310

This silver and red Lancair Legacy was built by Vince Walker of Boulder, Colorado over 1 year in his workshop. Vince had previously assisted in building a Glasair I TD. N41VR first flew in August 2006. Vince has been a pilot for 34 years and has 12,800 flight hours including type ratings in the Lear, Citation, B-727, DC-10, Airbus 300 and MD-11. Vince has raced N41VR in the Sport Class at Reno for the last 4 years (2006-2009) and this is his first appearance in the Air Venture Cup.

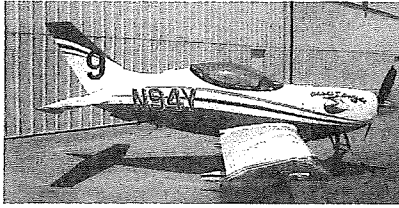
### SPORT LX RACE #5 LEE & JAY BEHEL



Make/Model	Lancair Legacy
N	N138A
Top Speed	300 MPH
Range	800 miles
Fuel Capacity	62 US GAL
Engine	Continental IO-550
Horsepower	310

This father and son team is making their 11th appearance in the AirVenture Cup together, and this is the 8th 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, as well as an inaugural member of the Jet Class at the National Air Races in Reno, NV. 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. This 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. Jay is a 2nd year engineering student at Embry-Riddle; he holds a private pilot and instrument rating.

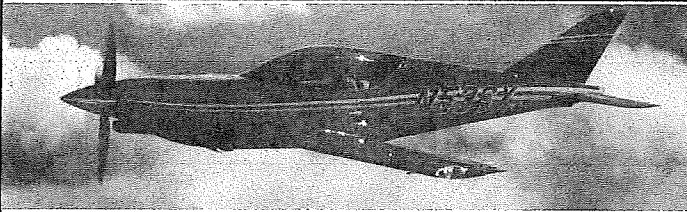
### SPORT RACE #9 TONY CRAWFORD



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. Tony Crawford purchased it 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 used to be one of only two flying Questair Ventures with a fixed main gear however this last spring, Tony converted it back to a fully retractable gear. 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 6th AVC; he has also raced at Reno the last 3 years finishing 1st Silver once and 2nd Silver twice.

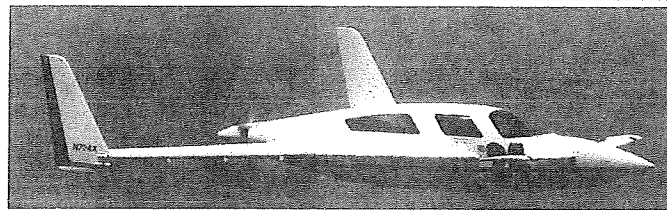
### SPORT RACE #10 KEITH PHILLIPS & TIM PHILLIPS



Make/Model	Swearingen SX-300
N	N53SX
Top Speed	300 MPH
Range	1000 miles
Fuel Capacity	66 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 and currently has over 1,100 hours of flight time. Keith has flown it coast to coast plus 2 trips to Alaska. Keith has been flying for over 50 years and is in his 11th 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 Gaggle 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.

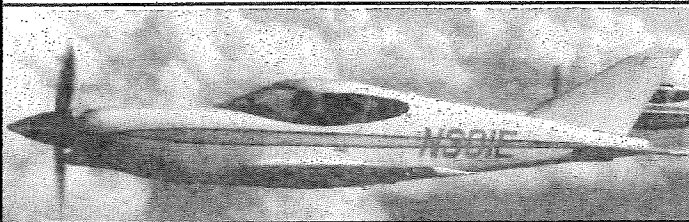
### SPORT RACE #24 RICH JR & RICARDO GUERRA SR



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 650 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". His father, Ricardo "Rick" Guerra, Sr., returns to the co-pilot seat. Rick 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 and all celebrate his 78th birthday during this AVC!. This is Rich's 6th AVC and his father's 5th.

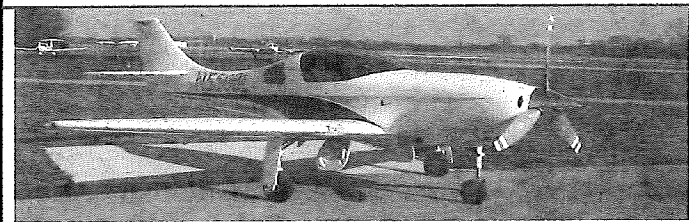
### SPORT RACE #30 HARRY HINCKLEY



Make/Model	SX-300
N	N301E
Top Speed	300 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 5th AVC.

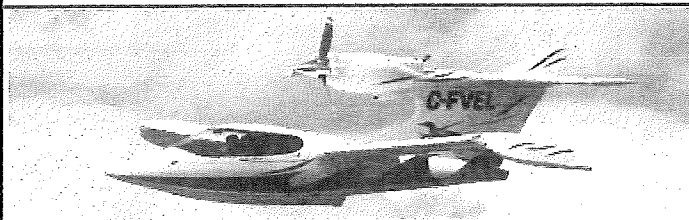
### SPORT LX RACE #50 CHARLES BRACKEN & COLIN HOGAN



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 Legacys 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. Prior to the Legacy he also previously raced his Berkut in 4 AirVenture Cups. He is the chief executive of an international healthcare consulting firm. Flying co-pilot is Colin Hogan. Colin is an AirVenture Cup Veteran normally flying with his dad Bernie in their Piper Comanche 400 that serves as one of the official chase planes for the event

### SPORT RACE # 51 MIKE REIBLING

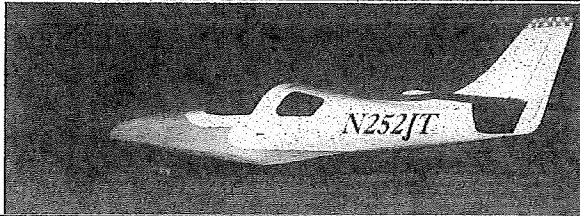


Make/Model	Seawind 3000
N	C-FVEL
Top Speed	200 MPH
Range	1,100 miles
Fuel Capacity	74 US Gal
Engine	Lycoming IO-540
Horsepower	300

Race 51 is a Seawind 3000 being flown by Mike Reibling, from Regina, Saskatchewan. Mike is a Canadian Private Pilot with a Seaplane & Night Rating. He recently flew the Seawind from Saskatchewan to Canada's Maritime Provinces and back. The 2010 AirVenture Cup Race will be his first venture into cross country racing.

The Race 51 Seawind was built over a three year period by George Osborne of Berwyn, PA. During construction they incorporated features unique to its amphibious mission including a built in depth gauge and cleat for water moorings. First flown on Valentines Day 2003, the airplane received the Reserve Grand Champion Sea Plane Trophy at EAA Oshkosh 2004. It previously raced as number 50 when it was owned by George & Joan Osborne

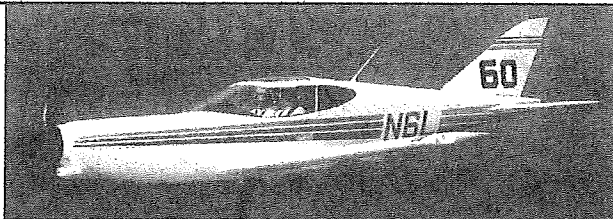
### SPORT LX RACE #52 JIM THOMAS & DAVID THOMAS



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 flown to almost every corner of North America except the northeast. He has crewed at Reno in the Sport Class for five years where his teams have enjoyed both Silver and Gold class finishes. Jim currently manages two airports in California. He lives in an airpark at one airport and his office is located at the other. Flying co-pilot is Jim's brother, David, who helped in the building of N262JT.

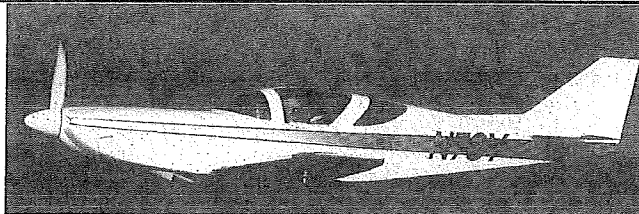
### SPORT RACE # 60 JAMES & GWENN CIANCI



Make/Model	SX-300
N	N6L
Top Speed	270 MPH
Range	1,000 Miles
Fuel Capacity	66 US GAL
Engine	Lycoming IO-540
Horsepower	300

This SX-300 based at Spruce Creek, FL was built by Frank Curry between 1985 and 1990 in San Diego, CA, and its first flight was in August of 1990. This was one of the first Swearingen SX-300 kits available and they did an excellent job building the aircraft when there wasn't a lot of expertise and experience in building an all metal, very difficult kit. James purchased N6L in April 2009. James is a former Naval Aviator flying the A4E Skyhawk light attack aircraft and the A7E Corsair II aircraft aboard the USS Bon Homme Richard and the USS Coral Sea aircraft carriers. He left active duty in 1973 and joined Delta Air Lines, where he flew for 32 years in the B727, B777, B767, B757, MD88 and MD11s. He currently owns a Cessna T210M besides this SX300. Gwenn has flown as co-pilot on numerous cross-country flights including a trip from FL to CA.

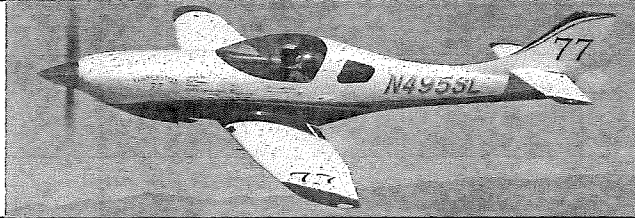
### SPORT RACE #75 SARAH & BOB BEAN



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 6th 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. Sarah and Bob attended the Reno Rookie School in 2008.

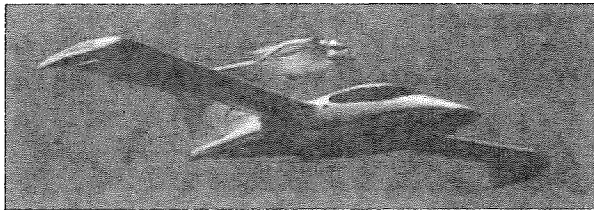
### SPORT LX RACE #77 SCOTT ALAIR



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.

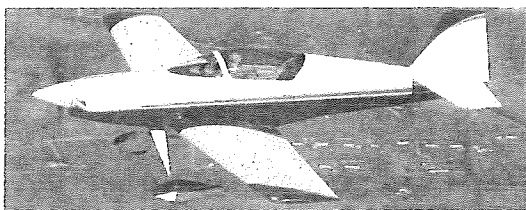
### SPORT RACE #80 KEITH WALLJASPER



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. 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 9th 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.

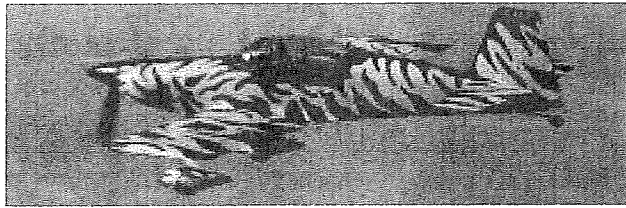
### SPORT FX RACE #04 PAUL SIEGEL



Make/Model	Rocket F1 Evo
N	N4XU
Top Speed	265 MPH
Range	800 miles
Fuel Capacity	52 US GAL
Engine	Lycoming IO-540
Horsepower	300

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 4th AirVenture Cup.

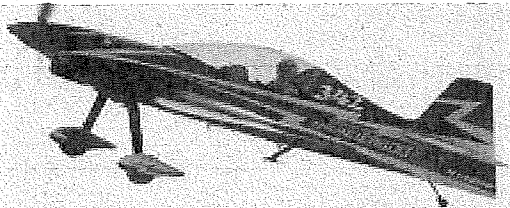
### SPORT FX RACE #14 WAYNE HADATH



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. This F1 Rocket was Wayne's first building project; since completing Race #14, Wayne has also built an RV-10. Wayne is a private pilot, and is retired from the trucking industry. He has flown from his home in Ontario to SunNFun 2006 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. Wayne has performed in the Waterloo Air Show the last 2 years. This is his 3rd appearance in the AVC.

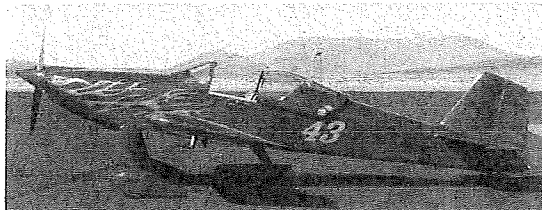
### SPORT FX RACE # 42 KEVIN ELDREDGE



Make/Model	Sbach 342
N	N142WP
Top Speed	200 MPH
Range	1700 miles
Fuel Capacity	90 US GAL
Engine	Lycoming IO-580
Horsepower	320

This Sbach 342, was built in Hecklingen, Germany and completed in the summer of 2008. 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. He has launched a web based community web site, [myairport.com](http://myairport.com), and is the exclusive manufacturer and distributor of the Nemesis NXT and Sbach 300 and 342.

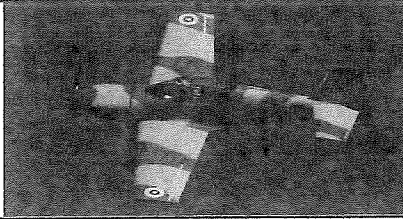
### SPORT FX RACE # 43 BOB MILLS & CORY MILLS



Make/Model	RV-6
N	N600SS
Top Speed	245 MPH
Range	450 miles
Fuel Capacity	38 US GAL
Engine	Lycoming IO-540
Horsepower	300+

N600SS was the 2nd RV Super Six ever built (now a few more are flying). Modifications to the original plans include fuselage lengthening, thicker skins, HR struts, and the IO-540 engine. This aircraft first flew in December 1998 and Bob Mills is the 4th owner. Bob is currently a captain for Southwest Airlines. He previously flew F-14s and TA-4Js in the Navy, flew as a corporate pilot, a commuter airline pilot, an air ambulance pilot, and as a CFI. Previous race experience includes the 2009 Pagosa 100, the 2009 Rocket 100, and the 2010 Taylor 150. This is Bob's first Air Venture Cup. Flying co-pilot is Bob's son, Cory; he enjoys racing and flying cross-country with his dad.

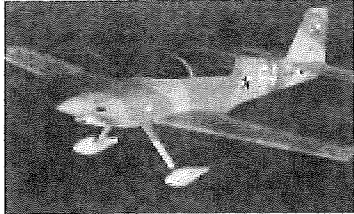
### SPORT FX RACE #109 TOM MARTIN



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.

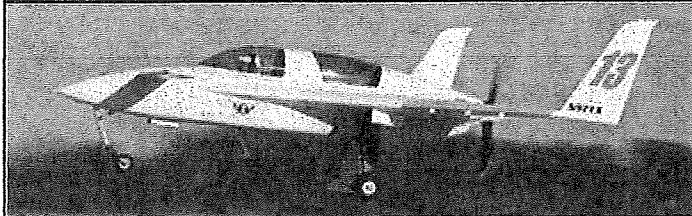
### SPORT FX RACE # "CF" MARK FREDRICK



Make/Model	F-1 Rocket EVO
N	N158CF
Top Speed	245 MPH
Range	1000
Fuel Capacity	52
Engine	Cont IO-550N
Horsepower	310

Mark Fredrick is returning to the AirVenture Cup race with a new airplane, the Continental IO-550N powered F-1 Rocket EVO he built at his shop at the Macho Grande Airport in Texas. When he is not racing Mark runs Team Rocket, the company that sells the kits to build these airplanes. This is the first race for the IO-550 powered Rocket. Mark also flies a Beech 18 and B-25. He is one of the volunteer pilots for the Commemorative Air Force's Devil Dog Squadron based at Georgetown, TX. The squadron currently operates a WWII USMC PBJ-1J Bomber (the Navy/USMC version of the B-25)

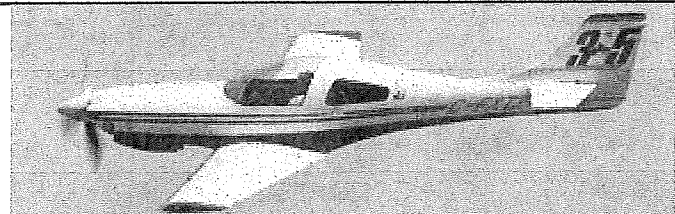
## FORMULA RG BLUE RACE #13 JAMES & SANDY REDMON



Make/Model	Berkut 360
N	N97TX
Top Speed	270 MPH
Range	1400 Miles
Fuel Capacity	56 US GAL
Engine	Lycoming O-360
Horsepower	180

N97TX (Berkut #013) received its airworthiness certificate on Friday the 13th, first flew in August 2004 after almost 12 years of construction time and has been posting impressive numbers ever since. Widely known for its "piratical" race theme, Race 13 has steadily been climbing the ranks and getting faster - recently capturing the 2007 SARL Silver National Champion title and has posted a top race course speed of 256.03 mph - all on 180hp - who needs paint to go fast! James has been flying since 1991 and enjoys flying formation with the local EAA flyers and other canard aircraft. Living his dream, James is currently working as an engineer/builder and test pilot in California on the Mobius UAS project which evolved from the Berkut airframe. Sandy is not a pilot, but enjoys racing, traveling to and attending air shows. This is their 5th AVC race.

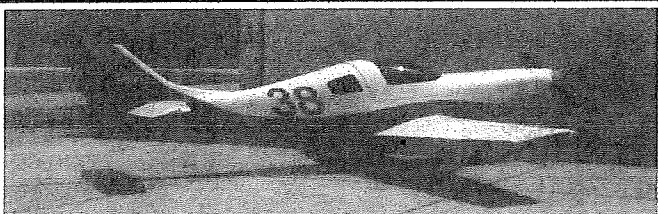
## FORMULA RG BLUE RACE #35 ERNIE CHAUVIN & RON HOLDEN



Make/Model	Lancair 360
N	C-FXTZ
Top Speed	270 MPH
Range	1200 miles
Fuel Capacity	58 US GAL
Engine	Lycoming IO-360
Horsepower	180

C-FXTZ was built completely according to the plans by Ernie Chauvin over 5 years and 5,000 hours of building time. The airplane was the Grand Champion homebuilt at the EAA Fly In in Hamilton, Ontario. Flying Race #35, Ernie Chauvin was in the Royal Canadian Air Force from 1967 to 1971, and then went to college to become a high school English teacher, which he is now retired from. Ernie now enjoys spending time restoring antique cars and airplanes. Ernie is a veteran of the AVC having flown 4 previous races when the course used to be from Kitty Hawk to Oshkosh, but this is his first appearance since 2003. Flying co-pilot is Ron Holden; Ron was a Royal Canadian Air Force pilot for 32 years and is also a civilian flight instructor. He has over 20,000 flight hours in all types of aircraft.

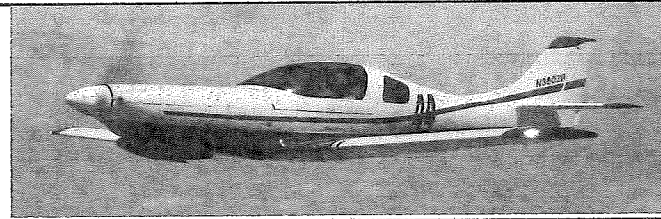
## FORMULA RG BLUE RACE #38 MARK QUINN & WILL BENJAMIN



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/troubleshooter and flies 46 weeks a year for his job. Mark also has an A&P license from a previous job where he used to repossess airplanes. This is Mark's 3rd AVC. Flying Co-pilot for Mark is William Benjamin of Port Orange, FL. William is a retired LTC from the US Army and is currently building a Lancair 360. He is both a fixed wing and helicopter pilot with more than 3500 hours of flying time.

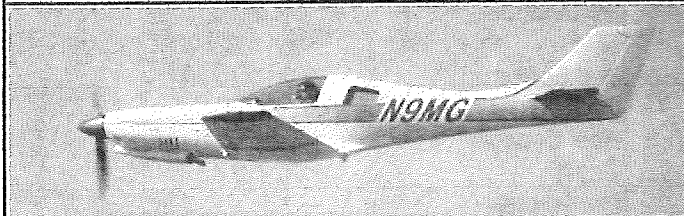
### FORMULA RG BLUE RACE # 44 RICK ARGENTE



Make/Model	Lancair 360
N	N360ZR
Top Speed	260MPH
Range	850 Miles
Fuel Capacity	42 US GAL
Engine	Lyc IO-360
Horsepower	180

Flying the Race #44 Lancair 360 is its builder Rick Argente. N360ZR was built in a 1 car garage, took over 6 years with 3,000 hours build time and first flew in May 1998. It won Best Homebuilt at the 2003 Virginia Fly-In. Rick is a Private pilot with instrument ratings. He is an experienced formation pilot and has accumulated more than 1,200 hours flight time. He has previously raced in the 2003 Sun 100 Air Race, and this is his 3rd appearance in the AirVenture Cup Race.

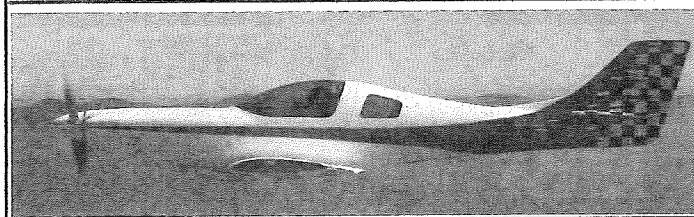
### FORMULA RG RED # 45 BILL ROSSMANN & MATHIAS KLITTICH



Make/Model	Lancair 320
N	N9MG
Top Speed	250 mph
Range	1000 Miles
Fuel Capacity	47 US GAL
Engine	Lyc IO-320B2B
Horsepower	160

Race # 45 is a Lancair 320 built by Michael Gacjala of Denville, NJ over a 9 year period. It made it's first flight on October of 1999. It is making its first appearance in the Airventure Cup in 2010 being flown by William Rossmann of Roselle Park, NJ. William is a Hardware Engineer for an investment bank by trade and is a commercial rated pilot with an instrument, single and multi-engine ratings. In addition William holds a Flight Engineer Turbo Jet Certificate. He has taken the Lancair on several long cross country trips, including flights to the Bahamas, the Canadian Maritime Provinces and a trip to Ambrigris Caye in Belize, Central America. Flying Co-Pilot for the 2010 race is William's cousin Mathias Klittich from Manheim, Germany. Mathias is a very experienced high performance glider pilot who has made numerous long duration glider flights along the French Alps.

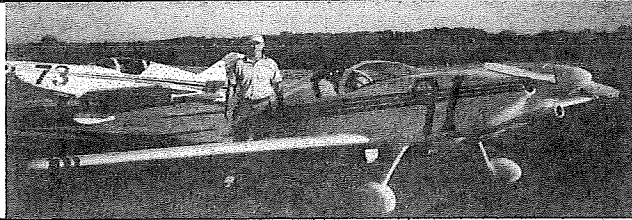
### FORMULA RG RED # 777 CRAIG SCHULZE & JORDAN SCHULZE



Make/Model	Lancair 320
N	N73S
Top Speed	250 MPH
Range	1000 Miles
Fuel Capacity	47 US GAL
Engine	Lyc O-320
Horsepower	160

Craig started construction in June of 2005 on N73S and completed in Feb 2007, taking about 2000+ hours to complete. This was Craig's first large scale project (he built model airplanes for years since he was a child) and it took Grand Champion at Oshkosh in 2008. Since that time he has rebuilt 2 more Lancair 320/ 360's and is currently working on a radial engine powered Spacewalker II. It is a low wing 1930's vintage style racer open cockpit tube and fabric tail dragger and will be very similar to the Gee Bee model Y. N73S is probably the only Lancair 320 that has air conditioning. It took 4 months to engineer and install. The paint tells the story of a standard airplane that has the heart of a racer. It went too fast, the paint peeled and revealed the racer underneath. Craig's son, Jordan, will be flying co-pilot. Jordan is 15 and is excited about his first trip to Oshkosh.

## FORMULA FX BLUE RACE # 91 BRUCE & STEVE 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 by flying cross country from San Diego, CA to Jacksonville, FL in 8 hours, 5 min, 21 sec, averaging 258.27 MPH! Bruce is a helicopter pilot by occupation for the oil industry servicing off shore oil platforms in the Gulf of Mexico. This is his 12th appearance in the Air Venture Cup and he has also raced previously in the Sun 100 and Sport Air Racing League races. Flying co-pilot this year is Bruce's brother, Steve, who has also previously raced multiple times in the AVC.

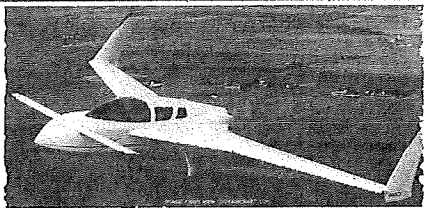
## FORMULA FX RED RACE # 37 RED HAMILTON & MARILYN BOESE



Make/Model	Wittman W-10
N	N374WT
Top Speed	225 MPH
Range	950 Miles
Fuel Capacity	38 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 5th AVC.

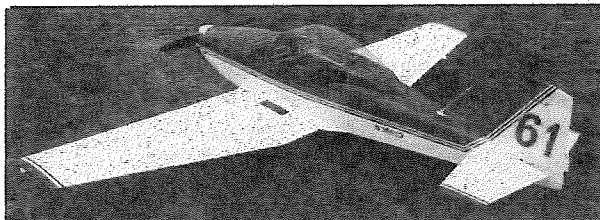
## FORMULA FX RED RACE #46 JEFF MALLIA & VERN KOKOSA



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 more than 200 hours total time. This is their 5th AVC.

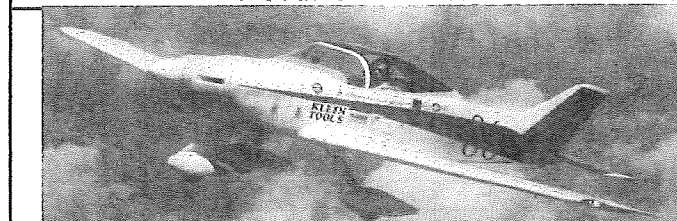
### FORMULA FX RED # 61 TIM BOVEE



Make/Model	Mustang II
N	N1861D
Top Speed	185 MPH
Range	750 Miles
Fuel Capacity	36 US GAL
Engine	Lyc 0-320
Horsepower	150

The Race #61 Mustang II contains a stock O320-E2D with Dual Lightspeed Electronic Ignition. Tim Bovee is a private pilot from Wenatchee, WA with 1200 hours, over 1000 of which are in tailwheel aircraft. He began flying in 1995 and received his Private Pilot Certificate in 1997. He bought his first airplane a Corbin Jr Ace while still a student pilot. In 1999 he purchased a broken Midget Mustang project and restored it. Tim attended the Pylon Racing Seminar at Reno in 2001, in his Midget Mustang which carried the Race #90 He Race the #90 "Purty Pony" at Reno in 2002, and 2004. In June 2010, he is the organized of the Great Northwest Air Race, an open course SARL race in Wenatchee, WA. During that race #61 averaged 186.9 mph. This is the first appearance in the AirVenture Cup for both the plane and the pilot.

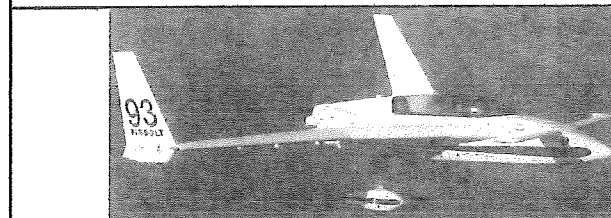
### FORMULA FX RED RACE # 86 DAVE BIESEMEIER



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 Bieseimer. 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 RICH LAMB & HEATHER LAMB



Make/Model	Long-EZ
N	N893LT
Top Speed	222 MPH
Range	1,200 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 (he claims to have the world's largest collection of tacky Hawaiian shirts), Rich Lamb is returning for his 8th AirVenture Cup Race. He recently won the Red Bull Flugtag. 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 co-pilot this year is Rich's daughter, Heather, who is making her 6th trip to the EAA but the first time racing in the AVC with her dad. She is the mother of two beautiful children who keep Rich flying high all of the time.

## FORMULA FX RED # 99 KERRY FRITZ



Make/Model	Long-EZ
N	N25KF
Top Speed	200 MPH
Range	900 Miles
Fuel Capacity	50 US GAL
Engine	Lyc 0-320
Horsepower	160

Race # 99 is a Rutan Long-EZ Designed by Burt Rutan, and built by Kerry and Carol Fritz from plans over a period of 16 years. It was first flown in January, 1998. This is the 6th AirVenture Cup Race for Kerry and the # 99 Long-EZ. Kerry started flying in 1969 and has earned commercial, instrument and multi-engine ratings. He spent time in the US Army as a Combat Engineer in Vietnam and spent considerable time in various aircraft the Army operated at the time. After his Army service, he spent a career as a truck driver and in Real Estate. He is now retired and enjoys being involved in the Young Eagles program. In addition, Kerry and his wife have flown Race 99 almost annually since 1999 from their home in Pennsylvania to Florida.

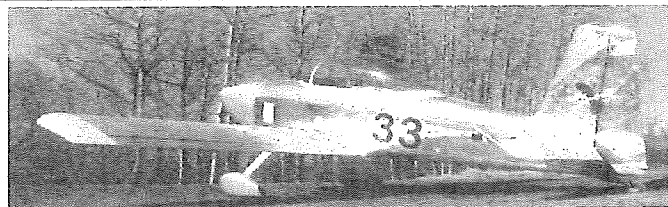
### RV GOLD RACE # 18 JOHN HUFT



Make/Model	RV-8
N	N184JH
Top Speed	230 MPH
Range	800 miles
Fuel Capacity	42 US GAL
Engine	Lycoming O-360
Horsepower	200

Race # 18 is a red RV-8 built by John Huft in his barn. Its first flight was in October 2002. He has made many little drag improvements to help his speed. 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 6 previous AVC races, taking 1st in the RV category 4 times and 2nd twice. In addition, he has flown many SARL races. 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.

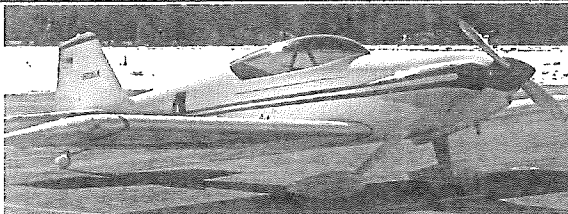
### RV GOLD RACE # 33 DICK MARTIN



Make/Model	RV-8
N	N233M
Top Speed	240 MPH
Range	600 Miles
Fuel Capacity	49 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. Dick is also well known in Antique airplane circles having restored a 1940 Howard DGA-15P that was Grand Champion at Oshkosh in 1979. He currently also owns a 1941 Meyers OTW Biplane that he has owned, restored, and flown for over 40 years.

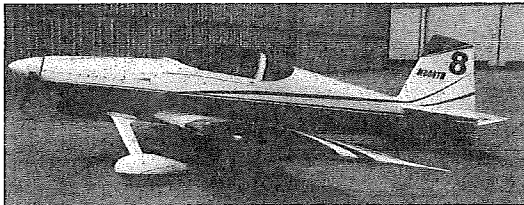
### RV GOLD RACE # 41 DAVID & DIANE ANDERS



Make/Model	RV-4
N	N230A
Top Speed	255+ MPH
Range	1,000 miles
Fuel Capacity	46 US GAL
Engine	Lycoming IO-360
Horsepower	200+

N230A was built by David Anders over a period of 5 years and 7 months, having its first flight in March 1991. Since then it has been an ongoing modification including drag reduction through cooling drag efforts, plenums, diffusers, convergence zones and augmentor. This plane won Kit Built Champion at Oshkosh 1991, Reserve Grand Champion Oshkosh 1992, and the 1993 Wright Brothers Award. David is the current world record holder of the Triaviathon Sept 1997. This plane has been flown from the Artic Circle to the Bahamas and from Bar Harbor, Maine to Key West, Florida. David has been racing since 1992 and has been a director of Sport Class racing at Reno for 10 years. Flying co-pilot is his wife, Diane, who is a private pilot and has completed Rich Stowells' unusual attitudes course at Santa Paula, Ca.

## RV BLUE RACE # 8 JOHN MULLANEY & DAVE HENNING



Make/Model	RV-7
N	N808TB
Top Speed	205 MPH
Range	810 miles
Fuel Capacity	42 US GAL
Engine	TMX 0-360
Horsepower	180

Race # 8, a white and burgandy RV-7, is being flown by John Mullaney. N808TB was built by Nathan Rigaud of Vero Beach, FL. John has acquired over 3,500 hours of PIC time and has sea as well as land ratings. 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. John has flown co-pilot, flown a chase plane, and raced previously in the AVC! Flying co-pilot with John this year is Dave Henning who flies for a freight operation.

## RV BLUE RACE # 12 ALAN CARROLL



Make/Model	RV-8
N	N12AC
Top Speed	214 MPH
Range	800 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 over 600 flight hours, with many long cross country flights, landings so far in 26 states 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; N12AC has been very useful for travel between different field areas that would require much longer to reach by car. This is Alan's 4th AVC.

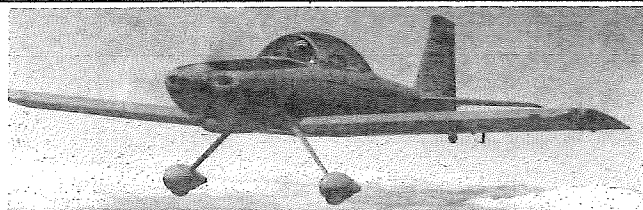
## RV BLUE RACE # 21 TOM MOORE



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 5th 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 propellor. 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 6th AVC. In his "spare" time his loving fiance Trisha is patiently allowing Jon to build a Wittman Tailwind.

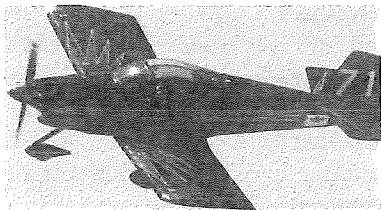
### RV BLUE RACE # 39 JEAN-PIERRE VERDIER



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 5th AVC in N37KV, prior to that he flew co-pilot with Dave Bieseimer.

### RV BLUE RACE # 71 ROBERT & JEANINE AXSOM



Make/Model	RV-6A
N	N710BJ
Top Speed	200 MPH
Range	600 miles
Fuel Capacity	38 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; it was test flown in March 2004. Since then it has flown in about 20 races including 4 past AVCs. Bob removed the original build tip tanks to sacrifice range for speed, and has progressively been modified to gain over 10 knots since its baseline speed test after building. Robert is retired after working in the aerospace industry for 50 years, including 4 years in the US Air Force, 24 years at McDonnell Douglas, 3 years with Ford Aerospace, and ending with 19 years at the Jet Propulsion Lab in Pasadena, CA. Jeanine worked as a buyer for the Ford Aerospace Company and is now retired also. They enjoy flying their RV across the country and have made numerous trips from their home in Arkansas to both coasts.

## RV BLUE RACE # 96 DOUG SHOUP



Make/Model	RV-4
N	N596DK
Top Speed	210 MPH
Range	500 Miles
Fuel Capacity	32 US GAL
Engine	LycO-360-A1A
Horsepower	180

Race # 96 is a Vans RV-4 built and flown by Doug Shoup of Ludington, MI. Doug is a Commercial rated pilot and Certified Flight Instructor. Doug began flying in 1973 and bought his first airplane, a Mooney, in 1974. He added an instrument rating to his resume in 1978 and earned his Commercial Certificate in 1984, and a CFI in 1985. In 1993 he purchased a SA-300 Starduster II homebuilt biplane. Also in 1993 he bought the tail kit for the RV-4 that would become N596DK and began building the airplane in his basement. The RV-4 was completed in 2000 and first flown on March 16, 2000. The 2010 AirVenture Cup Race will be the first trip more than 250 miles from home for the airplane and it will be the first Air Race for both the plane and pilot.

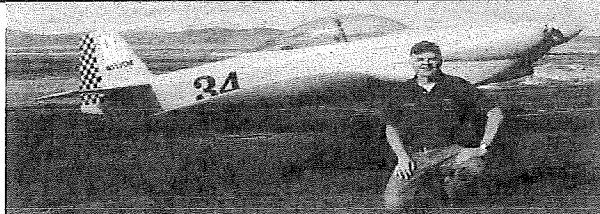
## RV BLUE RACE # 97 PERRY BURFORD & JIM WILSON



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

This Silver and Blue RV-7 was built by Perry Burford, of Windsor, Ontario. Perry has been flying in the Windsor Flying Club where he currently serves as President for more than 20 years. In addition he flies the Stearman Biplane and DeHavilland Chipmunks as part of the Canadian Historical Aircraft Association. The Race #97 RV-7 was built by Perry over a 32 months period culminating in the first flight on September 10, 2008. Flying co-pilot in the #97 this year is Jim Wilson also from Windsor. Jim was one of those lucky kids growing up across the street from the airport and got hooked on aviation early, first with models and later into full scale airplanes. Jim is a Director of the Canadian Historical Aircraft Association and flies as part of the "Yellow Bird Formation Group" as part of the CHAA. The 2010 AirVenture Cup will be the first race for both men and the airplane.

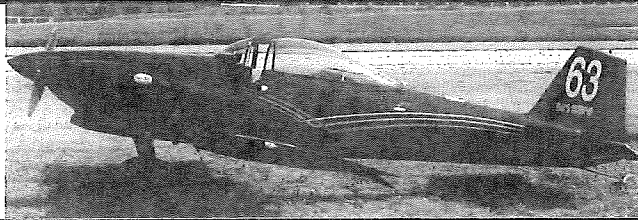
## RV RED RACE # 34 CHRIS MURPHY



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 767/757 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.

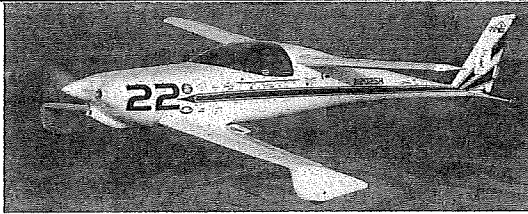
## RV RED RACE # 63 BOB VASEY



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 flew first 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 9th AVC.

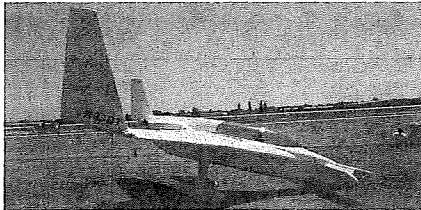
### SPRINT RACE # 22 SAM HOSKINS



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 8th 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.

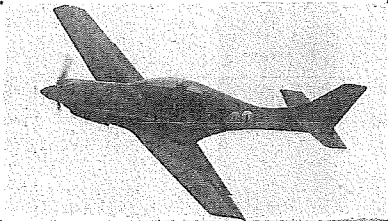
### SPRINT RACE # 83 DAVID ADAMS



Make/Model	Long-EZ
N	N83DT
Top Speed	202 MPH
Range	2000 Miles
Fuel Capacity	54 US GAL
Engine	Lyc O-235-L2C
Horsepower	125

Flying the # 83 Long-EZ is David Adams, an Electrical Engineer who works at a power plant. David and his wife, Matilda, built the Long EZ for eleven years starting in 1984, with first flight on June 30, 1995. All major components were built in a spare bedroom in their home and then assembled in their garage. David started racing in 2008 and is now hooked. He has flown in 13 SARL races to date and won 3rd place in SARL overall in 2009. He has been a private pilot since 1983 with over 1700 hours flight time.

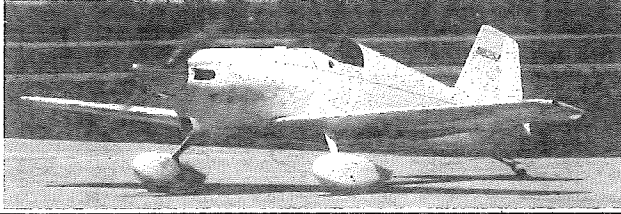
### SPRINT RACE # 90 DENNIS COLLINS



Make/Model	Lancair 235
N	N359BH
Top Speed	200 MPH
Range	750 miles
Fuel Capacity	39 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/Haggerstown MD/Lebanon NH/Columbus OH/Madison WI/Santa Fe/Phoenix! Dennis earned his private license by working as a lineboy while in high school. He spent one hitch in the Air Force as an F-4 Phantom Crew Chief while earning commerical, instrument, and multi-engine as well as single and multi-engine instructor licenses. He has worked as a jump plane and banner tow pilot, and is currently employed as a software engineer. Dennis has raced in the AVC each year since 2006.

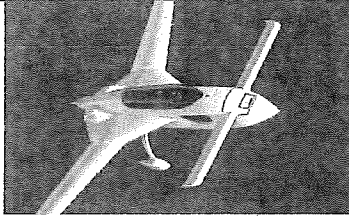
### SPRINT RACE # 98 JOHN KEICH



Make/Model	Midget Mustang
N	N825J
Top Speed	190 MPH
Range	450 Miles
Fuel Capacity	15.8 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 calls Race 98 a "vintage formula one racer" and enjoys carrying on the racing heritage of the breed, 62 years later. This Midget Mustang was built by Stan Mankovich Sr, completed in 1988. It was subsequently owned and flown by five 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 military aircraft design engineer. He previously lived in California and made many memorable flights to the east coast and throughout the west. This is John's 3rd appearance in the AirVenture Cup. He has also raced in various SARL events. With a new 60x70 Ed Sterba prop, John hopes to eke out a few more points this season!

### 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.

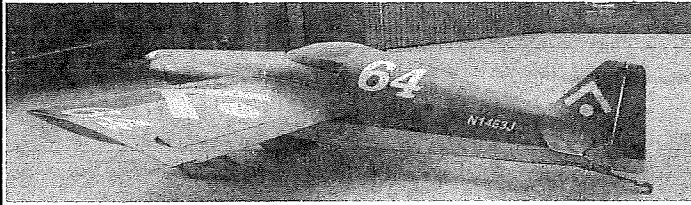
### SPRINT -LSA RACE #3 LYNN MATTESON



Make/Model	Kitfox IV
N	N369LM
Top Speed	110 mph
Range	600 Miles
Fuel Capacity	26 US GAL
Engine	Jabiru 2200A
Horsepower	85

Race #3 is a KitFox Model IV "Speedster" built and flown by Lynn Matteson of Grass Lake, MI. Lynn built the airplane while still a student pilot over a 17 month period. When he completed the airplane he still hadn't finished his pilot's licence so his Flight Instructor made the test flight and then Lynn finished his pilot training in this airplane. He has since flown it more than 1000 hours. During the construction Lynn made several modifications to the airplane including Grove Landing gear, and the Jabiru 2200 with a Rotec Throttle body injector to replace the usual Bing Carbtorator. He says he is doing the race this year to test his skills as a pilot and will be flying the airplane's fuel mixture lean of peak to save fuel and test the efficiency of the airplane.

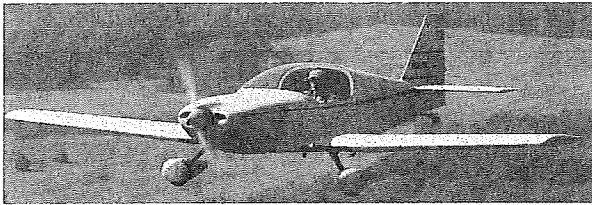
## SPORTSMAN RACE # 64 JEFF LANGE



Make/Model	Sonerai I
N	N1463J
Top Speed	197 MPH
Range	325 Miles
Fuel Capacity	13 US GAL
Engine	VW 2110 cc
Horsepower	105

Jeff started flying in 1998 with a love for both small and vintage aircraft. Jeff has owned both a C-120 and a PA-20 and currently flies a Sonerai I. Still an active builder and A&P, Jeff is currently working on a VW powered Cassutt IIM and a Sonerai III. Owner of Sportsman Air Racing, LLC, Jeff enjoys tweaking and experimenting to get the most out of VW powered aircraft. Jeff works in the audio industry as a worldwide consultant liaison. Jeff and the Sonerai have competed in the Sportsman class three times previously earning a win in the class in 2007, 2008 and 2009.

## SPORTSMAN - KR RACE # 156 MARK LANGFORD



Make/Model	Rand KR-2S
N	N56ML
Top Speed	195 MPH
Range	450 Miles
Fuel Capacity	15.5 US GAL
Engine	Corvair 3100 cc
Horsepower	125

Race #156 is a KR-2S built from scratch built by the pilot Mark Langford of Harvest, AL. Mark built the airplane over a 12 year period and made many modifications to the airplane to improve its performance. His modifications include new airfoils, wider landing gear, a larger tail, and split flaps. He also built up his engine, a large displacement Corvair automotive engine which is the first of its kind. He documented the construction of the airplane on his website at [www.N56ML.com](http://www.N56ML.com) Since completing the airplane he has flown it all over the county and logged more than 900 hours of flying time in the airplane. This will be the first cross country air race for both the pilot and airplane and is the first time that one of the very popular KR series of airplanes has raced in the AirVenture Cup



# ACKNOWLEDGEMENTS

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

## 2010 AirVenture Cup Race Staff:

Eric Whyte  
Erik Anderson  
Sarah Whyte  
Bob Whitehouse  
Mike Felske  
Craig Henry  
Ken Whyte  
Joe Coraggio  
Dick Keyt  
Todd Shannon

## EAA Staff:

Tom Poberezny  
Ron Wagner  
Karen Kryzaniak

## Starting Line Judges:

Eric Whyte  
Sarah Whyte  
Erik Anderson  
Craig Henry  
Jeannie Schneider  
Samantha Schneider  
Mike & Eliot Felske

## Wright Brothers Aviation:

Terri Shannon  
Todd Shannon  
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Jim Reisinger  
Charlie Allen  
FLD ATC – Mike Snaer

Minneapolis ATRCC  
Sioux Falls ATC  
Rochester ATC  
OSH ATC  
LSE ATC

## Chase Plane Pilots:

Pete Halasz  
Tom Sullivan  
Eric Whyte  
Andy Jaskie  
Taylor Huether  
Dick Keyt  
Sal DeVincenzo

## Finish Line Judges:

Ken Whyte  
David Kapitan  
Kandi Spangler  
Shannon Spangler  
Gil Kaczmarek  
Carri Hoagland  
Daryl Jezierski  
Mike Cornell

## Oshkosh Volunteers:

Tim Bass  
Dennis Gaulden  
Jeff Gaulden  
Ron Holzom  
Scott Schneider

Mitchell Convention and Visitors Bureau  
South Dakota Bureau of Aeronautics  
City of Mitchell, SD  
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Mike Scherschlight

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