



24 JUL 2011 . MGY / OSH

EXPERIMENTAL



Cross Country Air Race
400 Miles

2011



AIR VENTURE CUP
DAYTON, OHIO / OSHKOSH

UNLIMITED - TURBINE - SPORT - SEA SPORT - SPORT FX
FORMULA RGT - FORMULA RG - FORMULA FX
FORMULA RV - SPRINT - SPORTSMAN

2011

AIRVENTURE®

O S H K O S H



Participants, Volunteers and Race Fans:

Welcome to the 2011 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 14th 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 10 or 12 year veterans, as well.

The race has changed greatly over the past 14 years, with several course changes. 2011 marks yet another change in the race course and this year we will depart Dayton and be bound for the first Turn Pylon, located at Morris, IL. From Morris, the race will continue on to DeKalb, IL before crossing into Wisconsin and heading to the third checkpoint at McDermott Airpark, in Sullivan, WI before making a right turn to a new finish line located at West Bend, WI. This is the first time in the race history we have used 3 turn points along the race course.

I am pleased to be back in Dayton, a city with strong ties to aviation and a history with the AirVenture Cup. In 1999 the AirVenture Cup stopped at the Wright Brother's Airport due to weather and our friends at Commander Aero rolled out the red carpet for us during our stay. We have enjoyed coming back ever since. This year is a special milestone, as it marks the 10th Year that Commander Aero has been our host. I am very grateful for their continued support as the hosts for the starting line again this year. A special thanks also to the members of EAA Chapter 48 for all their help as well.

This year we are pleased to have the support of the Wright B Flyer Museum, located next to Commander Aero on the Wright Brothers Airport.

Once again we will gather post race at Fond du Lac in preparation for a mass arrival into Oshkosh for AirVenture 2011. Wherever you are taking part in this year's race, I hope you enjoy it.

Enjoy the Race!

Eric Whyte
Chairman, 2011 AirVenture Cup Race

July, 2011

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 extend 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 outstanding event and for being a part of EAA AirVenture 2011.

Regards,

Tom Poberezny

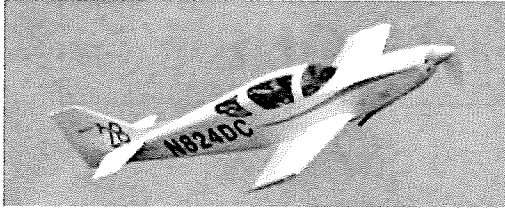
Chairman of the Board & Convention Chairman



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.

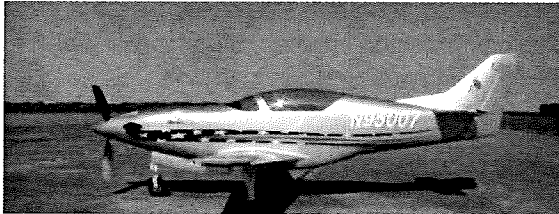
UNLIMITED RACE # 28 JEFF LUDWIG & PEGGY COLT



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 piloted by Jeff Ludwig and co-piloted by Peggy Colt. N824DC was built by the Phoenix Composites Building Assistance Program in Phoenix, AZ, being first flown in 1994. It is powered by a 300 hp Lycoming engine turning a Hartzel constant-speed propeller. To increase cross-country range and comfort, it has long-range tip tanks which are easily installed and removed as well as Bose noise-canceling headsets. Jeff is making his 13th appearance in the AVC. Jeff is an active flight instructor with over 3,500 hours and 35 years of flying experience. He practices aviation law and is active in many aviation related projects. Peggy is also a licensed pilot with over 500 hours of flying experience. Peggy is a licensed professional engineer with a degree in structuring engineering and works as a consultant for construction management companies throughout

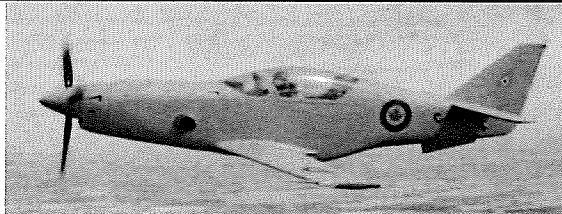
TURBINE RACE # 007 RENE DUGAS & VERNON ROGERS



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. N95007 was completed in 2007. Rene has been a pilot since 1997 and has accumulated approximately 1,000 hours. 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 - retiring in June 2011 after 25 years; Cajun by geneology and racer by choice. Assisting him is Vernon Rogers, a professional pilot from Monroe, LA. Vernon earned his pilot's license in 1966 and has owned 14 airplanes. He currently owns and flies a 200 hp RV-6. This is the 3rd appearance in the AirVenture Cup race for the team.

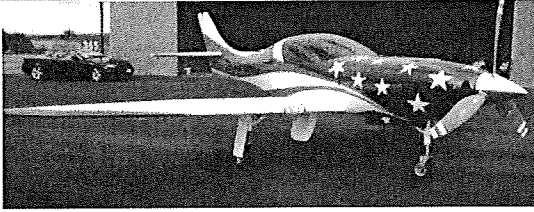
Turbine Class RACE # 104 MARTY ABBOTT



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 2nd run of the Air Venture Cup.

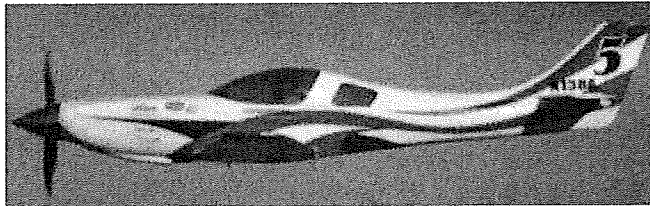
SPORT RACE #2 ALAN CRAWFORD



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 in October 2009 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 4th AVC.

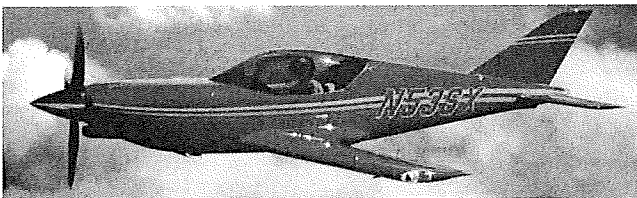
SPORT RACE #5 LEE & JAY BEHEL



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

This father and son team, Lee and Jay Behel, are flying together for their 12th appearance in the AirVenture Cup and the 9th race in this Legacy. Lee is 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 4th year engineering student at Embry-Riddle; he holds a private pilot and instrument rating.

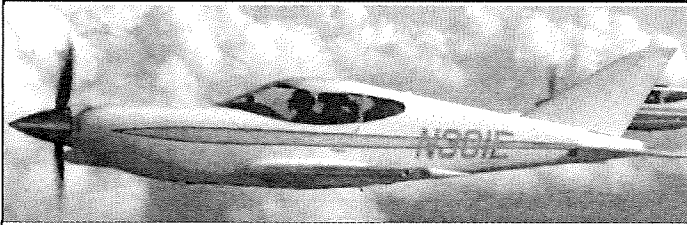
SPORT RACE #10 KEITH PHILLIPS & MIKE KUBES



Make/Model	Swearingen SX-300
N	N535X
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 SunFun in 1999 and also at Oshkosh 1999 and currently has over 1,100 hours of flight time. Keith has flown it coast to coast and has led 3 groups of SXs to Alaska including a voyage this year. Keith has been flying for over 50 years and is in his 12th 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 co-pilot this year is Mike Kubes. Mike is a former US Navy mechanic and air traffic controller. He is an active A&P and flies a Grumman AA1-C Lynx.

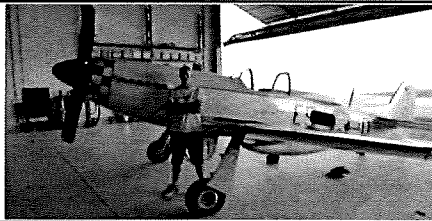
SPORT RACE #30 HARRY HINCKLEY



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 6th AVC.

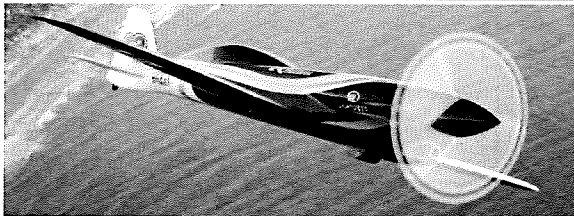
SPORT RACE # 41 SCOTT NELSON



Make/Model	Thunder Mustang
N	N251GA
Top Speed	345 mph
Range	1,000 miles
Fuel Capacity	100 US GAL
Engine	Falconer V-12
Horsepower	600

N251GA made its first flight in May 2011. This is Scott Nelson's first entry into the Airventure Cup Race in a beautiful Thunder Mustang owned by a builder that is interested in showing off its abilities and ultimately selling the aircraft during Oshkosh. Scott has competed many years in the Reno Air Races in his Glasair III and Sbach 342. The speeds and handling of this Thunder Mustang should be quite exciting as it is a perfect example of the excitement of the legendary P51 fighter with modern performance and reliability. It's V12 Falconer engine puts out 640hp that will push the plane over 300 knots. The aircraft is offered for sale by Kevin Eldredge and is featured at www.myAirport.com. Scott Nelson is the Director of Operation for a Part 135 operator, he has 7,000 flight hours. He has type ratings in the CE-525, 560 and 750 plus the King Air 300.

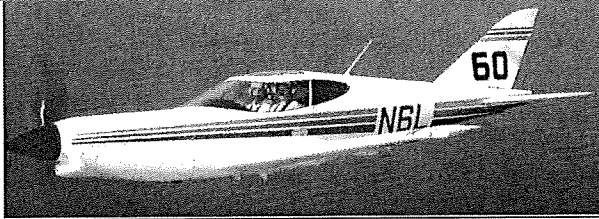
SPORT RACE # 42 KEVIN ELDREDGE



Make/Model	Nemesis NXT
N	N42XT
Top Speed	350+ MPH
Range	900 miles
Fuel Capacity	90 US GAL
Engine	Lycoming IO-720
Horsepower	428

"Relentless" is Kit #4 of 10 Nemesis NXT aircraft built to date. N42XT was first flown in 2005 and has placed as high as 2nd at Reno and achieved speeds over 400 miles per hour! Kevin has been a pilot for over 20 years and has been competing in air races for 10 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, and is the exclusive manufacturer and distributor of the Nemesis NXT and Sbach 300 and 342.

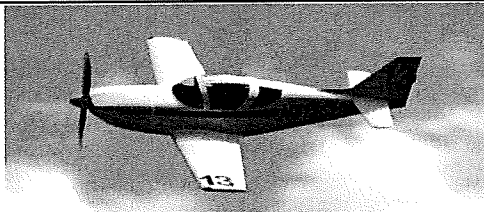
SPORT RACE # 60 JAMES CIANCI JR



Make/Model	SX-300
N	N6L
Top Speed	280 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. This is his 3rd appearance in the Air Venture Cup.

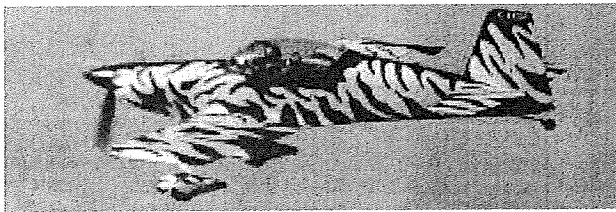
SPORT RACE #313 VICKY BENZING & MICHAEL BROWN



Make/Model	Glasair III
N	N313CH
Top Speed	335 mph
Range	1219 miles
Fuel Capacity	61 US GAL
Engine	Lycoming IO-540
Horsepower	300

Vicky Benzing is an accomplished pilot, aerobatic competitor and Reno racer. While in college, Vicky learned to fly in a Taylorcraft; her flying career has spanned almost 30 years and she holds Commercial Helicopter and ATP ratings. In addition to her aerobatic pursuits, she has earned a PhD in Chemistry and has had a successful career in the semiconductor industry and is also fortunate enough to be able to fly as a Captain on her company's Gulfstream when her schedule permits. Vicky began training for aerobatic competitions in 2005 and has since competed in International Aerobatic Club competitions. In between flying competitions, Vicky began performing at local air shows and today she thrills and inspires audiences up and down the West Coast. In 2010 Vicky participated at Reno for the first time and was awarded Reno Air Race Rookie of the Year by her fellow racers. Flying co-pilot is Michael Brown. This is the first Air Venture Cup for both.

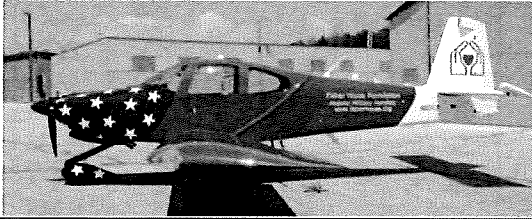
SPORT FX RACE #14 WAYNE HADATH



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. Wayne is an active SARL racer and has previously performed in the Waterloo Air Show. This is his 4th appearance in the AVC.

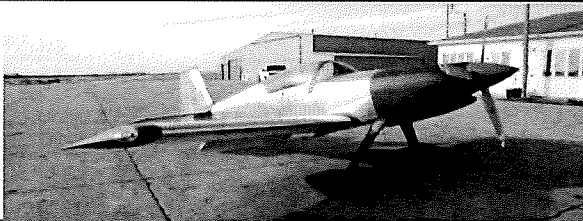
SPORT FX RACE # 52 TIM DAWSON-TOWNSEND & BOB REILLY



Make/Model	RV-10
N	N52KS
Top Speed	180 MPH
Range	920 miles
Fuel Capacity	60 US GAL
Engine	Lycoming IO-540
Horsepower	260

This RV-10 was built by a team of 4 military veterans, 3 first time builders and 1 experienced one, and was completed in July 2010. N52KS has a Magnum ballistic whole aircraft parachute system, the mounting and installation of which was engineered by the builders. While building this plane, the builders decided to give it a mission more than just transportation so decided to promote the Fisher House Foundation. Each of the Fisher Houses provided by the Foundation serve as a cost-free "home away from home" for military families while their loved one is treated at a nearby military or VA medical center. The red, white and blue paint scheme with the Fisher House graphics will try to spread the word as the pilots attend various aviation events and airshows. Tim served 10 years active duty in the Air Force and is now in his 10th year in the Air Force Reserve. Flying co-pilot is Bob Reilly, a 300 hour pilot currently building a Glasair III and making his first flight to Oshkosh.

SPORT FX RACE #139 JOHN ANDERSEN



Make/Model	F-1 Rocket
N	N39EJ
Top Speed	240 MPH
Range	750 Miles
Fuel Capacity	52 US GAL
Engine	Lycoming IO-540
Horsepower	260

Race # 139 is an F-1 Rocket built by John Andersen of Kenosha, Wisconsin over 6 years. First flown on the 103rd Anniversary of Powered Flight, the airplane was built totally stock per the plans. The project was started in the Andersen's basement and then moved to the garage before making the trek to the airport where it was completed. The journey from the house to the hanger was unique in that it was made with the help of a police escort. During the ride, the builder/pilot sat in the cockpit and like every homebuilder made airplane noises. Flying the Rocket, is John Andersen, of Kenosha, WI. John is a corporate/charter/air ambulance pilot, and is also rated as a Flight Instructor.

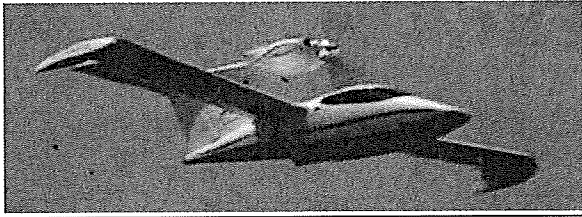
SPORT FX RACE #334 DAN & DANIEL MCELROY



Make/Model	Venture
N	N334Q
Top Speed	265 MPH
Range	800 Miles
Fuel Capacity	52 US GAL
Engine	Continental IO-550
Horsepower	280

This Venture was built by Dan McElroy of Columbus, IN over a period of 20 years and more than 5,000 hours of construction time. Dan started with the original electric gear, then replaced with a hydraulic gear, and now has replaced with the current fixed gear. N334Q had its first flight in January 2010. Its builder, Dan, was in the Air Force during Vietnam flying C-141s, then flew for Western Airlines, and retired from Delta Air Lines. He has over 19,000 hours flight time and is also an A&P. Flying with Dan is his son, Daniel. Daniel is a Private Pilot with an instrument Rating. He has logged time in a variety of aircraft including, the right seat of a Citation Bravo, Lear 45, Eclipse Jet, and Boeing 777. His first solo was only one week after his 16th Birthday. He is married and owns his own marketing company.

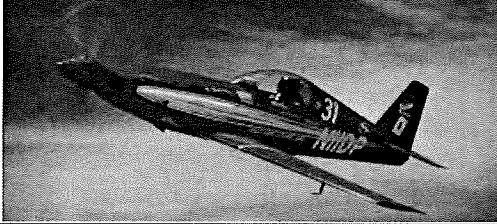
SEASPORT RACE #80 KEITH WALLJASPER



Make/Model	Seawind
N	N80CC
Top Speed	180 MPH
Range	1200 miles
Fuel Capacity	110 US GAL
Engine	Lycoming IO-540
Horsepower	300

Race # 80 is a Seawind 3000 built and flown by Keith Walljasper of Normal, IL. Built over a 6 year period, taking more than 4,200 man hours 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. To aid in engine cooling, the cowling features air outlet scoops. The cowl inlets were modified to decrease cooling drag. 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. The aircraft's registration number, N80CC, is in honor of Keith's late brother, Charles. Keith is flying this year in his 10th AVC. Keith has been interested in aviation his entire life. He started building model airplanes during his school years, which led to flying

FORMULA RGT RACE #31 DICK 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 much of his free time rebuilding it after landing gear collapses, or working on speed mods of his own design. Dick is retired from the airline industry, currently serving as president of the Dennis Polen Aviation Educational Foundation.

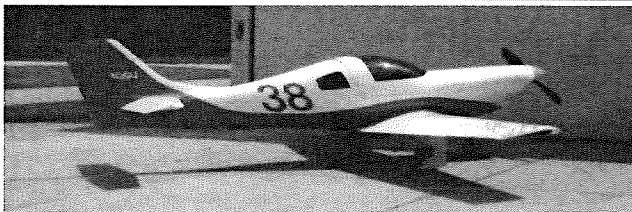
FORMULA RG BLUE RACE #13 JAMES & SANDY REDMON



Make/Model	Berkut 360
N	N97TX
Top Speed	270 MPH
Range	1400 Miles
Fuel Capacity	56 US GAL
Engine	Lycoming IO-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. James is joined by his supporting and loving wife, Sandy. Sandy is not a pilot, but enjoys racing, traveling to and attending air shows. This is their 6th

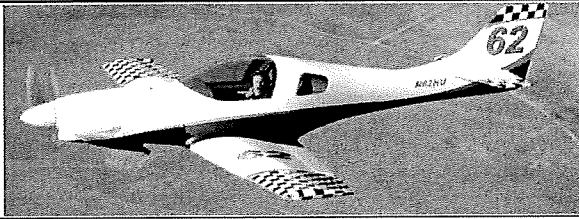
FORMULA RG BLUE RACE #38 MARK QUINN



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 racing and flying formation on the weekends plus 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 4th AirVenture Cup .

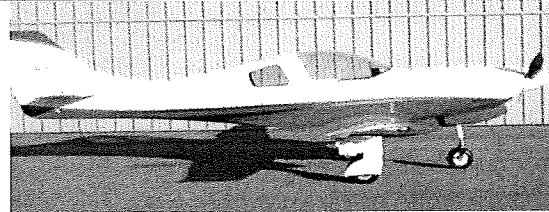
FORM RG BLUE RACE #62 HUW HOLWILL & CHARLE EZELLE JR.



Make/Model	Lancair 360
N	N62HU
Top Speed	240 MPH
Range	1500 miles
Fuel Capacity	57 US GAL
Engine	Lycoming IO-360
Horsepower	180

N62HU first flew in 1995 after 2,500 hours of construction time. It has been completely re-born this year after endless hours throughout. Huw Holwill is an information technology executive in the entertainment industry. He has 16 years of flying experience and aircraft ownership and has accumulated 800 hours. In addition to this Lancair 360 he also has a Piper Comanche. Flying co-pilot is Charle Ezelle Jr. who is a private pilot with 650 hours logged time.

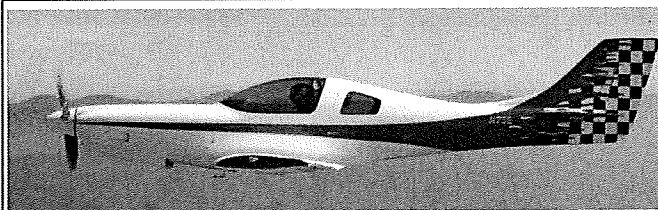
FORMULA RG BLUE RACE #360 TOM ANDERSON



Make/Model	Lancair 360
N	N360DB
Top Speed	255 MPH
Range	820 miles
Fuel Capacity	43 US GAL
Engine	Superior O-360
Horsepower	203

N360DB was initially built as a Lancair 320 and had its first flight in February 1996. Its builder unfortunately had a gear failure and prop strike, so then upon rebuilding, turned it into a 360 with the Superior O-360 engine. It was sold to 2008 to another individual who rebuilt the avionics and paint, and then Tom Anderson purchased it later in 2008. N360DB now has 250 hours on it. Tom Anderson is a professional architect who loves to fly recreationally. He has flown cross country flights from New York to Los Angeles and has also made two trips to the Bahamas. This is his first Air Venture Cup.

FORMULA RG RED # 777 CRAIG & JORDAN SCHULZE



Make/Model	Lancair 320
N	N73S
Top Speed	250 MPH
Range	1000 Miles
Fuel Capacity	44 US GAL
Engine	Lyc O-320
Horsepower	190

An extreme aviation enthusiast, Craig's blood cells are airplane shaped. Craig has been flying since he was 6 and building model airplanes since he was 3. In 2005, he thought if he could build model airplanes, he could certainly build a real one. In 20 short months he built a composite race plane that won Grand Champion at Oshkosh 2008. At the controls of Race #777, he went on to win 1st place in class in his first AVC in 2010. Since 2007, Craig has built several other airplanes, became a jet fighter pilot specializing in motion picture filming flights in the L-39, and is currently building a 1930s era vintage racer of his own design. N73S is currently being modified with a rear view mirror so he can see the faces of the competition as he passes them! Flying co-pilot in his 2nd AVC, is Craig's son, Jordan, who enjoys flying the Lancair with his farther and has gotten quite proficient at formation flying. He also enjoys playing the guitar and working on his '68 Camaro.

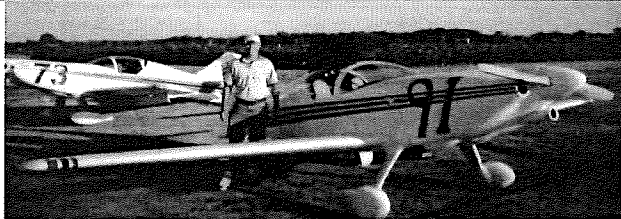
FORMULA FX BLUE RACE # 73 STEVE HAMMER



Make/Model	Glasair I TD
N	N73SH
Top Speed	250 MPH
Range	1000 miles
Fuel Capacity	44 US GAL
Engine	Lycoming O-360
Horsepower	180 +

This Glasair was built by Steve Hammer and made its first flight in January 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 served in the Air Force flying a C-130 for 6 years, flew for Delta Air Lines for 24.5 years, and is now in his 6th year at AirTran. Steve is happy to be piloting Race #73 at the AirVenture Cup after having to fly right seat for 2 years after a tree trimming accident in 2008. He think it is time Bruce had some competition again!

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 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; currently he is flying a S-76. This is his 13th appearance in the Air Venture Cup and he has also raced previously in the Sun 100 and Sport Air Racing League races.

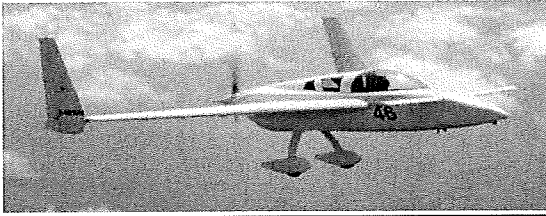
FORMULA FX RED RACE # 37 RED HAMILTON & MARILYN BOESE



Make/Model	Wittman W-10
N	N374WT
Top Speed	228 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 6th AVC.

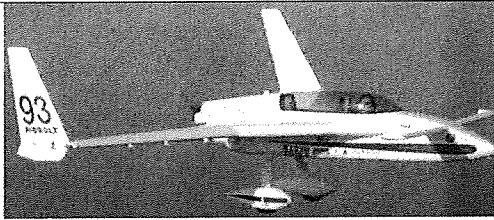
FORMULA FX RED RACE #46 JEFF MALLIA



Make/Model	Cozy Mk III
N	N46WM
Top Speed	221 MPH
Range	1000 miles
Fuel Capacity	50 US GAL
Engine	Lycoming O-320
Horsepower	160

Jeff Mallia is a former Naval Aviator, having flown fighter/attack aircraft in the Navy with over 300 carrier landings. He was an Air Wing Strike Leader as well as a Navy Flight Instructor specializing in Air Combat, Weapons Delivery and Carrier Qualification. He is currently a principal in Northeast Aviation & Marine, a family insurance brokerage specializing in aviation risks. Following his naval service, Jeff 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. The aircraft has several deviations from the designer's original plans. It features an extended nose, extended strakes, full length rudders, inside-the-cowl exhaust, dual PMAG ignition, faired gear legs and an electrically retractable nose gear. This is Jeff's 5th AVC.

FORMULA FX RED RACE # 93 RICH LAMB & JOE CONLON



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 9th AirVenture Cup Race. Last year Rich 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 Joe Conlon who is making his 4th appearance as co-pilot of Race # 93. Joe also works at Sikorsky Aircraft and owns a blazing fast Cessna 172.

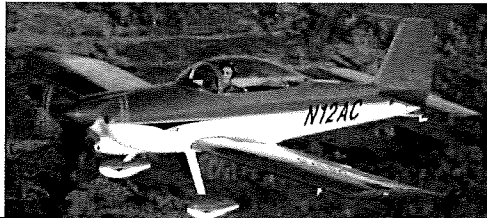
RV GOLD RACE #17 R. DAMON RING



Make/Model	RV-8
N	N217BW
Top Speed	233 MPH
Range	720 miles
Fuel Capacity	42 US GAL
Engine	Lycoming IO-360
Horsepower	225

This yellow with red and blue trim RV-8 was originally built by James Waters and first flew in June 2005. Damon purchased it in November 2008 and spent the next 2 years making major modifications including the Lycoming IO-360 engine, a new glass panel and electrical system, updated the cowling and cooling system for aerodynamics and made many weight improvements. Its 2nd first flight was in November 2010. Damon is has his commercial and instrument licenses and has been flying for 22 years. He is a mechanical engineer with Goodyear.

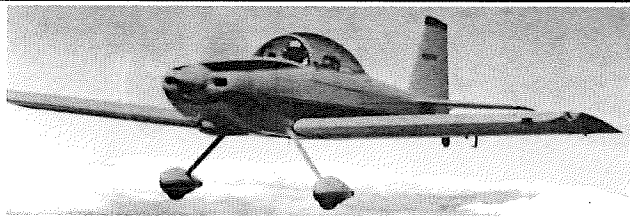
RV BLUE RACE # 12 ALAN CARROLL



Make/Model	RV-8
N	N12AC
Top Speed	214 MPH
Range	800 miles
Fuel Capacity	42 US GAL
Engine	Lycoming O-360
Horsepower	180

N12AC had its first flight on May 16, 2005 after Alan Carroll spent 8.5 years building it as a first time project (while simultaneously obtaining tenure at the university where he is a professor). It has so far 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 5th AVC.

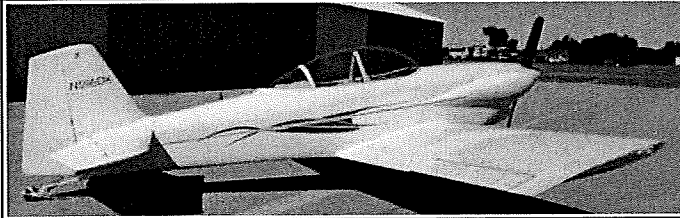
RV BLUE RACE # 27 JON ROSS



Make/Model	RV-8
N	N207RV
Top Speed	230 MPH
Range	750 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 7th AVC. In his "spare" time his loving fiance Trisha is patiently allowing Jon to build a Wittman Tailwind.

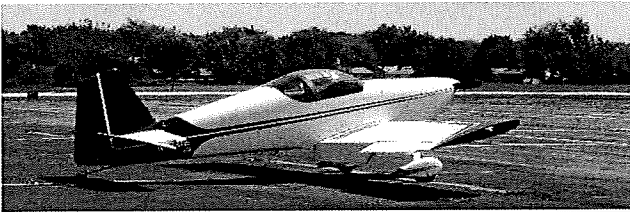
RV BLUE RACE # 96 DOUG & KATHY SHOUP



Make/Model	RV-4
N	N596DK
Top Speed	200 MPH
Range	550 Miles
Fuel Capacity	32 US GAL
Engine	LycO-360
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. Last year's AirVenture Cup race start line in Mitchell, SD, was the first trip more than 250 miles from home for the airplane, and was Doug's first AVC. Flying co-pilot with Doug this year is his wife, Kathy.

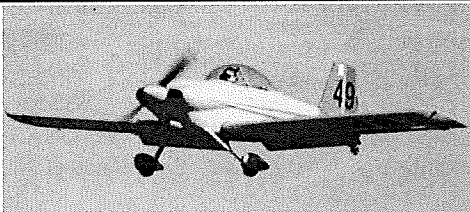
RV BLUE RACE #411 JEFF BARNES



Make/Model	RV-6
N	N790DW
Top Speed	208 MPH
Range	750 miles
Fuel Capacity	38 US GAL
Engine	Lycoming O-360
Horsepower	180

N790DW was built by Don Wentz in Scappoose OR, made its first flight in 1994. It has been flown to Oshkosh numerous times by Don. More recently since Jeff has owned it, he has flown N790DW round trip from Chicago to the west coast twice, over Niagra Falls twice, and to the Bahamas. Jeff is a private pilot with 625 flight hours. He is a former President of his local EAA chapter and recently flew his 900th Young Eagle. This is Jeff's first appearance in the Air Venture Cup.

RV RED RACE #9 TONY CRAWFORD



Make/Model	RV-4
N	N624DG
Top Speed	190 MPH
Range	500 miles
Fuel Capacity	32 US GAL
Engine	Lycoming O-320
Horsepower	160

N624DG was built by Dave Dugger of Daytona Beach, FL, according to the plans. It took 4 years to complete and has flown all over New England and to Oshkosh twice previously. Flying Race #9 is Tony Crawford from the Spruce Creek Fly-In community. Tony has been flying for over 50 years. He has previously raced in his Questair Venture multiple times in both this AirVenture Cup and at Reno. At Reno he has finished from 2nd Silver to 4th Gold in the past 4 races. Unfortunately in June of this year, the Questair Venture had a catastrophic canopy failure at about 245 knots and is now down for repair, resulting in Tony racing in the RV class this year. This is Tony's 7th AVC.

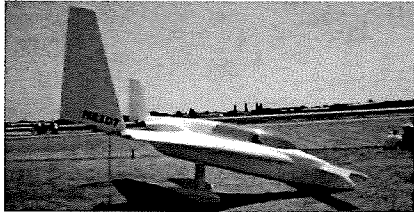
SPRINT RACE # 22 SAM HOSKINS



Make/Model	Quickie Q-200
N	N202SH
Top Speed	212 MPH
Range	750 miles
Fuel Capacity	32 US GAL
Engine	Continental O-200
Horsepower	100

Sam Hoskins is making his 9th 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 1,750 hours of flight time since its 1st flight on June 9, 1986. This will be the 21st 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 202.15 mph in last year's race. Inspired by his father, who served in WWII as a Navy pilot and navigator on PB4Y and PB4Ys, Sam joined the Civil Air Patrol during the 1960s as a teenager. Sam started skydiving at age 21; he has over 2000 jumps and

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

David Adams is flying this Long-EZ, Race #83; he is an Electrical Engineer and works at the largest power plant west of Mississippi. 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 more than 20 SARL races to date, won SARL Silver in Experimental in 2010, and took first place in SARL Sprint Class in 2009 and 2010. He has been a private pilot since 1983 with over 2000 hours flight time.

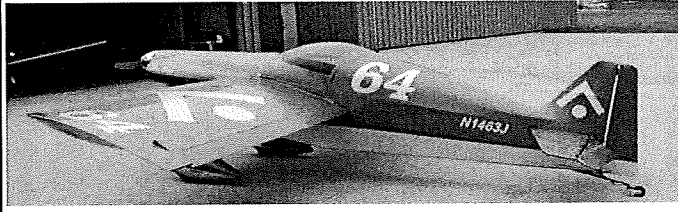
SPRINT RACE # 98 JOHN KEICH



Make/Model	Midget Mustang
N	N825J
Top Speed	180 MPH
Range	330 Miles
Fuel Capacity	15.8 US GAL
Engine	Continental O-200A
Horsepower	100

The Midget Mustang was designed by Piper Chief Engineer Dave Long as a Goodyear Racer in 1948. Later, its Formula One racing career behind it, the design was popularized as a sportplane by the renowned Bob Bushby. John calls Race 98 a "vintage formula one racer" and enjoys carrying on the racing heritage of the breed, 63 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 in the 55 years since has continued to enjoy flying everything from slow taildraggers to fast glass, on both coasts and across the USA. He is employed by Boeing in St Louis as a military aircraft design engineer. This is John's 4th appearance in the AirVenture Cup. He has also raced in various SARL events.

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 IIL. 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 four times previously earning a win in the class in the last 4 Air Venture Cup races.

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2011 AirVenture Cup Race Staff:

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Ken Whyte
Joe Coraggio
Dick Keyt

EAA Staff:

Tom Poberezny
Ron Wagner
Karen Kryzaniak

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Tom Sullivan
Eric Whyte
Andy Jaskie
Taylor Huether
Kandi Spangler
Sal DeVincenzo

Finish Line Judges:

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Gil Kaczmarek
Carri Hoagland
Daryl Jezierski

Oshkosh Volunteers:

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Dennis Mohr
Dennis Gaulden
Jeff Gaulden
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Samantha Schneider
Scott Schneider

Gift of Wings – Scott Fisher

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