

# 500 MILE CROSS COUNTRY AIR RACE



## A COMERADERIE OF PILOTS AND COMPETITION OF **AIRMANSHIP & AERODYNAMICS**



**YOU WANT TO RACE YOUR C-150 OR P-38? WE HAVE A CLASS FOR THAT!**

**EXPERIMENTAL CLASSES** TURBINE UNLIMITED SPORT SPORT FX SPORT FX-T BIPLANE UNLIMITED BIPLANE SPORT  
 BIPLANE BLUE BIPLANE RED RG BLUE RG-T BLUE RG RED RG-T RED FX BLUE FX-T BLUE FX RED FX-T RED  
 RV GOLD RV-T GOLD RV BLUE RV-T BLUE RV RED RV-T RED SPRINT CLASS SPRINT-T CLASS SPORTSMAN SPORTSMAN-T  
**PRODUCTION CLASSES** TURBINE SINGLE TURBINE TWIN FAC1RG FAC1RG-T FAC1FX FAC1FX-T FAC2RG FAC2RG-T  
 FAC2FX FAC2FX-T FAC3RG FAC3RG-T FAC3FX FAC3FX-T FAC4RG FAC4RG-T FAC4FX FAC4FX-T FAC5 FAC6  
 TWIN1 TWIN1-T TWIN2 TWIN2-T TWIN3 TWIN3-T  
**HEAVY METAL CLASSES** UNLIMITED T-6 T-28 YAK CJ STEARMAN / BIPLANE VINTAGE MULTI-ENGINE HEAVY METAL







Participants, Volunteers and Race Fans:

Welcome to the 2012 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 15<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 10 and 12 year veterans, as well.

The race has changed greatly over the past 15 years, with no changes greater than the ones we faced this year. 2012 is the first year we are racing as a Sport Air Racing League event instead of an EAA event. I appreciate the help and support Mike Thompson from SARL has given us during the change over this year. I need to extend thanks to everyone on the race staff that put in long hours to keep the race going. The team never gave up and has done a fantastic job overcoming the challenges this year.

Like most of the racers, I am excited to be back in Mitchell, SD again this year. When we tried the first "West to East" Race from Mitchell in 2008 we knew we had found a great location to start the event. A big thank you to the staff at Wright Brothers Aviation and the City of Mitchell for their support in making this event possible.

This year we are pleased to have the support of the Pocahontas, IA airport. Pocahontas is the first city in IA to host an AirVenture Cup turn point.

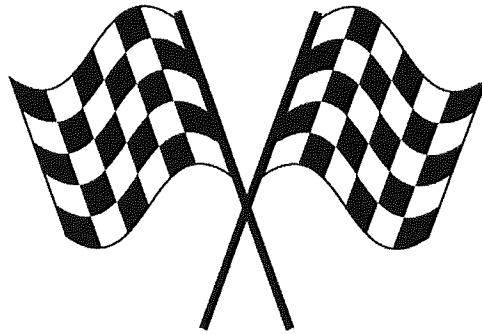
Another big round of thanks to the West Bend Airport and EAA Chapter 1158, who has graciously stepped up and hosted the Finish Line for the Race the past two years. Their help is greatly appreciated.

Once again we will gather post race at Fond du Lac in preparation for a mass arrival into Oshkosh for AirVenture 2012. 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', is written over a horizontal line.

Eric Whyte  
Chairman, 2012 AirVenture Cup Race



## **Sport Air Racing League!**

Hello and welcome to the 15th annual AirVenture Cup Air Race!

On behalf of the Sport Air Racing League, we hope you have a great fun, safe and fast race.

Cross Country Air Racing is really shifting into top gear this year, with AVC being one of twenty-one races being held from coast to coast, and border to border.

Racers like you are what drives the growth of Sport Air Racing, but the hard work and dedication of the Race Directors and Volunteers at all of the various events is what makes it possible. Make sure these people know of your appreciation whenever and wherever you race!

Sponsorship has also helped to put the final touch on many races, so when you become aware of a sponsor at a race you attend, please consider their products and help keep their interest for next year!

The fact that you are here means that you shrugged off the recent turmoil caused by the EAA decision makers, and made a decision of your own to participate.

We thank you for that, and hope that you feel like you made the right decision once all the switches are off, the props have come to a standstill and the chocks are in place.

Now get out there, plan the race and race the plan, and we hope to see YOU in the winner's circle!

- Mike Thompson

Chairman, SARL

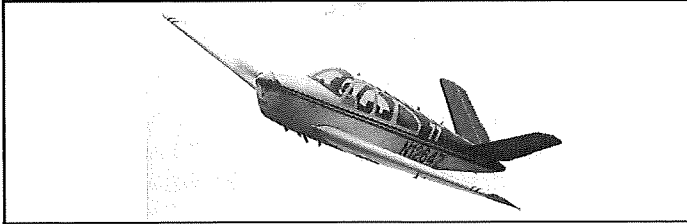
# RACE CLASS DEFINITIONS

<b><u>Race Class:</u></b>	<b><u>Description:</u></b>
Unlimited	The Unlimited Class includes an experimental category aircraft with a turbocharged engine with a displacement of 1400 cubic inches or less. There will be winners in both single and multi-engine groups.
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, as well as multi-engine and seaplane.
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.
Sportsman	Any Experimental Category aircraft using a VW or Corvair normally aspirated engine conversion. Sportsman Light is for Light Sport planes.

Factory classes:

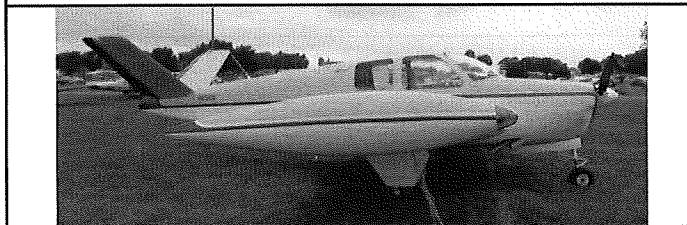
FAC2RG	Any Factory-built aircraft with 240 - 279 HP, normally aspirated with retractable landing gear
FAC4RG	Any Factory-built aircraft with 180 - 199 HP, normally aspirated with retractable landing gear
FAC4FX	Any Factory-built aircraft with 180 - 199 HP, normally aspirated with fixed landing gear
FAC5FX	Any Factory-built aircraft with 130 - 179 HP, normally aspirated with fixed landing gear
FAC6FX	Any Factory-built aircraft with less than 130 HP
Vintage	Includes aircraft manufactured prior to December 31, 1950

### FAC2RG RACE #77 JAMES HUFF & WILLIAM PAPPAS

	Make/Model	Beech N35
	N	N1264Z
	Top Speed	200 MPH
	Range	1,000 miles
	Fuel Capacity	80 US GAL
	Engine	Continental IO-470
	Horsepower	260


This Beech N35 Bonanza is being flown by Texas based James Huff and William Pappas. This team has flown co-pilot together for the last 4 years. James Huff is the owner of Air Denton, the FBO at Denton, Texas. In addition he has served as President of Air Texas and Trans Colorado Airlines. He holds an Airline Transport Pilot Certificate and has been racing the Bonanza in various races going back to the old Great Cross Country Race in 1996. William Pappas has 30 years of airline experience at Braniff, Piedmont and US Airways. William is a CFII currently instructing in tailwheels and basic aerobatics. He holds type ratings in 737, 757, 767, Airbus 320 and Fokker F28. The Bonanza is unique in that it is the only V-tail in the country equipped with an FAA Approved Smoke system. It has raced in numerous SARL races, Sun 60 and this is its first AVC Race.

### FAC4RG RACE # 03 HOWARD HURLBUT & LARRY SCHLEINAT

	Make/Model	Beech C35
	N	N630D
	Top Speed	170 MPH
	Range	800 miles
	Fuel Capacity	70 US GAL
	Engine	Continental E185-11
	Horsepower	185

This 1951 model Beech C35 Bonanza has had many modifications, such as a later model interior, new instrument panel, PFD and MFD. Howard Hurlbut started flight instructing in 1994 after retiring from IBM, and has been a Designated Pilot Examiner since 2007. He has flown from Shoreham, UK to Denton, TX in a Barron BE58, and flew with his wife around the country on a 45 day adventure in a Cessna T210. Flying co-pilot, Larry Schleinat works in the Information Technology field. He has owned a variety of certified and experimental aircraft including a Swift, Wittman Tailwind, Midget Mustang, Meyers Little Tool, Bonanza V35B, and Cessna 170B. Both Howard and Larry have participated in SARL races before but this is their first AVC.

### FAC4FX RACE # 112 STUART MORSE

	Make/Model	Grumman Tiger
	N	N5TU
	Top Speed	145 MPH
	Range	550 miles
	Fuel Capacity	52 US GAL
	Engine	Lycoming A4K
	Horsepower	180

Race 112 is a 1977 Grumman Tiger being flown by Stuart Morse of Port Orange, Florida. The Tiger is a 4 seat airplane designed by the Grumman corporation in the 1970s; they are unique in that they are built using a bonded aluminum honeycomb wing and fuselage that eliminates the need for rivets without sacrificing strength. Like many homebuilts, the main landing gear is fiberglass with a sprung steel nose gear tube. Stu Morse is a retired Air Traffic Controller having spent 32 years at New York Center, 4 years teaching at the FAA Academy and recently did a 1 year tour in Afghanistan as a contract controller. He has 4000+ hours and is instrument rated. He bought his current aircraft "Tiger Lily" in 1989 and has been racing her ever since through out the US, Hawaii and Caribbean. In 2009 he was the all round SARL Silver Champ. This is his first appearance in the AVC.

### FAC5FX RACE # 55 TEAM ELY



Make/Model	Grumman AA-5A
N	N26958
Top Speed	160 MPH
Range	500 miles
Fuel Capacity	51 US GAL
Engine	Lycoming O-320
Horsepower	150

Flying this Grumman Tiger "Elyminator" is the team of Linda Street-Ely and Yasmina Platt. Linda is a long time SARL racer and has served as Race Director or Assistant Director for numerous races including the Indy Air Race and the Cleveland Air Race Revival. She holds a Private Pilot Certificate with an Instrument rating and has more then 750 hours of flying experience, much of it in SARL races. She and her husband Mike normally fly races together but a schedule conflict has Mike being replaced with Yasmina Platt. Yasmina was born in Spain, and now lives in Houston, Texas where she works as the Central Southwest Regional Manager for AOPA. In addition she is an adjunct Professor of Aviation for Utah Valley University. She holds a Commercial Pilot Certificate and is a CFI & CFII. The airplane they are racing, the "Elyminator", is a 1979 Grumman AA-5A "Cheetah". This is the first appearance in the AirVenture Cup for this team.

### FAC6FX RACE # 332 STEVE APPLEBAUM



Make/Model	Diamond DA-20
N	N402AM
Top Speed	160 MPH
Range	450 miles
Fuel Capacity	24 US GAL
Engine	Continental IO-240
Horsepower	125

This Diamond DA-20 is a good example of a modern training aircraft. Steve Applebaum has been a teacher, currently a counselor. He is a private pilot with over 2,000 Young Eagles flown. He has served in various roles for the Illinois Wing of the Civil Air Patrol. In addition Steve has been involved with the Tuskegee Airmen's Young Eagle efforts both out of the old Meigs Field in Chicago, and following the destruction of Meigs, they moved their operations to Gary, Indiana. Steve's Race number, 332, is in honor of the Tuskegee Airmen's famous "Red Tail" Squadron, the 332nd which served in WWII, and was recently featured in the Hollywood movie. A veteran of the Sun 60 Race, where he placed as high as 2nd, this is his first appearance in the AirVenture Cup.

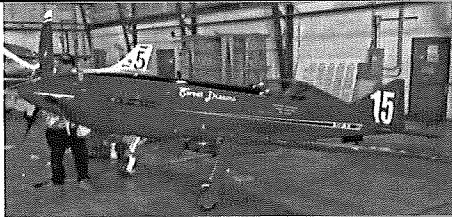
## UNLIMITED RACE # T PAUL & PAM TACKABURY



Make/Model	Lancair IV
N	N94PT
Top Speed	300 MPH
Range	1,000 miles
Fuel Capacity	90 US GAL
Engine	Continental TSIO-550
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. Previous to this Lancair IV, Paul built a Long-EZ which he has raced for more than 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 43 years and co-pilot, Pam, is a private pilot with much experience in the right or back seat depending on the plane they are flying.

## UNLIMITED RACE #5 LEE BEHEL



Make/Model	GP-5
N	N153GB
Top Speed	350 MPH
Range	1000 miles
Fuel Capacity	62 US GAL
Engine	Chevy V-8
Horsepower	500

Lee Behel is flying in his 13th appearance in the AirVenture Cup and the first time racing the GP-5. 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 is the world's only Pereira GP-5. Designed and built by George Pereira, the airplane is powered by a 500hp Chevy 440 cubic inch engine turning a modified Cessna 421 propeller. This is the first time the airplane has flown in the AirVenture Cup.

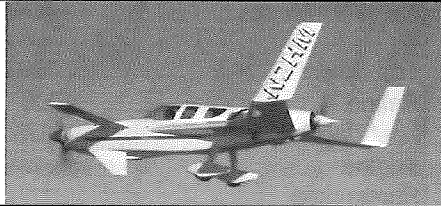
## UNLIMITED-ME # 24 TRES CELEMENTS



Make/Model	Boomerang
N	N24BT
Top Speed	326 MPH
Range	2,100 miles
Fuel Capacity	171 US GAL
Engine	2 Lycoming O-360
Horsepower	2(200)

This unique airplane, the Rutan Model 202 "Boomerang", was designed and built by aviation legend Burt Rutan in two years from 1994-1996. It was unveiled publicly at Oshkosh '96. The unusual appearance of Boomerang comes from the design to not become dangerously difficult to control in the event of a failure of a single engine, resulting in an aircraft with a very asymmetrical appearance. Even though the Boomerang looks totally asymmetric, it is more symmetric in its flying qualities than any twin with wing mounted engines. The Boomerang is being flown by Tres Clements. Tres is an engineer at Scaled Composites, the company started by Burt Rutan. When Burt retired in 2011, he enlisted Tres to restore Boomerang to flying condition and become the caretaker of the airplane. Tres is best known in the AVC history for his long distance flight in a Pietenpol Aircamper from San Louis Obispo, CA to Dayton, OH and then on to Oshkosh.

### SPORT MCT RACE # 21 HARRY MANVEL



Make/Model	Defiant
N	N2HM
Top Speed	218 MPH
Range	1,200 miles
Fuel Capacity	118 US GAL
Engine	2 Lycoming O-320
Horsepower	2(160)

Designed by Burt Rutan, the Defiant was designed to be the "world's safest twin" featuring composite construction, with seating for four and the added safety of two engines without the problems of asymmetrical thrust. This Defiant was built by Harry Manvel with over 4,800 hours spent in the construction process spread out over a 15 1/2 year period; it was first flown in November 2000. N2HM won the Outstanding Workmanship award at Oshkosh in 2001. Harry has spent the last 12 years tweaking the airplane and working on drag reduction. Harry is the president and founder of Manvel Machinery, a plastics processing equipment firm. In addition, he is the co-owner of TowerKlean LLC, an industrial water treatment company. He has flown to many enjoyable vacation with other Canard builders. Harry previously participated in the AVC in 2003.

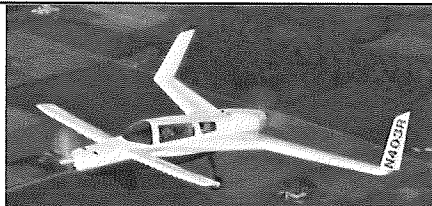
### SPORT MCT RACE # 57 STEPHEN & JO ANNE SORENSON



Make/Model	Defiant
N	N57KS
Top Speed	207 MPH
Range	1,200 miles
Fuel Capacity	115 US GAL
Engine	2 Lycoming O-320
Horsepower	2(160)

Stephen Sorenson built this Defiant, starting in his garage in Sacramento, CA, and then completed in a hangar in Leesburg, VA, after he moved across the country part way through the project. It took over 21 years to build and was completed in October 2005. In August 2006 Stephen took it to Alaska and back, and has since flown it coast to coast across the US 4 times. In 2010 and 2011, they flew from Sacramento, CA, to Hawaii, to Australia via several Pacific islands, and then back again, covering over 25,000 miles and 166 hours. Stephen has over 5,000 hours flying experience, including over 2,000 hours as an instructor. He previously flew co-pilot with Harry Manvel in the 2003 AVC and has participated in several CAFE 400 races. His wife, Jo Anne, does not hold a pilot's license, but has extensive experience with navigating and aircraft operations.

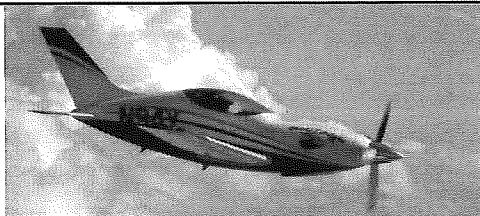
### SPORT MCT RACE # 403 JIM & JAN RODRIAN



Make/Model	Defiant
N	N403R
Top Speed	207 MPH
Range	1,150 miles
Fuel Capacity	105 US GAL
Engine	2 Lycoming O-360
Horsepower	2(180)

Jim Rodrian built this Defiant in his garage, home workshop and hangar over a period of 25 years, completing it in February 2010. N403R won the Bronze Lindy for Plans Built Category at AirVenture 2010. It was his first start to finish aircraft project. Jim learned moldless composite construction techniques building a Long-EZ fuselage and canard prior to starting his Defiant project. Deviations from the standard plans include a gull wing door rather than a full opening canopy and down-draft cooling rather than up-draft cooling on the rear engine. Jim is the president of Elsyn, Inc., an electronic design house that provides turn-key (concept to production) microcontroller based product development services. He has 15 US patents and numerous foreign patents as a result of his innovative designs. Jim's co-pilot is his wife, Jan, who has been his primary co-pilot and navigator since completion of the Phase 1 testing.

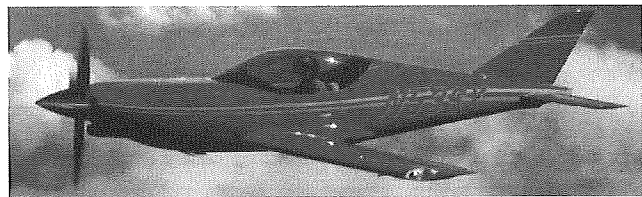
### SPORT RACE #9 TONY CRAWFORD



Make/Model	Questair Venture
N	N94Y
Top Speed	300 MPH
Range	650 miles
Fuel Capacity	50 US GAL
Engine	Continental 550
Horsepower	300

This Red and White Questair Venture was built by Tony Dawson of Greenville, NC and was completed and first flown in 1995. The airplane is easily recognizable for its distinctive egg shaped fuselage and the nose art it displays. After the owner passed away in 2000, Tony Crawford purchased the airplane in 2003. There were only 87 hours total time on the airplane at the time Tony bought it. Since that time he has flown it all over North America, including in the Reno Air Races, to Alaska and most of the lower 48 states. Tony started flying in 1951 at age 13 and earned his Pilot's license in 1960. He holds a CFII rating in both fixed wing aircraft and helicopters. He had a private veterinary practice for 36 years until retiring in 1997. This is Tony's 7th AVC.

### SPORT RACE #10 KEITH PHILLIPS & BOB TERRY



Make/Model	Swearingen SX-300
N	N53SX
Top Speed	310 MPH
Range	900 miles
Fuel Capacity	66 US GAL
Engine	Lycoming L1C-5
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 and has led 3 groups of SXs to Alaska. 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 Bob "Roofman" Terry. Bob is also a Spruce Creek resident and is renowned for his photography skills. Bob's photographs have been featured in numerous publications. This is Bob's first AVC.

### 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. 2012 is his 7th AVC.

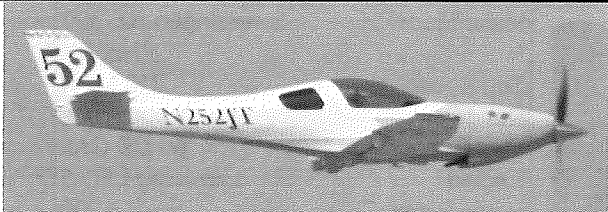
## SPORT RACE #35 MICHAEL SMITH



Make/Model	SX-300
N	N350G
Top Speed	310 MPH
Range	800 miles
Fuel Capacity	68 US GAL
Engine	Lycoming IO-540
Horsepower	350

This SX-300 was built in 1994 by James Hilbe. The airplane was built from the SX-300 Kit manufactured by Swearingen Aircraft in San Antonio, TX. Designed by Ed Swearingen, the SX-300 was an amazingly complex airplane to build, as a result it was not built in large numbers. Race 35 was constructed from Kit Serial Number 78. Flying the #35 SX-300 is Michael Smith, of Brandon, MS. Michael started flying at age 15, and has since flown over 60 models of aircraft. He holds a Commercial Pilot Certificate with and Instrument Rating. He is a SARL race Veteran, most recently flying the Big Muddy Air Race in IL in June, 2012. This is the first appearance in the Airventure Cup for both the pilot and airplane.

## SPORT RACE #52 JIM THOMAS & REBECCA MILLER-CRIPPS



Make/Model	Lancair Legacy
N	N252JT
Top Speed	290 MPH
Range	1,000 miles
Fuel Capacity	64 US GAL
Engine	Continental IO-550
Horsepower	280

N252JT is a Lancair Legacy built by Jim Thomas. The aircraft is almost stock with the exception of custom wingtips of Jim's design and wing and horizontal stabilizer speed fairings from Legacy Innovations. Having owned several aircraft and rebuilt one aircraft, Jim had a strong desire to build his own airplane 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 currently manages two airports in California. He lives at an airpark at one airport he manages and his office is located at the other, affording him the opportunity to fly to work almost every day. Flying co-pilot is Rebecca Miller-Cripps. Rebecca is a coordinator for the University of California Davis Cooperative Extension program. She is not a pilot but wanted to participate in the AVC to try something new.

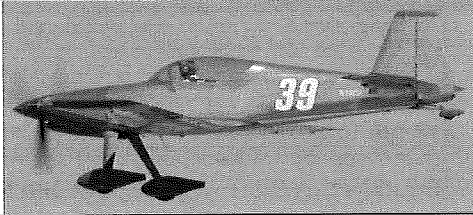
## SPORT RACE # 60 JAMES CIANCI JR & NICOLE ALLISON



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. James purchased N6L in April 2009. James is a former Naval Aviator with over 17,000 hours of flight experience. He flew 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. This is his 4th appearance in the Air Venture Cup. Flying co-pilot this year is James' niece, Nicole Allison, who is a college freshman at Georgia Tech working towards an Engineering Degree in Aerodynamics with a concentration in Composites. She is working on her private license and this is her first cross-country air race experience.

### SPORT FX RACE #139 JOHN ANDERSEN



Make/Model	F-1 Rocket
N	N39EJ
Top Speed	231 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. This is John's Second AirVenture Cup Race.

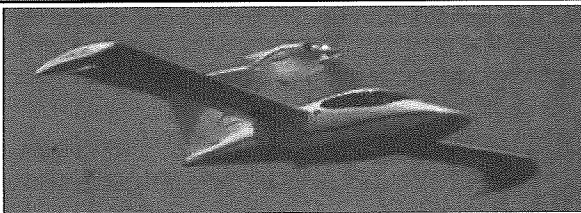
### SPORT FX RACE #334 DAN MCELROY & TOM DOLLMMEYER



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. This is Dan's 2nd appearance in the AVC. Tom Dollmeyer is the chief engineer for Cummins Engine Company. He is a private pilot and new to racing. Tom built a Glasair Super II FT and won the Bronze Lindy at SunNFun 2006.

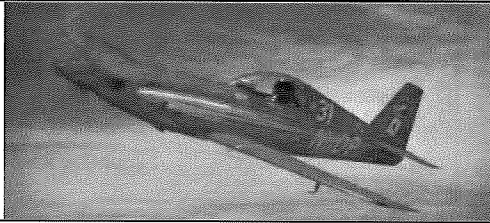
### SEASPORT RACE #80 KEITH WALLJASPER & DANA WALLJASPER



Make/Model	Seawind
N	N80CC
Top Speed	200 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. 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 11th AVC. Keith has been interested in aviation his entire life. He started building model airplanes during his school years, which led to flying lessons later on. Keith is a retired toolmaker. Flying co-pilot is Keith's daughter-in-law, Dana Walljasper. Dana started taking flight lessons in the fall of 2011 and hopes to earn her private license this year.

### 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 most of his free time rebuilding it after landing gear collapses, or working on speed mods of his own design. Most recently, Dick designed, built, tested and modified an engine cowling for the airplane. Dick is retired from the airline industry, currently serving as president of the Dennis Polen Aviation Educational Foundation.

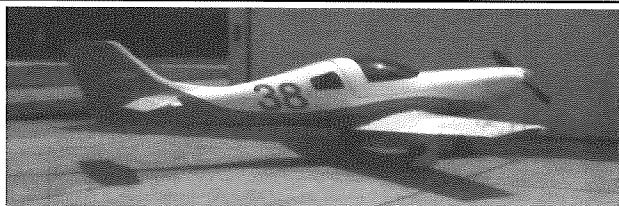
### FORMULA RG BLUE RACE #13 JAMES & SANDY REDMON



Make/Model	Berkut 360
N	N97TX
Top Speed	270 MPH
Range	1,400 Miles
Fuel Capacity	54 US GAL
Engine	Lycoming IO-360
Horsepower	180

N97TX first flew on August 28, 2004 after almost 12 years of construction time and has posted impressive race numbers. Over the last few years, Race 13 has steadily been climbing the ranks and getting faster – winning the “2007 SARL Silver National Champion” title and has posted a top race speed of 256.03mph. Berkut 13 is sporting several performance mods including C.R.A.M. (Clean Ram Air Mod) scoop induction, low drag winglet tips and better aerodynamic fairing, a completely re-designed canard, and even an integral smoke system. This is also the first year flying with a race inspired paint scheme! James currently works as a Systems Engineer/Test Pilot on the Mobius UAS project in California. James is joined by his supportive and loving wife, Sandy. Sandy is not a pilot, but enjoys racing, traveling to and attending air shows and has hopes of learning to fly the Berkut.

### FORMULA RG BLUE RACE #38 MARK QUINN



Make/Model	Lancair 360
N	N3QU
Top Speed	250 MPH
Range	1000 Miles
Fuel Capacity	55 US GAL
Engine	Superior IO-360
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 over 35 years. He enjoys racing and flying formation on the weekends plus helping other builders with their homebuilts. Mark works as an industrial engineer 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 5th AirVenture Cup . In 2011, Mark placed 1st in the Formula RG Class.

### FORMULA FX BLUE RACE # 73 STEVE HAMMER



Make/Model	Glasair I TD
N	N73SH
Top Speed	250 MPH
Range	1000 miles
Fuel Capacity	45 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 placed 2nd in the 2011 AirVenture Cup and is looking forward to a rematch with his brother Bruce this year. Both Bruce and Steve are excited for this year's course; they will be passing their family farm in Pocahontas, Iowa during the race.

### 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 14th appearance in the Air Venture Cup and he has also raced previously in the Sun 100 and Sport Air Racing League races. Bruce spent the 2011-2012 winter off season completely rebuilding the Race #91 Glasair.

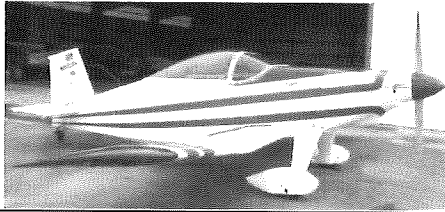
### FORMULA FX BLUE RACE # 111 KLAUS SAVIER & JENNY TACKABURY



Make/Model	Long-EZ
N	N360KS
Top Speed	260 MPH
Range	1,400 Miles
Fuel Capacity	50 US GAL
Engine	Lycoming O-360
Horsepower	200

This Long-EZ was built by Klaus Savier of Santa Paula, CA over a 27 year period. It has a Dual Light Speed Engineering Plasma III CDI Electronic Ignition (designed by the builder) and a high pressure, timed sequential, electronic fuel injection. Klaus has built his aviation career on speed and efficiency. He holds 2 world speed records 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. His co-pilot, Jenny Tackabury, was raised in a flying family (her parents are racing in the Unlimited category) and has attended and crewed in rallies and races since her childhood.

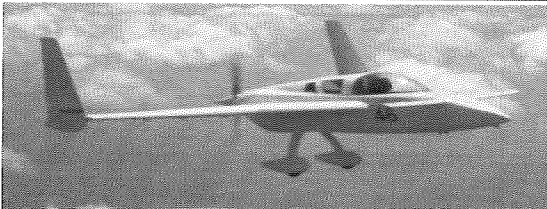
### FORMULA FX RED RACE # 18 ROLAND DENISON & FRANK JACOB



Make/Model	Thorp T-18
N	N9323A
Top Speed	140 MPH
Range	360 Miles
Fuel Capacity	29 US GAL
Engine	Lycoming O-290
Horsepower	125

N9323A is a Thorp T-18 being flown by Roland Denison and Frank Jacob. Both are from Louisiana and this is the first AVC for both. The Thorp T-18 was designed by John Throp and first flown in 1963. The T-18 was designed to be easily constructed from sheets of aluminum, and use the modified O-290G powerplant. It was originally designed with an open cockpit and with the cylinder heads protruding through the engine cowling like a Piper Cub. Even as originally designed, the cruising speed was quite high. The design showed great potential for higher performance and so modifications were created to install larger, cowled engines and a bubble canopy.

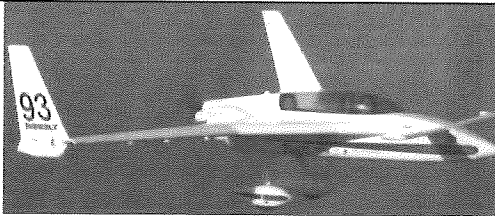
### FORMULA FX RED RACE #46 JEFF MALLIA



Make/Model	Cozy Mk III
N	N46WM
Top Speed	221 MPH
Range	1,000 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 6th AVC. Jeff placed 1st in the Formula FX Class during the 2011 AirVenture Cup

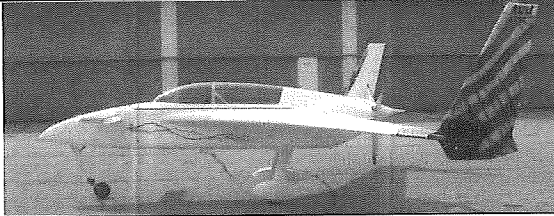
### FORMULA FX RED RACE # 93 RICH LAMB & STEVE SILDER



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 10th AirVenture Cup Race. In 2010 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 is Steve Silder, also a Sikorsky test pilot. Steve has made multiple round trips from West Palm Beach to Fairbanks, Alaska due to his 31 year association with Rich. He is often attributed with being the inspiration for the Dos Equis Most Interesting Man in the World.

## FORMULA FX RED RACE # 212 CURTIS MARTIN & DAVID FIFE



Make/Model	Long-EZ
N	N12LZ
Top Speed	224 MPH
Range	1,100 Miles
Fuel Capacity	52 US GAL
Engine	Lycoming O-320
Horsepower	160

N12LZ was built by Curtis Martin and David Fife over a period of 12 years, in a combination of a garage, hangar and workshop. It has an extended nose, high performance rudders, steel roll over cage, and removable baggage pods. The first flight of this airplane was in September 2011. Curtis Martin is a recently retired Battalion Chief from Waterford, MI. Curtis earned his pilot's license in 1991. At that time he was flying a Murphy Rebel that he had built, on wheels, and then completed the construction of floats which he installed and won Reserve Grand Champion Seaplane in 2003. He is the president of a 30 member flying club with a Cessna 172 and 182. He has flown many long cross-countries from his home in Michigan to Maine, Nevada, and Florida. Flying co-pilot is his friend, fellow builder and owner, David Fife.

### 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 has his commercial and instrument licenses and has been flying for 22 years. He is a mechanical engineer with Goodyear. Damon placed 1st in the 2011 AirVenture Cup RV Gold Race.

### RV GOLD RACE #771 STEPHEN & MELISSIA CHRISTOPHER



Make/Model	RV-7
N	N7718D
Top Speed	220 MPH
Range	1,000 miles
Fuel Capacity	42 US GAL
Engine	Lycoming IO-390
Horsepower	210

This RV-7 was built by Stephen Christopher from a standard kit. He rented a garage about 40 miles south of Seattle while waiting for a hangar, then moved 40 miles north of Seattle into a hangar about half way through the build. After just 22 months of build time, N7718D made its first flight on August 10, 2010. Stephen and Melissa have put more than 400 hours on the aircraft, taking it three times to Florida, to various fly-ins and Oshkosh 2011. Stephen first learned to fly at Outlaw Field in Clarksville, TN. He built most of his flight experience in Alaska. After finishing this RV-7, he sold their Cessna 172 that had carried them throughout Alaska and across the US since 1995. Flying co-pilot is Stephen's wife, Melissa, who is also his fellow adventurer and flying companion.

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



Make/Model	RV-7
N	N808TB
Top Speed	205 MPH
Range	750 miles
Fuel Capacity	42 US GAL
Engine	TMX O-360
Horsepower	180

Race #8 is a white and burgandy RV-7 being flown by John Mullaney and David Henning. N808TB was built by Nathan Rigaud of Vero Beach, FL. John has acquired over 3,700 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. In prior years, besides racing this RV-7, John has also flown co-pilot with other racers and flown a chase plane. Dave Henning is a "freight dog" pilot and has many hours of night flight experience. Dave is participating in his 2nd AVC.

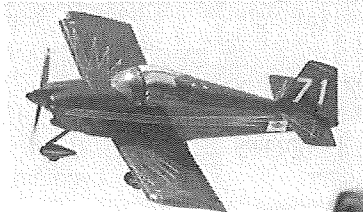
### RV BLUE RACE # 12 ALAN CARROLL



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 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 6th AVC and he has also competed in several SARL races.

### RV BLUE RACE # 71 ROBERT AXSOM



Make/Model	RV-6A
N	N710BJ
Top Speed	207 MPH
Range	600 Miles
Fuel Capacity	38 US GAL
Engine	Lycoming 0-360
Horsepower	180

This RV-6A was built by Robert Axsom along with his late wife, Jeanine, from a quick-build kit; it was test flown in March 2004. Robert has been constantly modifying it for additional speed. There is extensive lower cowl baffling, the canopy skirts are stiffened and sealed, the tail control surface access opening has been covered with aluminum plates, and the tip tanks are removed for most races, among other modifications. 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. He was 1 of the 3 original Radio Electrical & Electronic Inspectors assigned to Project Mercury. Robert has flown in 5 previous AVC races and 20 additional SARL races.

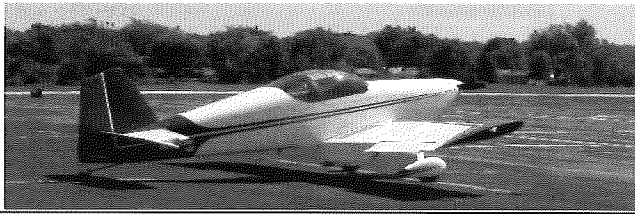
### RV BLUE RACE # 96 DOUG & KATHY SHOUP



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. The 2010 AirVenture Cup race start line in Mitchell, SD, was the first trip more than 250 miles from home for the airplane. Flying co-pilot with Doug this year is his wife, Kathy. Kathy is a private pilot and shares duties on all of their flights.

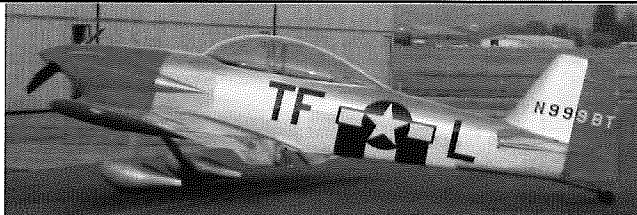
### RV BLUE RACE #411 JEFF BARNES



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 Niagara 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 1,000th Young Eagle. This is Jeff's second appearance in the Air Venture Cup. In 2011 Jeff placed 1st in the RV Blue Class.

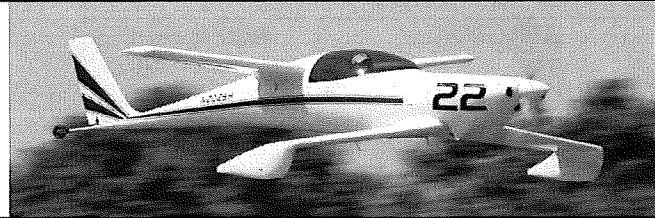
### RV BLUE RACE # TF BRENT TRAVIS



Make/Model	Vans RV-4
N	N999BT
Top Speed	218 MPH
Range	400 Miles
Fuel Capacity	32 US GAL
Engine	Lycoming O-360
Horsepower	180

Race "TF" is a Van's RV-4 built and flown by Brent Travis of Hayden Lake, ID. Construction of the airplane took more than 2000 man-hours to complete and the airplane was first flown in April of 2002. The airplane was built essentially stock, with the exception of modifications to the engine cooling airflow and replacing one of the magnetos with an electronic ignition system. New to the airplane for the 2012 race season is a newly designed 2-blade Catto Racing propeller. Brent is an Instrument Rated private pilot with more than 1000 hours of flight experience, 800 hours of which are in the RV-4. He is a mechanical engineer by training, currently working as a recruiter in the engineering field.

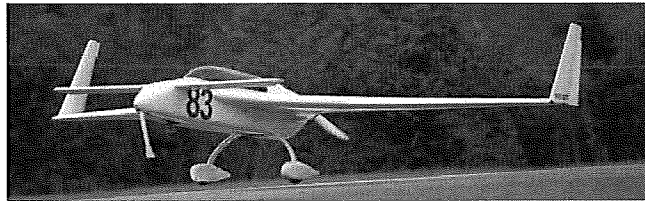
## SPRINT RACE # 22 SAM HOSKINS



Make/Model	Quickie Q-200
N	N202SH
Top Speed	210 MPH
Range	750 miles
Fuel Capacity	32 US GAL
Engine	Continental O-200
Horsepower	110

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 1,850 hours of flight time since its 1st flight on June 9, 1986. This will be the 22nd 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 has participated in national skydiving competitions.

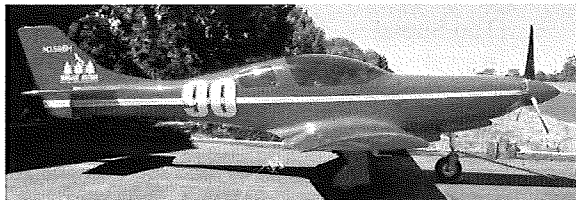
## SPRINT RACE # 83 DAVID ADAMS



Make/Model	Long-EZ
N	N83DT
Top Speed	202 MPH
Range	1200 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 25 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 # 90 DENNIS COLLINS



Make/Model	Lancair 235
N	N359BH
Top Speed	205 MPH
Range	800 miles
Fuel Capacity	33 US GAL
Engine	Lycoming O-235
Horsepower	125

This red Lancair 235 was built by Brian Hewitt in California in 1995 and was subsequently purchased by Dennis Collins. After buying the airplane, Dennis upgraded the nose gear to the new style gear, added a three bladed MT propeller and an electronic ignition system to the engine. Dennis earned his Private Pilot Certificate by working as a lineboy while in high school. He spent a tour in the Air Force as an F-4 Phantom Crew Chief, during which time he earned his commercial, instrument, and multi-engine ratings as well as single and multi engine CFI ratings. He has worked as a jump plane and banner tow pilot and is currently employed as a software engineer. He ran his first AirVenture Cup Race in 2006 and this is his 5th appearance in the AirVenture Cup.

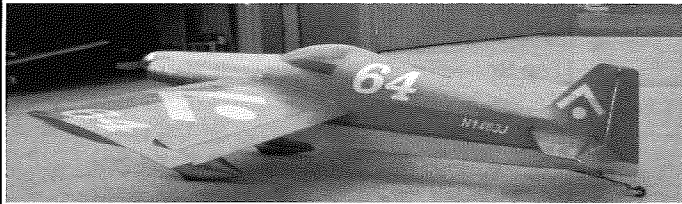
**SPRINT RACE # 98 JOHN KEICH**



Make/Model	Midget Mustang
N	N825J
Top Speed	195 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, 64 years later. This Midget Mustang was built by Stan Mankovich Sr, completed in 1988. It was subsequently owned, enjoyed and improved by a succession of five pilots before John Keich acquired her in 2006. John learned to fly in 1956, and in the 56 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	600 Miles
Fuel Capacity	17.9 US GAL
Engine	VW 2110 cc
Horsepower	100

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 five times previously earning a win in the class in the last 5 Air Venture Cup races.

**SPORTSMAN LIGHT RACE # 15 KEN WHYTE**



Make/Model	Rans S-12S
N	N985G
Top Speed	100 MPH
Range	150 Miles
Fuel Capacity	17.9 US GAL
Engine	Rotax 912
Horsepower	100

This Rans S-12S was built by William Goedde and is now owned and flown by Ken Whyte and Vic Verdev of Conover, WI. The Rans S-12S was designed by Randy Schlitter of Rans Aircraft. The design of the airplane features impressive helicopter-like visibility with excellent handling characteristics. Flying the Rans is Ken Whyte. Ken has been flying since 1962, and is racing in celebration of his 50 years as a pilot. He has owned a number of airplanes over the years including an Ercoupe, Piper Tri-Pacer, Cherokee, Comanche and a Cessna 140. He has been the Chairman of Homebuilt Aircraft Parking at Oshkosh since 1980. A retired High School Teacher, he was also involved in Aerospace Education for more than 30 years. He is a veteran of the AVC Race staff since 1998.

## VINTAGE RACE # 19 CARRI HOAGLAND



Make/Model	Taylorcraft BC-12
N	N43955
Top Speed	120 MPH
Range	300 Miles
Fuel Capacity	18 US GAL
Engine	Cont C-85
Horsepower	85

This 1946 Taylorcraft BC-12D "Dream Chaser" was designed and built by the Taylorcraft Aircraft Corporation of Alliance, OH. Dream Chaser is powered by a Continental C-85 engine. It was restored by Carri Hoagland of Port Wing, WI over a period of several winters in the early 1980s with the help of her three daughters. Carri is a retired teacher and currently runs her own auto repair business just off the shores of Lake Superior in Port Wing, WI. Before getting involved in airplanes, Carri raced cars for a number of years. Her oldest daughter, Erica raced her Pitts in the biplane class at Reno in 2006. Carri has been a Finish Line Judge since 2009. This is her first appearance in the AirVenture Cup and the first BC-12D to race in the AVC.



# ACKNOWLEDGEMENTS

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

## 2012 AirVenture Cup Race Staff:

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

## SARL

Mike Thompson

## Starting Line Judges:

Eric Whyte  
Sarah Whyte  
Erik Anderson  
Craig Henry  
Ken Whyte  
Andy Jaskie

## Wright Brothers Aviation:

Terri Shannon  
Todd Shannon  
Roger Gebel  
Brandon Goergen  
Lori Grassel  
Scott Gerlach  
Jim Shannon  
George Bittner  
Nick Jablonske  
Charlie Allen  
FLD ATC – Mike Snaer  
OSH ATC - Mary Blake

Minneapolis ATRCC  
Sioux Falls ATC  
Rochester ATC  
OSH ATC  
LSE ATC

## Chase Plane Pilots:

Sal DeVincenzo  
Pete Halasz  
Mark Foster

## Turn Point Judges

Daryl Jezierski  
Shannon Spangler  
Carl Houghton

## Finish Line Judges:

Mike & Eliot Felske  
David Kapitan  
Gil Kaczmarek  
Carri Hoagland  
Mike Cornell  
Laurie Probst  
Lisa Toll  
Joe Conlon

## Oshkosh Volunteers:

Tim Bass  
Dennis Gaulden  
Jeff Gaulden  
Jeannie Schneider  
Scott Schneider  
Dennis Mohr

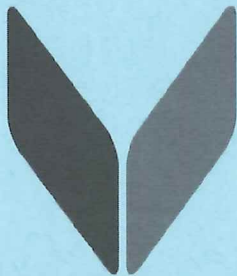
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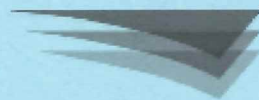
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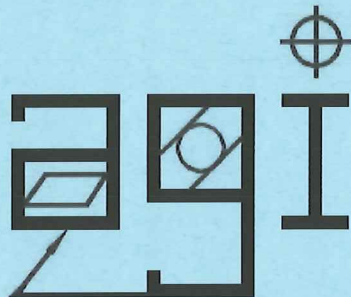
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