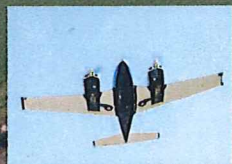




2013 **AVC** 
airventure cup
CROSS COUNTRY AIR RACE
mount vernon, il - oshkosh, wi





To all AirVenture Cup participants:

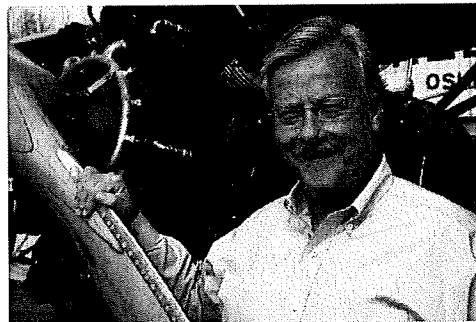
I wish all of you the best in this year's race and welcome you to EAA AirVenture Oshkosh, "The World's Aviation Celebration." Air racing has a history almost as long as aviation itself. The AirVenture Cup is an opportunity to showcase the safety and variety of aircraft in a fun way with fellow aviators.

Special thanks go to all of the volunteers who make this event possible, whether they are the volunteer organizers or those in the communities where the race begins and finishes. Those volunteers are dedicated to making your experience the best possible one for you.

The AirVenture Cup is a traditional kickoff event for all the activities that take place at Oshkosh each year. We encourage you to stay for the entire week of activities, entertainment, and fellowship. AirVenture is aviation's family reunion and we're glad you're a part of it.

Best regards,

Jack J. Pelton
EAA Chairman of the Board





Participants, Volunteers and Race Fans:

Welcome to the 2013 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 16th 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 16 years, during that time a number of cities have hosted the event. First was Kitty Hawk, NC the cradle of aviation, then Dayton, OH the home of the Wright Brothers, then in 2008 we added Mitchell, SD to that list and that was a success. This year we are happy to be adding Mt Vernon, IL to the list of AirVenture Cup Host Cities. The City of Mt Vernon and the Airport Manager Chris Collins and his staff have done an outstanding job of bringing the AirVenture Cup to Central Illinois. I also need to thank the AirVenture Cup Staff. The team worked incredibly hard, never gave up, and has done a fantastic job overcoming the challenges this year.

Thanks also to the airports at Dixon, IL and Wisconsin Rapids, WI for their support in hosting the turn points this year.

Another big round of thanks goes to the Waupaca Airport who graciously stepped up and hosted the Finish Line for the Race last year. In 2012 we had to change the plan at the last minute due to weather, and they bent over backwards to help make it happen. Their help is greatly appreciated.

Wherever you are taking part in this year's race, as a participant, volunteer, or spectator I hope you enjoy it.

Enjoy the Race!

Eric R. Whyte

Eric Whyte
Chairman, 2013 AirVenture Cup Race



WWW.AIRVENTURECUPRACE.COM

PLEASE VISIT US ONLINE FOR:

MORE INFORMATION ABOUT THE AIRVENTURE CUP OR TO JOIN OUR MAILING LIST VIA THE CONTACT US LINK

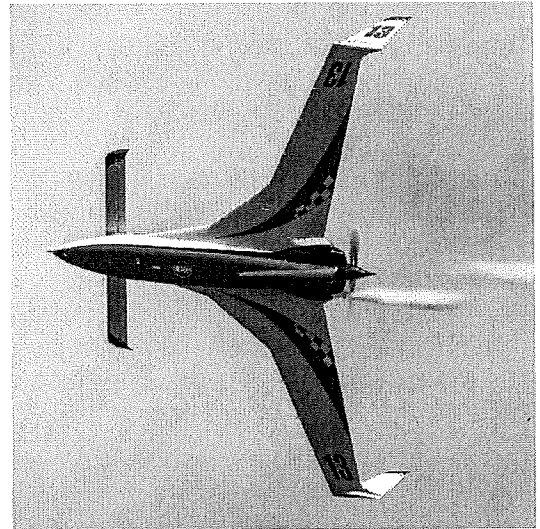
PHOTOS FROM THIS YEARS RACE & PAST RACES,
& RACE RESULTS



The History of the AirVenture Cup

Eric Whyte

For the past 15 years a small group of aircraft has taken part in a revival of Cross Country Air Racing in the United States. Cross Country Racing is only a little younger than aviation itself, with activity peaking in the late 1920s and 1930s with the famed Bendix Trophy Race. After the Bendix Race turned into an all Military jet shootout, Cross -Country Racing faded from the forefront. There were small events, and some handicapped "rally" style races but all out speed races when on the endangered species list some-time around Neil and Buzz landing on the moon. In the mid-1980s a group backed by Aircraft Spruce and Specialty started the process of popularizing Cross Country Racing again. They called the event "The Great Cross Country Flying Race" and started in Palm Springs, CA and Raced all the way to Chicago. As you might imagine given the distance involved they only fielded a small group of racers. Incidentally several of those early participants are active in racing events today.



After several years of long races, and learning from the experience the Great Cross Country Race organizers decided to shorten the race to 777 NM, starting in Denver at the Jeffco Airport and ending at Oshkosh. As expected the entries surged. I was one of those adventurous souls that entered the 1994 Race and flew the Piper 180 Comanche I was flying at that time. As pilots are prone to do, the night after the race, we sat in the campground and "debriefed" the event. There were things we liked, things we'd change and soon the campfire turned into a brainstorming session. In those days, the Countdown to Kitty Hawk had just been announced and since none of us had ever been to the Outer Banks, but the idea was hatched to have a Race from Kitty Hawk to Oshkosh.



The next step was the creation of an outline, we started writing down all the ideas we had into something we could present to potential sponsors. We spent the next few years collecting ideas, support and forming a team. Then in 1997 while I was working at EAA Headquarters I began talking to Jack Cox, who was a longtime fan of air racing and a wealth of knowledge. I told him of my idea for a race from Kitty Hawk to Oshkosh and he was immediately supportive. Ben Owen, who was the head of Membership Services at the time also saw merit in the idea and brought it up to Tom Poberezny and Tom saw value in having an event that would tie EAA with Kitty Hawk as we built up to the Centennial of Flight in 2003. With Tom's blessing, myself and the Race Committee were given the green light to begin planning the event for the first race in 1998.

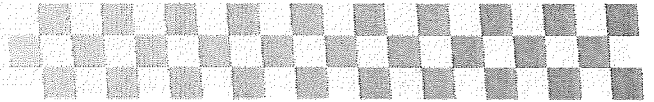
The first bit of good luck in planning came from visiting the North Carolina DOT booth at Oshkosh 1997. (It was still Oshkosh back then that AirVenture business came later) They were excited to have the event in their state, and suggested I contact Tim Gaylord right away. Tim was the manager of the Dare County Airport in Manteo, NC which is the closest airport to First Flight that has fuel, FBO etc. In one call to Tim, we got the ball rolling. To call him enthusiastic is an understatement. He couldn't do enough to help us out.

The 1998 Race found 10 participants at the starting line in Manteo, NC. At that time we planned to Race from Kitty Hawk to Oshkosh, non-stop.

The 1999 Race started with the idea we would think have a "pit Stop" on the course to shorten the distances involved. We looked at the Dayton Wright Brothers Airport and met with the folks at Commander Aero, which

The History of the AirVenture Cup

Eric Whyte



was being run at that time by Airshow Performer Bill Leff, who is well known for his routines in his highly polished AT-6G. Like Tim Gaylord, Bill was enthusiastic about being involved. Based on the success of the “two-leg” format at the 1999 race, the plan was to make the change permanent for 2000. The course would stay that way through the 2003 race.

After the 2003 Race a meeting was held to discuss the future of the event. At the beginning the focus was on the 2003 event, and with that past it went into a “what do we do now” mode. By that point the race had become quite popular with participants many of whom had not only become regulars, but were amazingly passionate about Cross Country Racing. Clearly there was reason to continue the event. During the debriefing one of the concerns was the consistently difficult weather encountered in the Kitty Hawk to Dayton leg. It was decided to shorten the race from a long two day race to a one day, shorter race. Dayton was selected as the logical starting point. The Race course remained Dayton to Oshkosh from 2004-2007.



In 2007 after particularly brutal headwinds not only slowed things down but provided bone jarring turbulence, talk seriously began at looking at moving the AirVenture Cup “out West”. During the 2007 Convention the search began and a number of airports were identified as potential sites. After talking to airport managers, FBOs, and race staff visiting a number of places, it was announced that the 2008 AirVenture Cup would start in Mitchell, SD.

The choice of Mitchell, a city most participants had never heard of, caused many people to think the Race Staff had lost their minds. With Mitchell being located sort of in the middle of the country, it made participation easier for pilots from the West Coast.

As it turned out the 2008 Race and the decision to move to South Dakota was a huge success. The day before the race an airport “open house” was held to allow the public a chance to come and see the airplanes. It was extremely popular with the locals, with more than 2000 people attending.

In 2009, the race returned to Dayton, and a schedule was established that would have Dayton host on “odd” years and Mitchell on “even” years.

Due in part to the success of the pre-race events in Mitchell, SD and a timely proposal by the airport manager in Mt Vernon, IL. It was announced that the 2013 Race would be hosted by Mt Vernon, IL. The 2013 Race is scheduled to be held on Sunday July 28th, 2013. It will no doubt add yet another interesting chapter to the History of this unique aviation event.

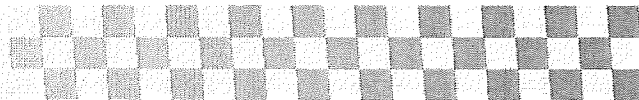




AirVenture Cup Race Rules

- 1) All FARs will be followed.
- 2) No temporary fuel tanks in passenger compartment will be allowed. Fuel requirements will be VFR or IFR minimums.
- 3) All pilots must show credentials upon check-in at our Host FBO, at the Mount Vernon, IL airport. Prior to being allowed to fly. Those credentials required of all pilots are:
 - a) Pilot Certificate (Sport Pilot or higher) with appropriate ratings and endorsements for the aircraft flown.
 - b) Current Medical Certificate Appropriate for Pilot Certificate used
 - c) Current flight review
- 4) In addition to pilot credentials, participants will be required to show the following documents for their aircraft. The documents required are:
 - a) Airworthiness Certificate
 - b) Registration if not flown by the owner, written permission from the owner is also required.
 - c) Current annual inspection sign-off (photocopy is ok)
 - d) Other inspections required by FARs must be complied with. Race officials at the check-in will verify these documents the day before the race.
- 5) The pilot must be a current EAA Member
- 6) Insurance Requirements: All participants must provide us with an insurance company issued Certificate of Insurance evidencing aircraft liability insurance, in the amount of no less than \$1,000,000. This coverage must include air racing, waiver of subrogation, 60-day notice of cancellation, and additional insured status as follows: EAA, 2013 EAA AirVenture Cup, their Directors, Officers, Members and Volunteers Attn Karen Kryzanik EAA Insurance Administrator P.O. Box 3086 Oshkosh, WI 54903-3086
NOTE: Dick Keyt, has once again volunteered to serve as the Co-Chairman of Risk Management and is handling the insurance screening this year. If you have questions about the insurance requirements please contact Dick Keyt
- 7) All race crews must attend both pre-race briefings. The Main Pre-Race Briefing will be held on Saturday Evening at the Starting line. An updated weather briefing will be held prior to departure on Sunday Morning.
- 8) The AirVenture Cup will be limited to a crew of two, a pilot and co-pilot. Pilots do have the option of flying solo at their discretion.
- 9) If a racer drops out of the race for any reason, in addition to closing their flight plan, they will need to contact the finish line and inform them that they are dropping out of the race. Phone numbers will be available at the briefing.
- 10) All aircraft participating in the AirVenture Cup Race will be required to display race numbers in a color that contrasts the aircraft's paint. Race numbers will be displayed on both sides of the fuselage and under the left wing. Race numbers will be no smaller than 18 inches and must be visible to the race officials on the ground. Race numbers must be applied to the aircraft no later than 8:30 a.m. (CST), the day of the race. Aircraft that are too small to display 18 inch numbers on the fuselage need to contact the contest chairman at least two weeks prior to the race to make other arrangements.
- 11) Weather at the starting line must meet at least VFR minimums. Weather related decisions in regards to the start of the race will be at the discretion of the contest committee. In the event of poor weather the race will be delayed.
- 12) The weather must meet VFR minimums between Mount Vernon, IL (MVN), and Oshkosh (OSH). If conditions become IFR after leaving Mt Vernon, the racers should land as soon as practical, at the nearest safe airport. Where the race will be held until conditions improve.
- 13) In the event of a racer returning to Mount Vernon after the start of the Race, the racer will have until 12:00 p.m. (CST) to restart the race. The starting line will be closed at 12:00 p.m. (CST).
- 14) The finish line is located at the Waupaca Municipal Airport located in Waupaca, WI (KPCZ). After crossing the finish line race aircraft should land and refuel if needed before continuing on to Oshkosh using the Fisk Arrival Procedure.

AirVenture Cup Race Classes



EXPERIMENTAL CATEGORIES

TURBINE

Any Experimental Category aircraft with a turbine engine, unlimited SHP (Shaft Horse Power), Class winners in both Fixed and Retractable gear.

UNLIMITED

Any Experimental Category aircraft normally aspirated or with a turbo/super-charged (any forced-induction) engine with a displacement greater than 1,000 cubic inches. Class winners in both Fixed and Retractable gear.

SPORT CLASS

Any Experimental Category aircraft with a normally aspirated engine with a displacement of 1,000 cubic inches or less.

SPORT FX

Any Experimental Category aircraft with 540/550 cubic inch displacement normally aspirated with Fixed Landing Gear for F-1, EVO Rocket, Harmon Rocket II etc.

RG Blue

Any Experimental Category aircraft with an engine displacement of 360 cubic inches or less, normally aspirated, with retractable landing gear.

RG Red

Any Experimental Category aircraft with an engine displacement of 320 cubic inches or less, normally aspirated, with retractable landing gear.

FX Blue

Any Experimental Category aircraft with an engine displacement of 360 cubic inches or less, normally aspirated, with at least two fixed landing gear.

FX Red

Any Experimental Category aircraft with an engine displacement of 320 cubic inches or less, normally aspirated, with at least two fixed landing gear.

RV Blue

Open to any Van's RV-series aircraft powered by an engine of 360 cubic inches or less, normally aspirated.

RV Red

Open to any Van's RV-series aircraft powered by an engine of 320 cubic inches or less, normally aspirated.

SPRINT CLASS

Any Experimental Category aircraft with an engine displacement of 240 cubic inches or less, normally aspirated.

SPORTSMAN

Any Experimental Category aircraft using a VW or Corvair normally aspirated engine conversion

CERTIFIED CATEGORIES

FAC1RG

Any Factory-built aircraft with 280 HP and above, normally aspirated with retractable landing gear

FAC6

Any Factory-built aircraft with less than 130 HP

TWIN2

Any Factory-built twin-engined aircraft with 200 to 279 HP per engine, normally aspirated

Heavy Metal CJ

Includes all variants of the Nanchang CJ aircraft

Vintage

Includes aircraft manufactured prior to August 31, 1945. Qualifying aircraft may run in either HM-Vintage or the appropriate Production class if desired.

**YOU WANT TO RACE YOUR
P-38 LIGHTNING?**

**WE HAVE A CLASS
FOR THAT!**

For a complete listing of race
classes visit
www.airventurecuprace.com

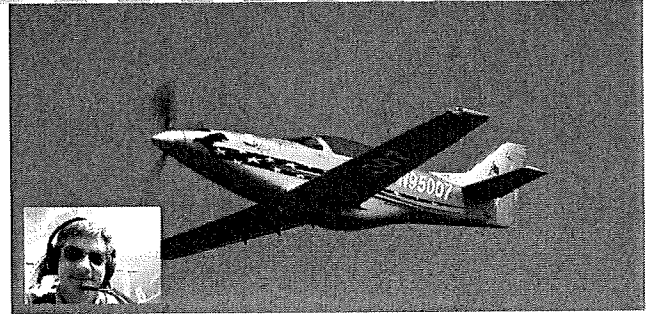


Rene Dugas

Turbine

007

Rene Dugas is flying Race #007, a Turbine Legend. 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 is Cajun by birth and a racer by choice, he has raced motorcycles, racing carts, boats and airplanes in SARL. He has been married for 34 years and is a father of 2. Rene retired in 2011, after 25 years as an ENT surgeon. 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 4th appearance in the AirVenture Cup race for the team.



Type: Turbine Legend
Registration: N95007
Top Speed: 300 MPH
Range: 900 Miles
Fuel Capacity: 130 Gal

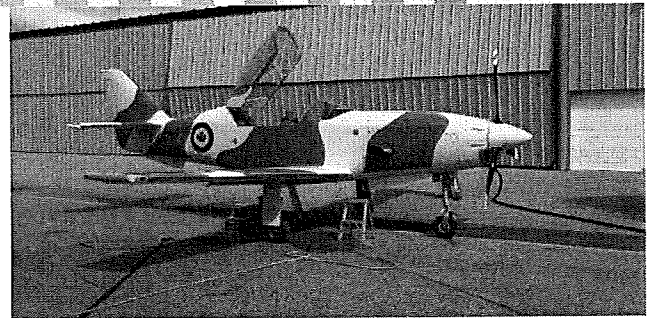
Engine: Walter 601D
Horsepower: 730
Empty Weight: 2,500 lbs
Gross Weight: 4,100 lbs

Marty Abbott

Turbine

104

Marty Abbott is a commercially rated pilot flying this turbine Legend. Marty is a former Royal Canadian Air Force CF-104 fighter pilot. Notably, on his first flight in a Starfighter he had to eject due to engine failure, he also achieved his fastest speed to date of Mach 2.4 while serving in the RCAF. This airplane was built by Marty and Innovative Wings of Calgary, Canada and features many modifications. During the build, the landing gear was made more robust, flap system beefed up, aerodynamics were cleaned up, and a modified Garrett turboprop was installed after originally flying with a Walter engine. This year the engine is modified and producing another 200 horsepower. According to Marty, "There is no replacement for displacement," and this year's race is just another evolution in his never-ending quest for more horsepower and speed. This is Marty's 3rd AirVenture Cup.



Type: Legend
Registration: C-GUTT
Top Speed: CLASSIFIED
Range: 1,000 Miles
Fuel Capacity: 160 Gal

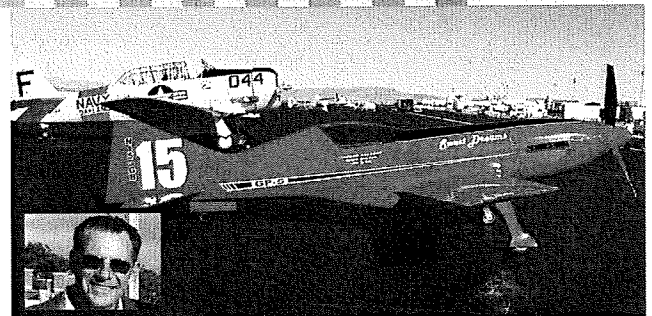
Engine: Garrett Dash 10
Horsepower: 1,200
Empty Weight: 2,500 lbs
Gross Weight: 4,100 lbs

Lee Behel

Unlimited

5

Lee Behel is making his 14th appearance in the AirVenture Cup this year, and has raced a variety of aircraft in as many years. 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 500 HP Chevy 440 cubic inch engine turing a modified Cessna 421 propeller. The GP-5 is an all wood aircraft and it first flew in 2007. In 2012, the airplane raced in the Reno Air Races, and this is the 1st time the airplane has flown in the AirVenture Cup.



Type: GP 5
Registration: N501GP
Top Speed: 300+ MPH
Range: 590 Miles
Fuel Capacity: 50 Gal

Engine: Chevy LT350
Horsepower: 500
Empty Weight: 1,560 lbs
Gross Weight: 2,100 lbs

10

Keith Phillips
Sport



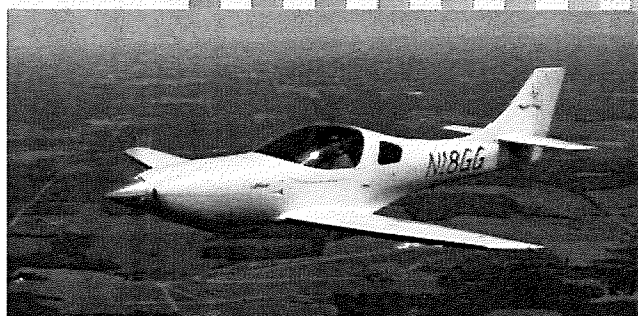
Type: SX-300
Registration: N53SX
Top Speed: 310 MPH
Range: 900 Miles
Fuel Capacity: 66 Gal

Engine: Lycoming L1C-5
Horsepower: 300
Empty Weight: 1,750 lbs
Gross Weight: 2,400 lbs
2012 AVC Speed: 300.80

Race # 10 is a Swearingen SX-300, one of three airplanes 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 Sun N Fun and AirVenture 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 he has flown in all but one AirVenture Cup. He is a former USAF fighter pilot and has worked as an Aerospace Consultant. Keith is president of EAA Chapter 288 in Daytona Beach, FL, and one of the flight leads of the Spruce Creek Gaggles Flight. Additionally, Keith is on the Homebuilt Aircraft Council for the EAA.

18

Robert Logan
Sport



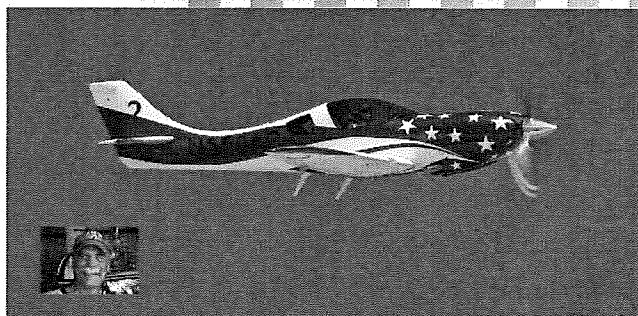
Type: Lancair Legacy
Registration: N18GG
Top Speed: 300 MPH
Range: 1,150 Miles
Fuel Capacity: 84 Gal

Engine: Continental IO550
Horsepower: 300
Empty Weight: 1,538 lbs
Gross Weight: 2,500 lbs

Flying race # 18 is instrument rated private pilot Robert Logan of Cleveland, OH. This yellow Lancair with signature Tweety Bird art on the tail was built by the pilot and is no stranger to racing. In the 2004 Sun 100 race, Logan took 1st place, with a speed of 302.72 MPH, ahead of race #10, Keith Phillips in his SX300. The two are up for a rematch over the AirVenture Cup course. In addition, # 18 won the 2013 Sun N Fun Cat shot. Both the airplane and pilot is a veteran of previous AirVenture Cup races.

21

Alan Crawford
Sport



Type: Lancair Legacy
Registration: N550AC
Top Speed: 300 MPH
Range: 1,150 Miles
Fuel Capacity: 65 Gal

Engine: Continental IO-550
Horsepower: 310
Empty Weight: 1,500 lbs
Gross Weight: 2,500 lbs

This Lancair Legacy was meticulously built by George Viguie using the Lancair Factory for some of the build, then AirCrafters to finish the project. Unfortunately, shortly after completion George 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 35,000 hours of flight time. He has been flying for Southwest Airlines since 1981. Some highlights of his more than 8 year racing career include: 2011 SARL National Champion and Sport Class Champion, 2012 Reno Air Races 3rd place bronze and 2012 Reno Sport Class Rookie of the Year. 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. Alan and '21' have made 2 trips to the Bahamas. This is his 5th AirVenture Cup race.



Harry Hinckley

Sport

30

This SX-300 was built by Tom Dempsey of Odessa, Texas and had its 1st 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 the real-estate businesses. This year's race is his 8th AirVenture Cup.



Type: SX-300
Registration: N301E
Top Speed: 328 MPH
Range: 800 Miles
Fuel Capacity: 66 Gal

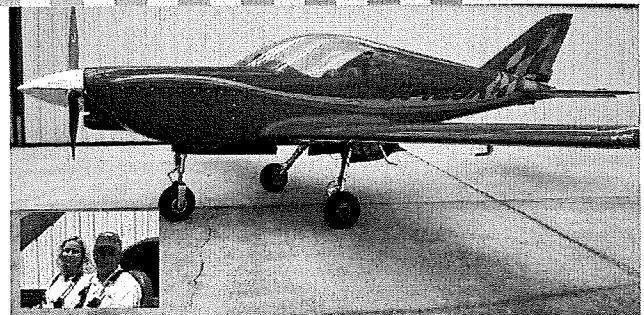
Engine: Lycoming IO-580
Horsepower: 300
Empty Weight: 1,700 lbs
Gross Weight: 2,600 lbs

John Wilson

Sport

42

This Swearingen SX 300, flying as race # 42 is flown by John and Melissa Wilson of Florida. Both pilots, Melissa obtained her private pilots license in her Cessna 150 a 1 1/2 years ago, and placed 1st and got a rookie pilot award in the 2011 Spruce Creek 100. John has been flying for over 28 years in Citabrias, Cessnas, and the SX, and his longest trip being from Daytona Beach to Fairbanks, AK. A retired machinist by trade, and car and airplane builder and restorer by hobby, John spent the last 3 and a half years restoring what started off as a rough SX-300 into what race 42 is today. All restoration paint and body work was done by John, including fabricating a custom carbon cowl. Featuring home made air cooled armrests and custom seats modeled after a Ferrari, this SX is well suited to cross country travel.



Type: SX-300
Registration: N42SX
Top Speed: 288 MPH
Range: 1,000 Miles
Fuel Capacity: 77 Gal

Engine: Lycoming IO540
Horsepower: 300
Empty Weight: 1,800 lbs
Gross Weight: 2,400 lbs

Charles Bracken & Ernie Chauvin

Sport

50

Race # 50, a Lancair Legacy, was built by Charles Bracken and is the second airplane he built. The first was an IO-540 Berkut. Charles has raced both airplanes in the AirVenture Cup Race. The Legacy was raced in the 2008 AirVenture Cup Race and didn't finish the 2009 race. Each year, it is flown from its home in Michigan to California with a stop in Phoenix for an annual inspection. It has also been flown to the Florida Keys twice. Charles is a healthcare business executive who flies regularly from his home in Detroit to his business, which is located in Houston, Texas. He also uses the Legacy to visit clients and conferences from California to Florida. Flying with Charles is Ernie Chauvin, a retired school teacher and private pilot. Ernie is also a Lancair builder, having built and raced a Lancair 360 previously in the AirVenture Cup, this is his 5th race.



Type: Lancair Legacy
Registration: N550BL
Top Speed: 300 MPH
Range: 1,200 Miles
Fuel Capacity: 63 Gal

Engine: Continental IO550
Horsepower: 350
Empty Weight: 1,640 lbs
Gross Weight: 2,430 lbs

60

Jim & Gwenn Cianci
Sport



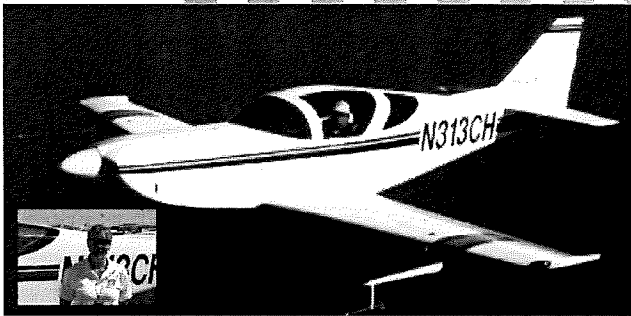
Type: SX-300
Registration: N6L
Top Speed: 280 MPH
Range: 1,000 Miles
Fuel Capacity: 66 Gal

Engine: Lycoming IO-540
Horsepower: 300
Empty Weight: 1,786 lbs
Gross Weight: 2,500 lbs
2012 AVC Speed: 292.77

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 5th appearance in the Air Venture Cup. Flying with him this year will be his wife Gwenn. She is not a licensed pilot but has many hours of flight experience flying with Jim in his SX-300 and in his Cessna T210.

313

Vicky Benzing
Sport



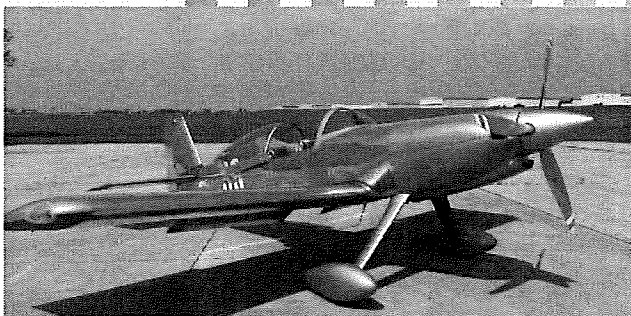
Type: Glasair III
Registration: N313CH
Top Speed: 335 MPH
Range: 1,219 Miles
Fuel Capacity: 61 Gal

Engine: Lycoming IO-540
Horsepower: 300
Empty Weight: 1,713 lbs
Gross Weight: 2,500 lbs

Vicky Benzing is an accomplished pilot, skydiver, 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.

39

John Andersen
Sport FX



Type: F1 Rocket
Registration: N39EJ
Top Speed: 231 MPH
Range: 750 Miles
Fuel Capacity: 52 Gal

Engine: Lycoming IO-540
Horsepower: 260
Empty Weight: 1,238 lbs
Gross Weight: 2,000 lbs
2012 AVC Speed: 244.44

Race # 39 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 completely 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 hangar 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. John is a corporate/charter/air ambulance pilot, and is also rated as a Flight Instructor. This is John's 3rd AirVenture Cup Race.

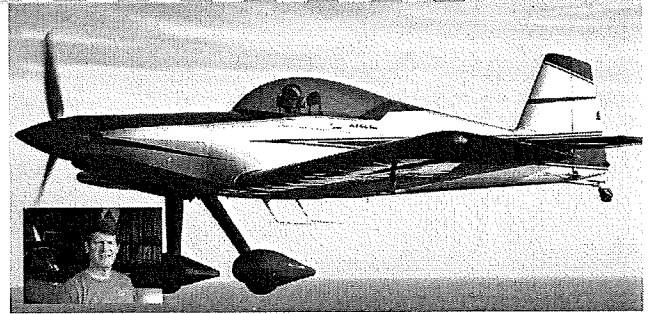


Jim Stone

Sport FX

918

Builder and pilot, James Stone, is flying his Harmon Rocket II as race '918' in this years AirVenture Cup race. Jim is a retired career US Navy pilot having flown F4, F14, F18, F5, F16, A4, and T28. Currently a captain for UPS he has flown the B757, 767, and MD11 with his longest trip being from Anchorage to Hong Kong. Jim built this Harmon Rocket in his basement with a few minor mods including the instrument panel, rear seat rudder pedals, extended baggage, and 9:1 pistons. Jim's workmanship on the Rocket was rewarded with 2 awards from Sun N Fun and AirVenture in 2009. Though this is Jim's first AirVenture Cup race, in 2012 Jim participated in 2 SARL races.



Type: Harmon Rocket II
 Registration: N918JK
 Top Speed: 276 MPH
 Range: 450 Miles
 Fuel Capacity: 42 Gal

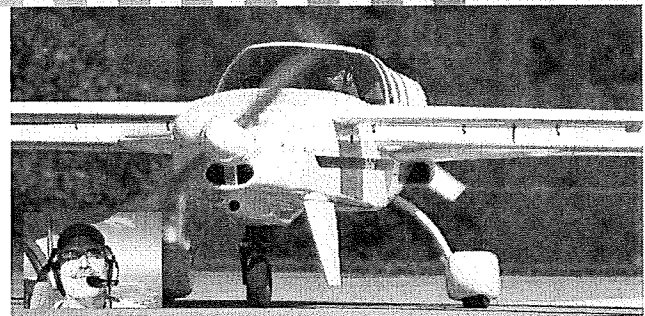
Engine: Lycoming IO540
 Horsepower: 260+
 Empty Weight: 1,250 lbs
 Gross Weight: 2,000 lbs

Harry Manvel & Douglas Kouri

Sport MCT

2

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 AirVenture 2001. Harry has spent the last 12 years working on drag reduction. Harry is the president and founder of Manvel Machinery, a plastics processing equipment firm and is the co-owner of TowerKlean LLC, an industrial water treatment company. He has flown to many enjoyable vacation destinations with other Canard builders. Harry has previously participated in 3 AirVenture Cup Races. Flying with Harry is Doug Kouri, a Long Ez pilot and AirVenture Cup veteran.



Type: Defiant
 Registration: N2HM
 Top Speed: 218 MPH
 Range: 1,200 Miles
 Fuel Capacity: 118 Gal

Engine: 2x Lycoming O-320
 Horsepower: 160
 Empty Weight: 1,900 lbs
 Gross Weight: 3,100 lbs
 2012 AVC Speed: 234.85

Keith Walljasper

Sea Sport

80

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 lift, 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 12th AirVenture Cup. 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.

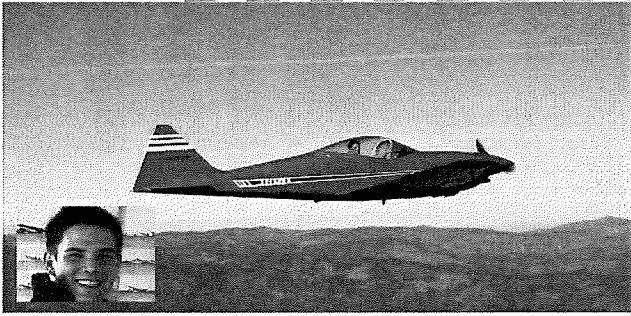


Type: Seawind
 Registration: N80CC
 Top Speed: 200 MPH
 Range: 1,200 Miles
 Fuel Capacity: 110 Gal

Engine: Lycoming IO-540
 Horsepower: 300
 Empty Weight: 2,300 lbs
 Gross Weight: 3,400 lbs
 2012 AVC Speed: 191.64

4

Jay Behel
Formula RG-Blue



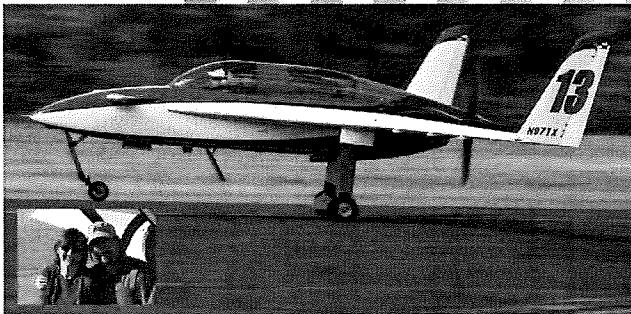
Type: Pereira GP-4
Registration: N59GP
Top Speed: 255 MPH
Range: 750 Miles
Fuel Capacity: 54 Gal

Engine: Lycoming IO-360
Horsepower: 200
Empty Weight: 1,260 lbs
Gross Weight: 2,000 lbs

Jay flew his first AirVenture Cup race in 2000 when he was 10 years old. He and his dad won their class and Jay has been hooked ever since. He has flown as his dad's navigator/co-pilot every subsequent year except one. Jay was an Aerospace Engineer at Embry Riddle Aeronautical University for 3 years before switching to Santa Clara where he graduated Cum Laude this June as a Civil Engineer. He begins graduate school at UC Davis for study as a mechanical engineer. Jay earned his pilot's license in 2009 and has accumulated 600 flight hours. He will be flying the race solo for the first time this year-racing against his dad. He is flying George Pereira's prototype GP-4 in the race and will display the airplane at Oshkosh as a returning Grand Champion. In 1984 the airplane was awarded Grand Champion Plans Built.

13

James & Sandy Redmon
Formula RG-Blue



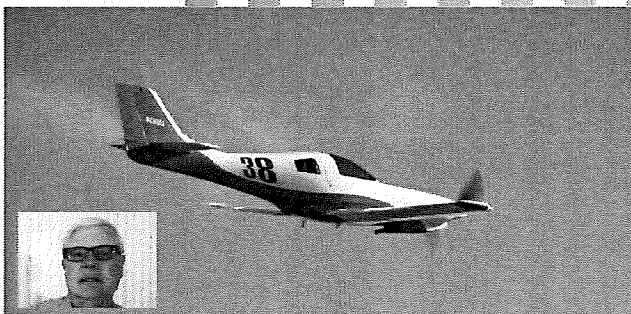
Type: Berkut 360
Registration: N97TX
Top Speed: 270 MPH
Range: 1,400 Miles
Fuel Capacity: 54 Gal

Engine: Lycoming IO-360
Horsepower: 180
Empty Weight: 1,150 lbs
Gross Weight: 2,100 lbs

N97TX first flew on August 28, 2004 after almost 12 years of construction time and has been undergoing performance modifications ever since. Over the last few years, Race 13 has been climbing the ranks and getting faster – winning the “2007 SARL Silver National Champion” title and has posted a top race speed of 256.03 mph. Berkut 13 sports several performance mods including CRAM (clean ram air mod) scoop induction, low drag winglet tips and intersection fairings, a completely redesigned canard, a smoke system, and race inspired paint scheme. “13” was most recently awarded 2013 Sun N Fun Grand Champion Homebuilt honors and is featured on the cover of the July Sport Aviation. James is joined by his wife, Sandy. Sandy is not a pilot, but enjoys racing, traveling to airshows, and visiting with people around the airplane. For more information, like Berkut 13 on Facebook.

38

Marc Quinn
Formula RG-Blue



Type: Lancair 360
Registration: N3QU
Top Speed: 250 MPH
Range: 1,000 Miles
Fuel Capacity: 55 Gal

Engine: Superior IO-360
Horsepower: 180+
Empty Weight: 1,185 lbs
Gross Weight: 1,895 lbs
2012 AVC Speed: 263.06

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 6th AirVenture Cup. In 2011 and 2012, Mark placed 1st in the Formula RG Class.

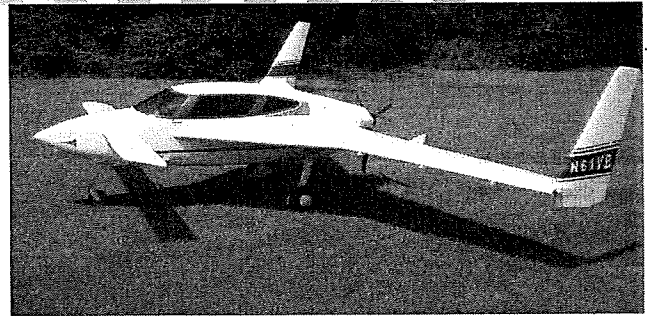


Brent Bourgeois

Formula RB-Blue

61

Flying race number 61 is builder and pilot Brent Bourgeois of Luling, Louisiana. Brent is a private pilot with instrument rating. Brent built this Velocity RG in his back yard over a time span of 2 1/2 years in a purpose-built 2 1/2 car garage. The airplane was fabricated with emphasis on building as light as possible and first flew in November of 1996. In addition to the Velocity, Brent has built a KR2 and RC aircraft.



Type: Velocity RG
 Registration: N61VB
 Top Speed: 218 MPH
 Range: 1,200 Miles
 Fuel Capacity: 55 Gal

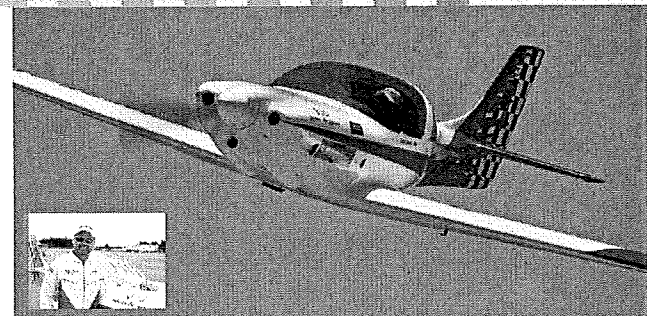
Engine: Lycoming IO-360
 Horsepower: 200
 Empty Weight: 1,200 lbs
 Gross Weight: 2,000 lbs

Craig Schulze

Formula RG-Blue

777

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 AirVenture 2008. At the controls of Race #777, he went on to win 1st place in class in his first AirVenture Cup in 2010, and has participated twice since then. 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!



Type: Lancair 360
 Registration: N73S
 Top Speed: 250 MPH
 Range: 1,000 Miles
 Fuel Capacity: 44 Gal

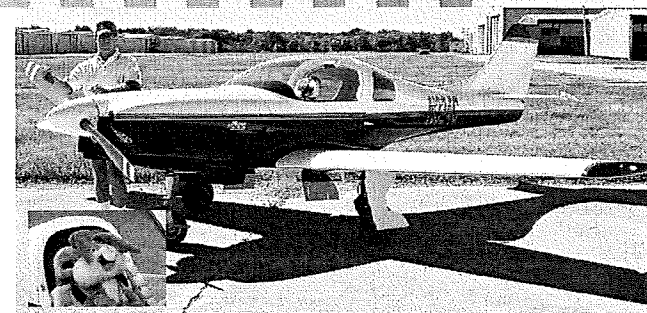
Engine: Superior O-360
 Horsepower: 203
 Empty Weight: 1,166 lbs
 Gross Weight: 2,000 lbs

Robert James

Formula RG-Red

24

Flying this award winning Lancair 320 is Robert James and Bugs Bunny. This aircraft was completed in 1999 after 7 years and 6,000 hours of labor. Since its completion it has won Grand Champion awards at AirVenture 1999, and Arlington 2000. In addition to workmanship awards, Robert and the Lancair hold 2 world speed records, over a course from Denton, TX to Roswell, NM a speed of 216.45 MPH, and the reverse course speed of 230.11 MPH. Robert, a commercially rated pilot, has been flying for 45 years with over 5,000 hours of flight experience. He is a retired chief human resources officer for a fortune 500 company and currently does consulting on leadership development and coaching. While his co-pilot, Bugs Bunny, has flown with him to many fly-ins, it is Bugs first race.



Type: Lancair 320
 Registration: N324C
 Top Speed: 215 MPH
 Range: 800 Miles
 Fuel Capacity: 42 Gal

Engine: Lycoming IO-320
 Horsepower: 160
 Empty Weight: 1,100 lbs
 Gross Weight: 1,800 lbs

73



Steve Hammer
Formula FX-Blue

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. These modifications include 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 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 a 13 year participant of the AirVenture Cup. He placed 3rd in the 2012 AirVenture Cup and is looking forward to a rematch with both his brother Bruce, and Klaus Savier this year.

Type: Glasair I-TD
Registration: N73SH
Top Speed: 250 MPH
Range: 1,000 Miles
Fuel Capacity: 42 Gal

Engine: Lycoming O-360
Horsepower: 180
Empty Weight: 1,180 lbs
Gross Weight: 2,000 lbs
2012 AVC Speed: 266.65

81



Larry Kinder & James Sackett
Formula FX-Blue

This four time grand champion (Osh 81, Rocky Mountain 81, SWRFI 81, and Sun N Fun 82) Mustang II, Race number # 31 is flown by its builder Larry Kinder, and co-pilot James Sackett. First flown July 9, 1981, this aircraft was built over a 6 year period. The aircraft was modified to have wet wings, a center section fuel tank, larger wing root fairings, a T-18 canopy, and a modified cowl. Formerly a tool and die maker, Larry is an A&P mechanic and commercial instrument rated pilot with over 2300 hours flight experience. A highlight of those hours was his honeymoon trip from Minnesota to the Bahamas in the Mustang II. Other notable flying trips have been operating out of Telluride, CO, climbing up to 20,000 feet, 2 Sun 100 Races, and the Northwoods Air Race 2012. Flying with Larry this year is James Sackett, an RN by trade and student pilot. This is the teams first AirVenture Cup.

Type: Mustang II
Registration: N81LK
Top Speed: 235 MPH
Range: 900 Miles
Fuel Capacity: 48 Gal

Engine: Lycoming IO-360
Horsepower: 180
Empty Weight: 1,070 lbs
Gross Weight: 1,850 lbs

91



Bruce Hammer
Formula FX-Blue

This Glasair was built by Bruce over a period of 3,000 hours and 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 15th appearance in the Air Venture Cup and he has also participated 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.

Type: Glasair I-TD
Registration: N91LH
Top Speed: 260 MPH
Range: 1,800 Miles
Fuel Capacity: 75 Gal

Engine: Lycoming O-360
Horsepower: 180
Empty Weight: 1,185 lbs
Gross Weight: 2,100 lbs
2012 AVC Speed: 280.42

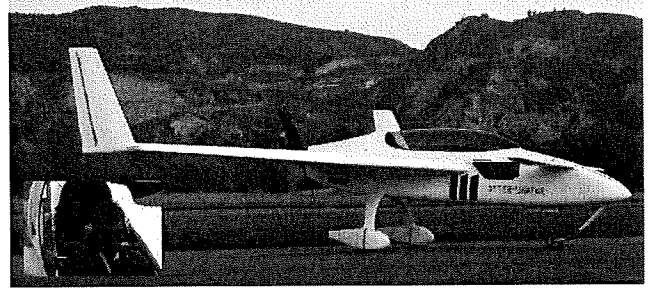


Klaus Savier & Jenny Tackabury

Formula FX-Blue

111

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 have raced in the Unlimited category) and has attended and crewed in rallies and races since her childhood.



Type: Long Ez
 Registration: N360KS
 Top Speed: 260 MPH
 Range: 1,400 Miles
 Fuel Capacity: 50 Gal

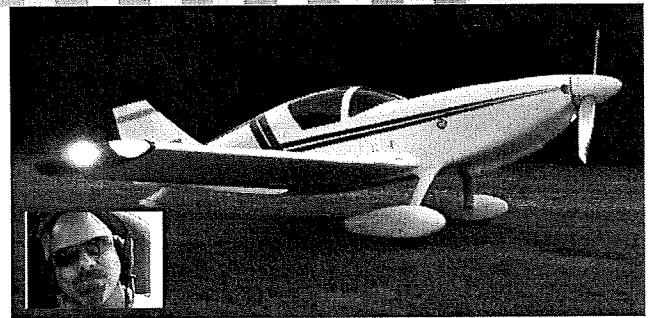
Engine: Lycoming IO-360
 Horsepower: 180
 Empty Weight: 903 lbs
 Gross Weight: 1,800 lbs
 2012 AVC Speed: 273.75

Neil Newton

Formula FX-Red

14

A newcomer to the AirVenture Cup this year, Neil Newton is flying his Glasair II TD. An ATP and commercial instrument pilot, Neil has over 2,500 hours of flight experience and even flew some part 135 air charter for a while and is currently self employed. This Glasair II was built by Charles Mason and completed in 1985. The airplane features a 13 gallon header tank and 42 gallons in the wings.



Type: Glasair II TD
 Registration: N251RB
 Top Speed: 208 MPH
 Range: 1,000 Miles
 Fuel Capacity: 55 Gal

Engine: Lycoming O-320
 Horsepower: 160
 Empty Weight: 1,013 lbs
 Gross Weight: 1,800 lbs

Jeff Mallia

Formula FX-Red

46

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 5 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 7th AirVenture Cup.



Type: Cozy III
 Registration: N46WM
 Top Speed: 237 MPH
 Range: 1,000 Miles
 Fuel Capacity: 50 Gal

Engine: Lycoming O-320
 Horsepower: 160
 Empty Weight: 1,080 lbs
 Gross Weight: 1,800 lbs
 2012 AVC Speed: 237.43

93

Rich & Heather Lamb

Formula FX-Red



Type: Long Ez
 Registration: N893LT
 Top Speed: 223 MPH
 Range: 1,200 Miles
 Fuel Capacity: 52 Gal

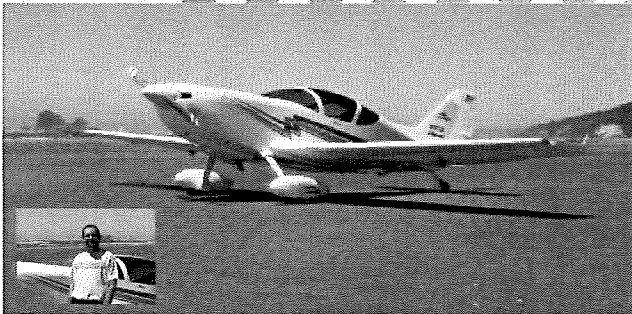
Engine: Lycoming O-320
 Horsepower: 160
 Empty Weight: 970 lbs
 Gross Weight: 1,600 lbs
 2012 AVC Speed: 232.63

Race # 93 is a Long-EZ based in Stuart, Florida. 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 11th AirVenture Cup Race and 17th trip to Oshkosh. In 2010 & 2012 Rich won the Red Bull Flugtag, both with canard configured aircraft. The Long-EZ took 11 years to build with construction taking place in 4 different garages! Flying co-pilot is Heather Lamb, Rich's lovely and talented daughter. This is her second AirVenture Cup and fifth Oshkosh.

115

Mike Estu

Formula FX-Red



Type: Glasair I-TD
 Registration: N115GL
 Top Speed: 190 MPH
 Range: 925 Miles
 Fuel Capacity: 45 Gal

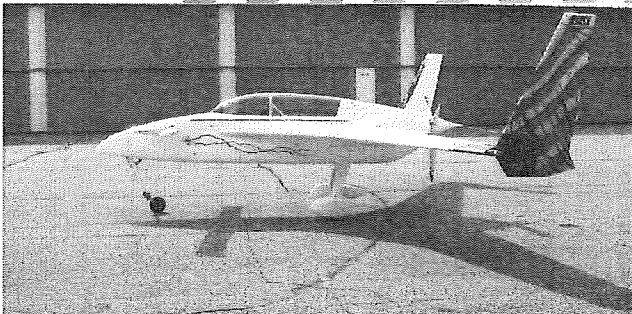
Engine: Lycoming O-320
 Horsepower: 160
 Empty Weight: 1,146 lbs
 Gross Weight: 1,900 lbs

This is rookie, Mike Estu's 1st racing event for his Glasair I-TD and himself. The Glasair was built by Jerry Hollandsworth over a 16 year period with its first flight in 1997. The airplane has been modified with a 5 gallon header tank, extended wing tips, extended cargo, large rudder and dorsal fin, and slotted electric flaps. In addition to being a commercial rated pilot, Mike is an A&P/IA mechanic and part time instructor at a local A&P school. Mike has big plans for racing as he states, "This is the first of many races planned in SARL and future AirVenture Cup Races." His future plans include aerodynamic modifications with a goal of continuous improvements in efficiency and performance in races to come.

212

Curtis Martin & Bill Mulrooney

Formula FX-Red



Type: Long Ez
 Registration: N12LZ
 Top Speed: 224 MPH
 Range: 1,100 Miles
 Fuel Capacity: 52 Gal

Engine: Lycoming O-320
 Horsepower: 160
 Empty Weight: 960 lbs
 Gross Weight: 1,750 lbs
 2012 AVC Speed: 232.49

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 1st flight of this airplane was in September 2011. Curtis Martin, a recently retired Battalion Chief from Waterford, MI, earned his pilot's license in 1991. At that time he was flying a Murphy Rebel that he had built on wheels, completed 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, Bill Mulrooney. This is Curtis' second AirVenture Cup.



Kevin Phelps & Joe Conlon

Formula RV-Blue

11

Flying race number 11 this year is Kevin Phelps and Joe Conlon. Race 11 is a Vans RV-7A that was built by a team of Kevin Phelps, Dave Walsh, and John Thielles over a seven year period. The airplanes first flight was Dec 17, 2011 and has made one other trip to AirVenture in 2012. Kevin is an ATP rated pilot and former part 135 instructor and check airman. With over 5,000 hours of flight experience Kevin is an active flight instructor. Flying co-pilot with Kevin is 4 time AirVenture Cup participant Joe Conlon. Formerly crewing for Rich Lamb in a Long Ez, Joe decided to jump classes this year to RV Blue because this airplane lived in his garage for over a year. Both Kevin and Joe work as Engineers for Sikorsky Aircraft.



Type: RV-7A
Registration: N782WP
Top Speed: 201 MPH
Range: 630 Miles
Fuel Capacity: 42 Gal

Engine: Lycoming O-360
Horsepower: 180
Empty Weight: 1,116 lbs
Gross Weight: 1,800 lbs

Alan Carroll

Formula RV-Blue

12

N12AC had its 1st flight on May 16, 2005 after Alan Carroll spent 8 1/2 years building it. A first time project (while simultaneously obtaining tenure at the university where he is a professor) It has over 800 flight hours, with many long cross country flights including landings in 26 states, the Bahamas, Canada, and Puerto Rico. This mostly stock RV-8 received a Bronze Lindy award at AirVenture 2006. The only modifications are electronic ignition, altered cowl air exit, and pilot controlled oil cooling. Alan is a geology professor at the University of Wisconsin, Madison. He is an instrument rated commercial pilot and Certified Flight Instructor with 2,000 hours experience, and uses N12AC frequently for reconnaissance to aid in spotting 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. This is Alan's 6th AirVenture Cup and he has also competed in several SARL races.



Type: RV-8
Registration: N12AC
Top Speed: 217 MPH
Range: 800 Miles
Fuel Capacity: 42 Gal

Engine: Lycoming O-360
Horsepower: 180
Empty Weight: 1,074 lbs
Gross Weight: 1,800 lbs

Jon Ross

Formula RV-Blue

27

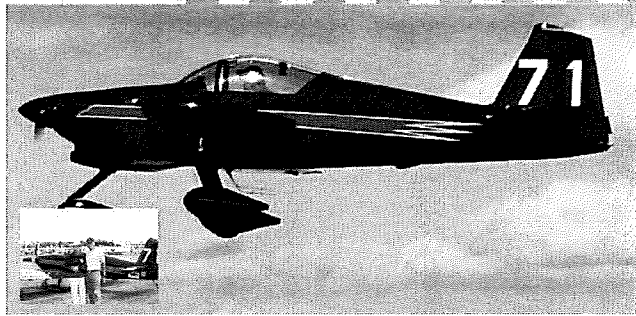
Race # 27 is an RV-8 built by Jon Ross, completed and test flown on November 30, 2004 after more than 3,000 hours of construction. This RV-8 is powered by a Lycoming O-360 A1A 180hp engine, turning a Hartzell blended airfoil propeller. The Lycoming has been fitted with an Airflow Performance fuel injection system. Flying this aircraft, Jon Ross is a corporate pilot, holding type ratings in several aircraft including the Cessna Citation, Hawker, Westwind, Lear, Gulfstream IV and the Global Express. Jon attended the Land of Enchantment 2006 Fly-In, flying from New York to New Mexico (1800 nautical miles) in 1 day! This is Jon's 8th AirVenture Cup. In his "spare" time his loving wife Trisha is patiently allowing Jon to build a Wittman Tailwind and a Breezy. Jon is also an amateur built designated airworthiness representative.



Type: RV-8
Registration: N207RV
Top Speed: 230 MPH
Range: 750 Miles
Fuel Capacity: 41 Gal

Engine: Lycoming O-360
Horsepower: 180
Empty Weight: 1,140 lbs
Gross Weight: 1,800 lbs

71



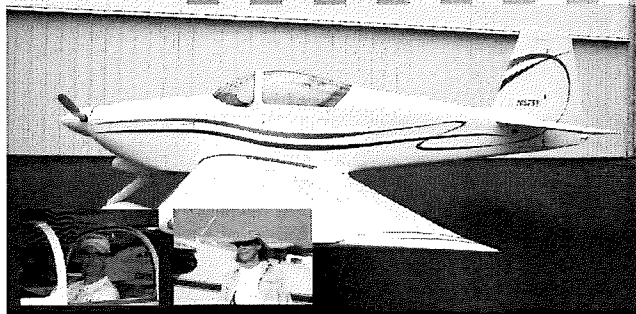
Robert Axsom
Formula RV-Blue

This RV-6A was built by Robert Axsom along with his late wife, Jeanine, from a quick-build kit, and was test flown in March 2004. Since then, Robert has been constantly modifying it for additional speed including custom cowl baffling, stiffened and sealed canopy skirts, the tail control surface access opening has been covered with aluminum plates, and the tip tanks are removed for most races, among other modifications. The sum total of these mods may just make this the fastest RV-6A flying. 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 more than 40 races including 6 previous AirVenture Cup races and 20 additional SARL races.

Type: RV-6A
Registration: N710BJ
Top Speed: 210 MPH
Range: 522 Miles
Fuel Capacity: 55 Gal

Engine: Lycoming O-360
Horsepower: 180
Empty Weight: 1,202 lbs
Gross Weight: 1,800 lbs
2012 AVC Speed: 224.70

75



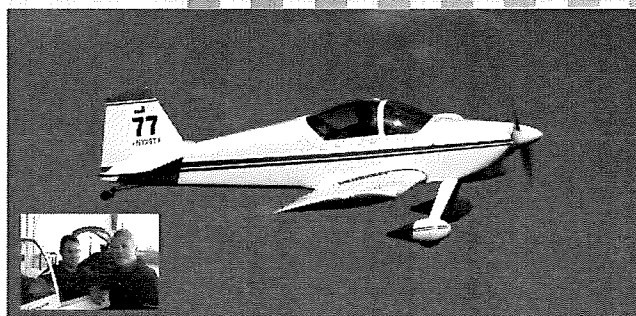
Gene Ledda & Lynn O'Donnell
Formula RV-Blue

Flying race # 75, a Vans RV-7A, is Gene Ledda of Daytona Beach, FL. This RV-7A was built without modification over a years time by the team of Williams and Highley. Since its 1st flight in 2005, the airplane now has over 500 hours on it. Gene, a private pilot since 2006, has flown the airplane in 3 local races, the Spruce Creek 100, and has taken 2nd twice and won once. Though this is Gene's 1st AirVenture Cup race, he is no stranger to racing. Gene is a past World and National Champion Offshore Powerboat racer. Flying as co pilot this year is Lynn O'Donnell, an Airline Transport Pilot with Boeing 747 and 777 type ratings.

Type: RV-7A
Registration: N675T
Top Speed: 195 MPH
Range: 550 Miles
Fuel Capacity: 40 Gal

Engine: Lycoming O-360
Horsepower: 180
Empty Weight: 1,153 lbs
Gross Weight: 1,800 lbs

77



Trevor Smith & Jim Huff
FormulaRV-Blue

This RV-6 is flown by the team of Trevor Smith and Jim Huff. This RV was built in Texas by Cecil McRee and was first flown in 1997. Featuring a permanent auxiliary fuel tank adding 20 gallons of fuel, this aircraft is well equipped for competitive cross country racing. During this year's season, the aircraft has participated in 5 SARL races with speeds from 203 to 211 MPH and getting better. Pilot Trevor Smith is a private pilot, owns a Cessna Aerobat and Beech Bonanza, recently earned a rotorcraft rating, and is the proprietor of Tech Aero Avionics. Flying Co-Pilot is AirVenture Cup veteran Jim Huff, an ATP rated pilot of 59 years who has raced a Bonanza in the SARL Production class for 6 years, and also participated in the Great Cross Country air races. His aviation background is varied and includes operating an FBO and commuter airline.

Type: RV-6
Registration: N139TX
Top Speed: 200 MPH
Range: 1,000 Miles
Fuel Capacity: 58 Gal

Engine: Lycoming O-360
Horsepower: 180
Empty Weight: 1,083 lbs
Gross Weight: 1,750 lbs



Douglas & Kathy Shoup

Formula RV-Blue

96

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, earned his Commercial Certificate in 1984, and a Certified Flight Instructor 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 AirVenture Cup 2010 race start line in Mitchell, SD, was the first trip more than 250 miles from home for the airplane, and was Doug's 1st AirVenture Cup. Flying co-pilot with Doug this year is his wife, Kathy.



Type: RV-4
 Registration: N596DK
 Top Speed: 200 MPH
 Range: 550 Miles
 Fuel Capacity: 32 Gal

Engine: Lycoming O-360
 Horsepower: 180
 Empty Weight: lbs
 Gross Weight: lbs
 2012 AVC Speed: 222.46

Jeff Barnes

Formula RV-Blue

411

N790DW was built by Don Wentz in Scappoose OR and made its first flight in 1994. It was flown to AirVenture numerous times by Don. More recently, since Jeff has owned it, he has flown N790DW on nine transcontinental cross country flights covering all 48 lower states, eight Canadian Provinces, has flown 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, and many subsequent Young Eagle missions. Jeff has raced in 14 SARL events, and ended the 2012 season in 17th amongst a field of 178 racers. This is Jeff's 3rd appearance in the Air Venture Cup. In 2011 Jeff placed 1st in the RV Blue Class and 2nd in 2012, making "Delta Whiskey" the world's fastest RV-6, according to Jeff. The photo to the right is Jeff with his 900th young eagle!



Type: RV-6
 Registration: N710BJ
 Top Speed: 210 MPH
 Range: 522 Miles
 Fuel Capacity: 55 Gal

Engine: Lycoming O-360
 Horsepower: 180
 Empty Weight: 1,065 lbs
 Gross Weight: 1,725 lbs
 2012 AVC Speed: 222.46

Tom Moore

Formula RV-Blue

621

The RV-7A was built by Tom Moore of Frisco, TX. Construction was started in February of 2002 and the 1st flight was in December of 2003. The aircraft was built according to the plans with no modifications. Tom served in the Army as a helicopter mechanic from 1974-1977 based at Fort Hood, Texas. He graduated from American Technological University in Killeen, Texas in 1979 with a BS in Aviation Management. This is the second plane built by Tom. The first plane was a Quickie Q-200. The plane was raced in the Sun 100 three times from 1998- 2000, placing 1st, 2nd, and 3rd in class. This year will be the 5th race for Tom in the AirVenture Cup. In 2010 the RV-7A took 3rd place in class.



Type: RV-7A
 Registration: N621 TM
 Top Speed: 205 MPH
 Range: 700 Miles
 Fuel Capacity: 42 Gal

Engine: Superior XP-360
 Horsepower: 180
 Empty Weight: 1,050 lbs
 Gross Weight: 2,000 lbs

49

Tony Crawford
Formula RV-Red



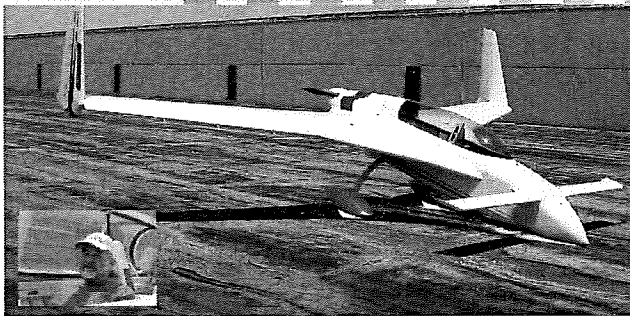
Type: RV-4
Registration: N624DG
Top Speed: 195 MPH
Range: 600 Miles
Fuel Capacity: 32 Gal

Engine: Lycoming O-320
Horsepower: 160
Empty Weight: 1,000 lbs
Gross Weight: 1,600 lbs

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 AirVenture twice previously. Flying Race #9 is Tony Crawford from the Spruce Creek Fly-In community. Tony has been flying for over 50 years. Tony is a flight instructor in both helicopters and airplanes. 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. To date, his fastest speed in the AirVenture Cup, flying his Questair Venture was 304 MPH. Unfortunately Questair Venture is now down for repair, resulting in Tony racing in the RV class this year. This is Tony's 8th AirVenture Cup.

3

Jerry Peck
Sprint



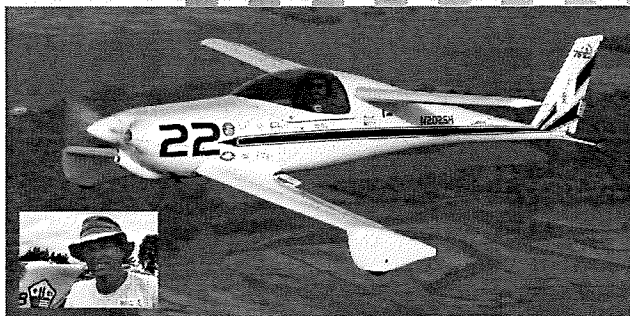
Type: Long Ez
Registration: N12NC
Top Speed: 185 MPH
Range: 1,156 Miles
Fuel Capacity: 50 Gal

Engine: Lycoming O-235
Horsepower: 118
Empty Weight: 986 lbs
Gross Weight: 1,700 lbs

Newcomer to the AirVenture Cup this year, builder and pilot, Jerry Peck is flying his Long Ez, race number 3. While the airplane was built 'mostly stock' in his basement and garage, its workmanship has made it a stand out, having won numerous grand champion, lindy, and local awards. Jerry has incorporated a few modifications including a ram air box, engine cooling modifications, a wider fuselage for more shoulder room, and adding a "Silver Bullet" prop. In addition to the Long Ez, Jerry also built a Onan powered Quickie, and is currently building a GP4. Jerry has been a private pilot since 1973, and has flown the Long Ez on many long tips from his home airport in Kansas, but even so, says flying in the AirVenture Cup has been on his bucket list for some time.

22

Sam Hoskins
Sprint



Type: Quickie Q200
Registration: N202SH
Top Speed: 210 MPH
Range: 750 Miles
Fuel Capacity: 32 Gal

Engine: Continental O-200
Horsepower: 100+
Empty Weight: 680 lbs
Gross Weight: 1,300 lbs
2012 AVC Speed: 218.77

This is Sam Hoskins 10th AVC. Having built it over a 5 year period, Sam and his Q-200 have 1,870+ hours of flight time since its 1st flight June 9, 1986 including this year's 22nd trip to 'Oshkosh!' A modified Continental O-200A, turning a Catto composite propeller, provides the thrust. In hopes of an extra knot or 2, Sam revamped the wheel pants and engine cooling inlets, and installed high compression pistons and electronic ignition. His mods have paid off; race speeds improved from 172 mph in 2002, up to 201 mph in last year's race. Inspired by his father, a WWII Navy pilot and navigator on PB4Y and PB4Ys, Sam joined the Civil Air Patrol in the 1960s as a teenager. Sam started skydiving at age 21 with over 2000 jumps and has participated in national skydiving competitions. On June 22, 1999 Sam set a coast to coast speed record for the Q-200 type, CA to NC in 17:55. Sam is also an avid SARL racer winning Sprint Class Grand Champion in 2012.



Leif Johnson

Sprint

25

This is the first AirVenture Cup Race for Leif Johnson, flying race number 25, a Vari Ez. This Vari Ez was built by Donald Morgan of Salem, Indiana and first flew in 1984. The plane has been in and out of storage since then. In 2012, the airplane was completely restored in by Tony Warnock back to its original 1984 'stock' condition. Leif's aviation history includes a first solo on his 16th birthday, and flight time in 20 types of general aviation airplanes. A 1990 graduate of the United States Air Force Academy, Leif was a F15C pilot, T-34 instructor, and flight test director on the T-38, T37, C-5, C-141, and B-52 programs during his service. Additionally, he has soloed the Schweizer 233 sailplane and is active with a parachute jump club. Retired from the USAF, he is currently a Captain for Southwest Airlines.



Type: Vari Ez
Registration: N92EZ
Top Speed: 173 MPH
Range: 750 Miles
Fuel Capacity: 27 Gal

Engine: Continental O-200
Horsepower: 100
Empty Weight: 720 lbs
Gross Weight: 1,050 lbs

David Adams

Sprint

83

David Adams is flying Race #83, a Long Ez. An Electrical Engineer by day, David works at the largest power plant west of Mississippi. David and his wife, Matilda, built the Long EZ for 11 years starting in 1984, with 1st 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 30 SARL races to date, won SARL Silver in Experimental in 2010, and took first place in SARL Sprint Class in 2009, 2010, and 2012 and second in 2011. He has been a private pilot since 1983 with over 2,100 hours flight time. David usually has one of the smallest engines in the race field, but is usually in the middle of the pack, regardless of race class.



Type: Long Ez
Registration: N893LT
Top Speed: 202 MPH
Range: 1,200 Miles
Fuel Capacity: 54 Gal

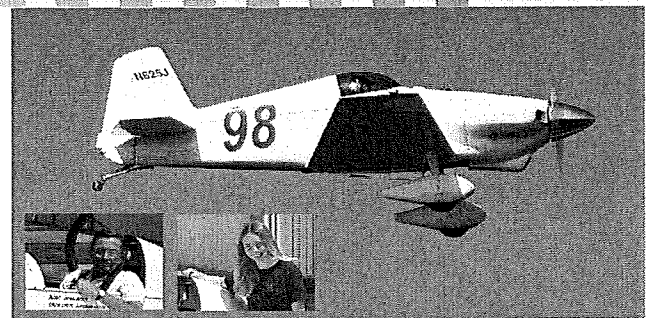
Engine: Lycoming O-235
Horsepower: 125
Empty Weight: 885 lbs
Gross Weight: 1,425 lbs
2012 AVC Speed: 221.48

John Keich & Amanda Lance

Sprint

3

The Midget Mustang, designed by Piper Chief Engineer Dave Long, was a Goodyear Racer in 1948. After its Formula One racing career Bob Bushby popularized the design as a sportplane. John calls Race 98 a "vintage formula one racer," and enjoys carrying on its racing heritage, 64 years later. Stan Mankovich Sr built this Mustang, finishing it in 1988. It was subsequently owned, enjoyed and improved by a succession of five pilots before being acquired by John in 2006. John learned to fly in 1956, and in his 57 years of flying has enjoyed flying everything from slow taildraggers to fast glass. He is employed by Boeing as a military aircraft design engineer. Amanda Lance, A&P, is 98's crew chief and performs all maintenance (inspections & improvements) including the recent P-mag installation. This is John's 5th AirVenture Cup. He has also raced in various SARL events.



Type: Midget Mustang
Registration: N825J
Top Speed: 195 MPH
Range: 220 Miles
Fuel Capacity: 19.8 Gal

Engine: Continental O-200A
Horsepower: 100
Empty Weight: 673 lbs
Gross Weight: 950 lbs

64



Jeff Lange
Sportsman

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

Type: Sonerai I
 Registration: N1463J
 Top Speed: 197 MPH
 Range: 600 Miles
 Fuel Capacity: 17.9 Gal

Engine: VW 2110
 Horsepower: 100
 Empty Weight: 520 lbs
 Gross Weight: 950 lbs

101



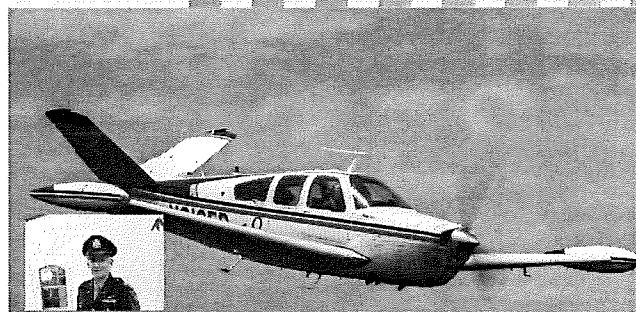
Henry Punzi
FAC1RG

Flying race # 101 is Henry Punzi, a Medical Doctor by trade. When he was 14 years old he moved to Argentina and became the first US born player to play first division soccer in Argentina. In 1980, Henry moved to Dallas, where he currently resides and practices medicine. In 2001 Henry resumed flying, and eventually joined SARL. He has placed 1st in the 2007-2008 and 2nd in the 2009-2010 SARL seasons. Henry bought this Mooney in 2012, it is an M20J Missile Conversion with 300 horsepower and speed brakes. Earlier this year Henry flew the Mooney to a 1st place FAC1RG victory in the Texoma 100 race with a speed of 195.7 MPH. Henry likes the Mooney because he can, "take the family on weekly trips, and race weekends."

Type: Mooney M20J
 Registration: N4262H
 Top Speed: 210 MPH
 Range: 650 Miles
 Fuel Capacity: 64 Gal

Engine: Continental IO550
 Horsepower: 300
 Empty Weight: 2,049 lbs
 Gross Weight: 2,837 lbs

8



Dick Key
FAC1RG

Dick normally flies the one of a kind airplane, the Polen Special II, designed by Dennis Polen. The Polen Special 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 the 30+ year old systems, repairing mechanical failures, or working on speed mods of his own design. Recently the airplane was grounded requiring extensive propeller and engine work, so Dick is flying a V35B Bonanza in this years race. This airplane has flown support for the AirVenture Cup race for the past 10 years, and it is the first year it will race. Dick is retired from the airline industry, currently serving as president of the Dennis Polen Aviation Educational Foundation.

Type: Beech V35B
 Registration: N8135R
 Top Speed: 202 MPH
 Range: 715 Miles
 Fuel Capacity: 100 Gal

Engine: Continental IO-550
 Horsepower: 300
 Empty Weight: 2,280 lbs
 Gross Weight: 3,400 lbs



Colin Hogan & Robby Browder

FAC1RG

88

This is Colin Hogan's 1st time racing the AirVenture Cup, even though he has participated as a support plane pilot for quite a few years. Age 20, Colin is a private pilot single engine land and sea and is working on his instrument rating. Currently enrolled in college studying engineering, he still manages to fly over 100 hours per year including participating in the Indy Air race last year. Colin flies one of the only airplanes to be certified with an 8 cylinder Lycoming IO-720 engine putting out 400 horse power, the Piper Comanche 400. Colin says, "It's a little hot rod, and definitely will provide some competition in this race." Flying as a crewmember this year is long time friend Robby Browder. Robby is interested in anything that moves and is currently studying engineering and on the formula car team at school. This is his first AirVenture, and he hopes to get a pilots license some day.



Type: Piper PA-24-400
 Registration: N88WB
 Top Speed: 225 MPH
 Range: 729 Miles
 Fuel Capacity: 130 Gal

Engine: Lycoming IO-720
 Horsepower: 400
 Empty Weight: 2,200 lbs
 Gross Weight: 3,600 lbs

Bob & Ann Elise Bennett

FAC1RG

193

Race # 193 is being flown by Robert and Ann Elise Bennett. Built in 1964, this Beech Bonanza was acquired by the Bennetts 6 years ago. During their ownership, the Bennetts have flown race # 193 on many long cross country trips, mostly in support of racing. This team has competed in 28 SARL races, and have become legendary in SARL events having placed in 2010 Bronze, and 2011 Silver SARL National Champions. In addition to being a pilot for over 50 years, Robert is an A&P/IA mechanic, and Ann Elise has been a private pilot for 13 years. This husband and wife team got their start in air racing when, in 2005, Ann Elise asked to participate in the US Air Race for their anniversary present, and they brought home a 3rd place standing as rookies. Currently this team lives in the hangar with Mrs. Bennett's C-182.



Type: Beech S35
 Registration: N193Q
 Top Speed: 200 MPH
 Range: 1,000 Miles
 Fuel Capacity: 80 Gal

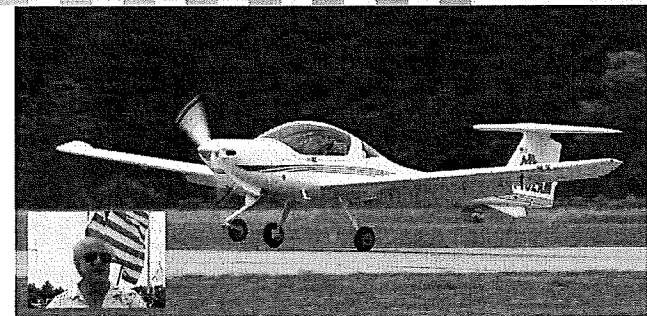
Engine: Continental IO-520
 Horsepower: 280
 Empty Weight: 2,049 lbs
 Gross Weight: 3,300 lbs

Steve Applebaum

FAC6

332

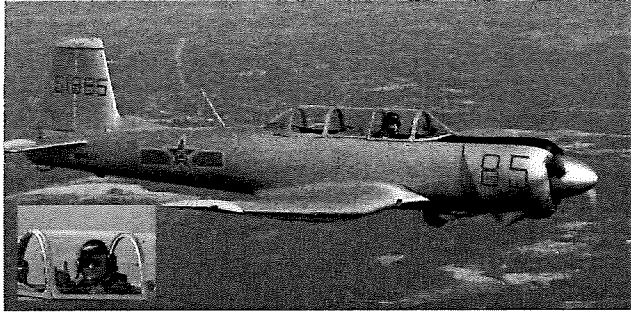
This Diamond DA-20 is a good example of a modern training aircraft. Steve Applebaum has been a teacher, and is currently a counselor. He is a private pilot with over 2,000 Young Eagles flown. He has served in various roles for the Illinois Wing of the Civil Air Patrol. In addition Steve has been involved 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 that 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 2nd appearance in the AirVenture Cup.



Type: DA-20
 Registration: N402AM
 Top Speed: 160 MPH
 Range: 450 Miles
 Fuel Capacity: 24 Gal

Engine: Lycoming IO-240
 Horsepower: 125
 Empty Weight: 1,166 lbs
 Gross Weight: 1,764 lbs
 2012 AVC Speed: 171.89

85



Type: Nanchang CJ-6
Registration: N285CJ
Top Speed: 201 MPH
Range: 300 Miles
Fuel Capacity: 41 Gal

Engine: Vendenyev M14P
Horsepower: 360
Empty Weight: 2,343 lbs
Gross Weight: 3,086 lbs

Craig Payne
Heavy Metal

Craig Payne, is flying in the heavy metal category with the first CJ-6 to compete in the AirVenture Cup. This CJ-6 was manufactured in 1965 and placed in service with the PLAAF, it was imported in 1995 by Craig. Since then it has been modified to have a Vendenyev M-14P 360 horse radial engine. In addition to the engine mod, the airplane has custom speed fairings and a 14 gallon removable fuel tank. Winning grand champion warbird at the 1995 North Central EAA Fly-In, the airplane is also extensively used as a test bed for the products that Craig manufactures such as an electric ignition modification to the magnetos. Craig is a commercial pilot and a FAST rated lead pilot. With over 1700 hours flight experience, 1,100 of that is in warbirds, and he has raced in four Sun 60 races. Craig is also an A&P and light sport repairman.

350



Type: Cessna 310
Registration: N350CH
Top Speed: 218 MPH
Range: 1,200 Miles
Fuel Capacity: 166 Gal

Engine: 2x Cont.I IO-520
Horsepower: 2x 260
Empty Weight: 3,500 lbs
Gross Weight: 5,300 lbs

Bernie & Mallory Hogan
TWIN 2

Bernie Hogan has been a long time volunteer for the AirVenture Cup race, flying his airplanes as chase planes and setting up last minute weather diversion sites. He is a past winner of the Spirit of the AirVenture Cup Award, a honor given by race volunteers and participants to their peers for going above and beyond. Bernie is a commercial instrument rated pilot, who flies over 200 hours per year for fun and in support of his healthcare software business. This Cessna 310 has been outfitted with the Colemill Conversion, which adds 60 horsepower, and as such it is a fast machine. The AirVenture Cup is a family affair for the Hogans, Bernie's daughter Mallory is his co-pilot, and his son is racing their other airplane!

19



Type: Taylorcraft BC-12D
Registration: N43955
Top Speed: 120 MPH
Range: 400 Miles
Fuel Capacity: 24 Gal

Engine: Continental C85
Horsepower: 85
Empty Weight: 870 lbs
Gross Weight: 1360 lbs
2012 AVC Speed:

Cari Hoagland
Vintage

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. During the restoration Carri also added extra fuel tanks and a longer engine mount and cowl, known as the Harrier STC. 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 2nd appearance in the AirVenture Cup.



Kjell Erik 'da Swede' Anderson

It was with regret and heavy hearts that we learned of the passing of our friend, and co-founder of the AirVenture Cup race, Erik Anderson, on September 10, 2012. He was only 51.

Erik contributed immensely to the (dis)organization, character, and fun of the AirVenture Cup. A life long contributor to the EAA, Erik Served 15 years as the Vice-Chairman of this very event. His other contributions to the aviation community include President of EAA Chapter 18, on-air personality for the EAA's Traffic Jam radio show, and aviation teacher in the Madison public schools.

Known affectionately as, "Da Swede," many racers may not know that in addition to aviation, Swede had two other passions; music and students. Erik could play any instrument. But our favorite to listen to was the accordion. It was not unusual to hear 'da Swede' and his squeezebox um-pa-pa-ing at rare hours of the night in Paul's Park after a long, hot day on the flight line. During the daytime, it was not unusual for him to excuse himself from an activity to go and meet with a former student. Students who still kept in touch with him many years after completing their final exams in Mr. Anderson's class.

My enduring memories are of the sound effects that da Swede was always good for; "who, whooooo" when something gave him a good laugh, the "Uh-huuuuuh!" when you were caught, and the "what-in-theeeeeee-hell," when you were in trouble or up to no good.

Most importantly, there was one phrase da Swede always signed off with. For all the AirVenture Cup racers, chase plane pilots, fans, participants, and volunteers; You can be sure that when the conversation was suspended, da Swede would wish you good luck and tell you to "Fly goot, and we will go from there."

Kjell Erik 'da Swede' Anderson (1961-2012)



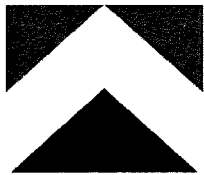
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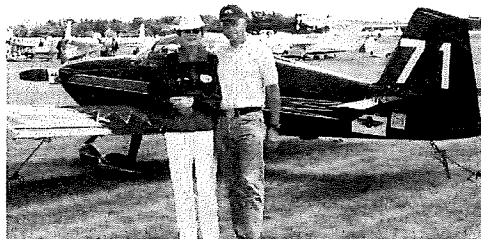
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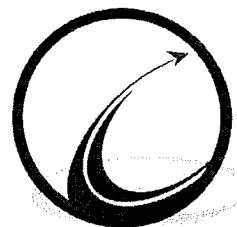
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