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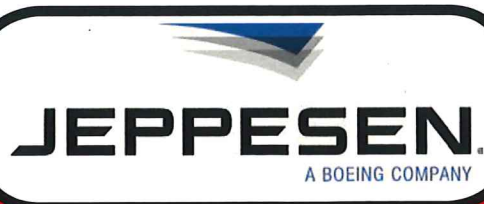


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2014 **AIRC**
airventure cup
CROSS COUNTRY AIR RACE
mitchell, sd - oshkosh, wi



DIAMOND DA42

Registration: N197TS
Top Speed: 165
Range: 1,000
Fuel Capacity: 76 Gal

Engine: Thielert/Centurion TAE 125-01
Horsepower: 135
Empty Weight: 2,880
Gross Weight: 3,950

Race # 116 is a Diamond DA42 with new technology with its turbo charged diesel engines that burn Jet-A fuel and are extremely fuel efficient. Michael is an airline pilot and general aviation sales representative for Premier Aircraft Sales. He has over 1,700 hours total time. This is Michael's 1st race. Traci is the co-pilot and she is a Corporate Pilot on a Lear 40/45 & Lear 60 with over 6,000 hours total time; this is her first race.

IN MEMORIAM

OH I HAVE TIPPED THE SURLY BONDS OF EARTH — AND DANCED ON SKIN ON LAUGHTER-SILVERED WINGS; — SWARD I'VE CLIMBED, — AND JOINED THE TUMBLING EARTH — OF SUNNY-SPRY CLOUDS — AND DONE A HUNDRED THINGS — YOU HAVE NOT DREAMED OF — WHEELED AND SOARED AND SWUNG — HIGH IN THE SUNLIT SILENCE. HOV'RING THERE, — I'VE CHASED THE SHOUTING WIND ALONG, — AND FLUNG — MY FAGER CRAFT THROUGH FOOTLESS HALLS OF AIR. . . . UP, UP THE LONG, DELICIOUS BURNING BLUE — I'VE TOPPED THE WIND-SWEPT HEIGHTS WITH EASY GRACE — WHERE NEVER LARK, OR EVER EAGLE FLEW — AND, WHILE WITH SILENT, LIFTING MIND I'VE TROD — THE HIGH UNRESPASSED SANCTUITY OF SPACE, — PUT OUT MY HAND, AND TOUCHED THE FACE OF GOD. — JOHN GILLESPIE MAGEE, JR.

FORMULA
RV-BLUE

71

ROBERT "BOB" AXSOM

"He probably set a speed record from Earth to Heaven to see Jeanine," said his friends on the VAF forums, biter sweetly joking, but half serious. A frequent forum contributor, he was always sharing stories of aerodynamics, modifications, and flying to anyone who wanted to learn from his experience. There was only one thing more evident than his determination and zeal for air racing, experimenting, and squeezing that last quarter knot out of the RV6A that his wife and him built. That was his love and dedication to his wife Jeanine, who passed a few years ago. A Korean War Veteran, NASA JPL engineer, homebuilder, experimenter, air racer, friend, and devout Husband, Bob Axsom slipped the surly bonds in his home on October 29, 2013. He was 77. Bob and Jeanine were avid supporters and Platinum Sponsors for the AirVenture Cup. "Race 71, Finish!"



BLUE BIRD RV6A



SMYTH SIDEWINDER

DAVID BIESEMEIER

86

FORMULA
FX-RED

On November 27, 2013 Dave Bieseimer took his final flight west in his flying machine of 32 years and almost 2,000 hours; his self-built Smyth Sidewinder. He was 66. Dave was a regular participant in the AirVenture Cup. The consummate EAAer, he spent much time in service to fellow aviators as a technical counselor. On the day of Dave's passing, he had flown to a nearby airport to spend the day helping a friend with their airplane. His accident was on the way home. A Denver native, Dave spent his career as a tool and die maker for Coors. Dave is survived by his Wife Lyne, two children, two grandchildren, and two sisters. For us, Dave will be fondly remembered for his smile, character, and for being a part of the AirVenture Cup family. Tailwinds and blue sky, Dave!

FAC5FX

55

MIKE ELY & LINDA STREET-ELY

This Cheetah was built in 1979 and its first owners flew it for almost 30 years. In 2008 it was sold to Mike and Linda who have flown it to all 4 corners of the lower 48 states. The aircraft has raced in the SARL since 2010, and is the 2012 and 2013 SARL Production Gold Points champion. Mike holds an ATP with several type ratings and has been flying for over 40 years. Linda holds a Private pilot certificate with an instrument rating and has been flying for more than 10 years. Linda has raced several times in the all women Air Race Classic cross-country air race. According to Mike "The Elyminator is the Fastest Cheetah in the known (and possibly unknown) universe."

Aircraft Photo Courtesy of Jo-Hunter



AA5A

Registration: N26958
Top Speed: 160 MPH
Range: 520
Fuel Capacity: 51 Gal

Engine: Lycoming O-320
Horsepower: 150
Empty Weight: 1,421
Gross Weight: 2,206

SAM WEIGEL

103

FAC6

It's slow, draggy, and underpowered, with minimal instrumentation. It has no electrical system and must be hand-propped, and is limited to day VFR flight only. Its range is limited and requires 3 fueling stops. There is no GPS, so he has to be low enough to follow roads and read water towers. In short, 365 Miles in 1 day will be a great adventure! Race #46 is a well-used, never-restored example of a 1946 Piper Cub with a Continental C-75 engine. She has 3400 'known' hours. For the last 30 years she has belonged to the Yellow Cub Flying Club of Lakeville, MN. She's certainly not the prettiest Cub out there, but is reliable and a lot of fun. Samuel is just another airline pilot in a Cub. He has been flying since 1994, flying for the airlines since 2004, and was recently hired by Delta in the MD88/90. Sam has been continuously active in general aviation, most recently in a '49 C170A & the J3. He has flown into AirVenture 4 times. This is his first air race. Samuel is a monthly columnist for Flying magazine and plans to write about his experience flying the AirVenture Cup.



13 CUR

Registration: N893LT
Top Speed: 222 MPH
Range: 1,200 Miles
Fuel Capacity: 52 Gal

Engine: Lycoming O-320
Horsepower: 160
Empty Weight: lbs
Gross Weight: lbs

TWIN-T

425

NORMAN HOWELL

This is an Aerostar 601P with Machen Intercoolers and High Altitude Turbos. This makes it both fast and efficient at a wide variety of altitudes. It has the only JPI EDM-751 installation in an Aerostar, so the engines are highly instrumented and data-logged. There aircraft has onboard cameras and uses the CloudAhoy app for flight logging. He joined EAA in 1979 at age 19, built a single seat Quickie (featured Sept 97 Sport Aviation), and established 4 world records in it for distance, speed, and time to climb. He received the Bleriot medal for these records in 1987, and also received a Bronze Lindy at AirVenture for Outstanding workmanship on the airplane. Norman has won the Copperstate Dash twice in the Phoenix division (Long EZ) and has flown numerous races with the Long EZ group in the 90s. He flew the F-4G Wild Weasel in Desert Storm, attended USAF Test Pilot School in 1991-1992, and has been a Boeing test pilot on F-16, C-17 (7 additional world records), KC-10, 737 military derivatives (Airborne Early Warning and Control, P-8A and P-8), 787-8, 787-9 and is now on the KC-46 program (767-2C).



AEROSTAR 601P

Registration: N425CA
Top Speed: 240KTAS
Range: 970 NM
Fuel Capacity: 165 Gal

Engine: Lycoming IO-540
Horsepower: 290
Empty Weight: 4,536
Gross Weight: 6,000



To all AirVenture Cup participants:

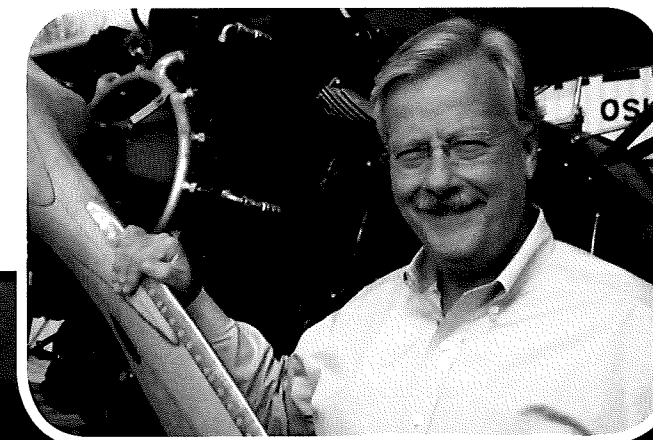
I wish all of you the best in this year's race and welcome you to EAA AirVenture Oshkosh 2014, "The World's Aviation Celebration." Air racing has a history almost as long as aviation itself. The AirVenture Cup is an opportunity to showcase the safety and variety of aircraft in a fun way with fellow aviators. Let's keep things safe and fun.

Special thanks go to all of the volunteers who make this event possible, whether they are the volunteer organizers or those in the communities at the race's start and finish. 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 2014 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 17th 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 15 year veterans, as well.

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 Mankato, MN airport. This is the first year we have been to Mankato.

Another big change this year is the finish line. We moved the finish line to Wausau, WI, thanks to the Wausau Downtown Airport, Wausau Flying Service and EAA Chapter 640, who have graciously stepped up to host the Finish Line for the Race this year. Their help is greatly appreciated.

We are dedicating this year's race to 3 people we lost since last year. Paul Poberezny, Bob Axsom & Dave Besemeirer. As EAA's founder Paul was a fan of racing and fostering participation in aviation. Paul supported the AVC and enjoyed watching EAA Members enjoy the event. He participated in EAA's first Race in 1953. Bob Axsom, was a long time race pilot and supporter of the event racing for many years with his beloved wife Jeanine in the RV-6A they built. Bob was a quiet man with a big heart, and was always happy to share his knowledge with anyone. Dave Besemeirer was an early participant of the AVC going back to the Kitty Hawk years flying his Smyth Sidewinder. All three made contributions to the colorful history of the event and all are missed.

I also want to take a moment to thank the Race Staff for all the hard work and dedication they put in to make this event possible. Without their efforts this event simply wouldn't be possible. From year round meetings to the long hours spent getting things ready, they have really stepped up and done a fantastic job.

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, 2014 AirVenture Cup Race



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

COLIN HOGAN & ROBBY BROWDER

88

FAC1RG



PA24-400

Registration: N88WB	Engine: Lycoming IO-720
Top Speed: 190 KTS	Horsepower: 400
Range: 1,100 NM	Empty Weight: 2,300
Fuel Capacity: 130 Gal	Gross Weight: 3,600
	2013 AVC Speed: 187.01

This is Colin Hogan's 2nd time racing the AirVenture Cup, even though he has participated as a support plane co-pilot since he was 5. Age 21, Colin is a private pilot single engine land and sea is working on his instrument rating. Currently enrolled in college studying mechanical engineering, he still manages to fly at least twice a month. 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 longtime 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 2nd AirVenture Cup and he hopes to get a pilot's license someday.

FAC1RG 101 HENRY PUNZI

Flying race #101 is Henry Punzi, a medical doctor by trade. When he was 14 years old he moved to Argentina and became the 1st US born to play 1st 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. The last 2 years 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."



M20J MISSILE

Registration: N4262H	Engine: Continental IO-550A
Top Speed: 180 KTS	Horsepower: 300
Range: 400	Empty Weight: 1,980
Fuel Capacity: 64 Gal	Gross Weight: 3,000
	2013 AVC Speed: 210.77

REBECCA CUTRI-KOHAUT & BYRON RODGERS

201

FAC3RG



M20J

Registration: N201EQ	Engine: Lycoming IO-360
Top Speed: 171 KTS	Horsepower: 200
Range: 600 NM	Empty Weight: 1,789
Fuel Capacity: 55 Gal	Gross Weight: 2,740

Rebecca is flying a Mooney 20J. Rebecca's first race was at the Texas Air Rally only 4 months after purchasing the airplane. She was immediately addicted. In 2011/12/13, Race # 201 held the FAC3RG championship. The airplanes fastest racing speed is 195.65 MPH. This is a stock airframe that has been modified with popular drag reduction mods. The reward has been 12 MPH in additional race speed. Rebecca is a private pilot with 500 hours. She has been flying since age 15 after winning a scholarship from the Boca Raton Pilots Association. She flew during college in Georgia Tech's Yellow Jacket Flying Club; N201EQ is the first airplane she's owned. Rebecca's co-pilot is Byron who has been a pilot for 18 years. He holds an ATP and a CFI I-ME with 10,100 hours logged. From 2001, he served as a captain on the Beechcraft 1900D and the Canadair CRJ for 7 years. In 2008, took the opportunity to fly the Boeing 747 all over the world for a cargo company, which he still does today. He jointly owns N201EQ with his racing and flying partner, Rebecca.

The Cassutt is the definition of an air racer - no frills, light and fast. This is the first Cassutt to participate in the AirVenture Cup. Creighton's Cassutt is clean, stock example with the bigger 17 foot wings. A 1950's design, wood wing, and fabric covered fuselage is an inexpensive way to go fast. Howard Hensler built it from 1975-2001 with the 1st flight well into Howard's 80's. It wasn't flown much, suffered from storage in an open hangar, Howard sold it. Eventually, Creighton bought it in 2010 and had it flying by early 2011. Creighton spent many 3AM nights to get it ready for Reno. With 28 days of scramble work, it flew again. It had a new tail, sandblasted/repainted fuselage, new fabric, and new paint on the fiberglass parts. The wing was repaired and repainted. Creighton had to sell it in 2012. A hangar collapse totaled it in 2013. He bought it back, and it came, as a project, home again. It was completely rebuilt in spring 2014. Creighton is a private pilot and soloed on his 16th Birthday. He has lots of Cub and Tripacer time, he has been a Cassutt Pilot since 2011. This is his first Air Race. Previous wins in this airplane at Reno were flown by Jay Jones. This will be its longest flight to get to Mitchell SD.



CASSUTT

Registration: N893LT
Top Speed: 222 MPH
Range: 1,200 Miles
Fuel Capacity: 52 Gal

Engine: Lycoming O-320
Horsepower: 160
Empty Weight: lbs
Gross Weight: lbs

CARL & CYDNE HOUGHTON

18

LSA



This is Carl's first time racing in the AirVenture Cup; he was a turn point volunteer in 2012. Carl is flying Race # 18, a Gobosh 700. This Gobosh is factory built in Poland and is one of less than 27 currently flying in the United States. Carl has over 5,500 flight hours with about 2000 combat flight hours with the US Air Force in RC-135 and EC-130 aircraft as an Airborne Crypto-Linguist. He has over 360 hours total time as a Sport Pilot and is one lesson and a check ride away from his Private. Carl earned a tailwheel endorsement while bush pilot training in Alaska. He has also done training in float plane operations in Alaska and high performance instruction in a Boeing Stearman. This Gobosh has flown twice to AirVenture. Carl's co-pilot is his wife Cydnie, she enjoys flying adventures both short and long. Cydnie is new to racing and the AirVenture Cup, but is excited to meet other racers as well as experience AirVenture for the first time.

GOBOSH

Registration: N721RB
Top Speed: 120 KTS
Range: 350 NM
Fuel Capacity: 18 Gal

Engine: Rotax 912 ULS
Horsepower: 100
Empty Weight: 812
Gross Weight: 1,320

LSA

99

NORMAN HENDERSEN & MIKE DZURKO

Race #99 is an RV-12; the aircraft was first flown in October 2012 after 4 1/2 yrs of building by Norman in a garage behind his house. This will be its first race. As of June 14th there are 120 hours on the aircraft which include 2 trips from Sparta, WI to Fort Collins/Loveland Airport in CO. The only modifications to the plane are some lower gear leg fairings and gear to fuselage fairings. Norman earned his private pilot license in February 1968. Only a hundred hours were flown before a long break until after the year 2000. He was then able to pick up where he left off and obtained an instrument rating and has since accumulated over 900 hours of flight. Norman is currently retired after spending 30 years planning manufacturing production and controlling inventories. Norman's co-pilot is his brother-in-law, Mike Dzurko. He has not flown as a co-pilot before. He is a retired teacher and just completed a triathlon. He has owned several water craft and is more familiar with river boat piloting. This is will be Norman's first air race.



RV-12

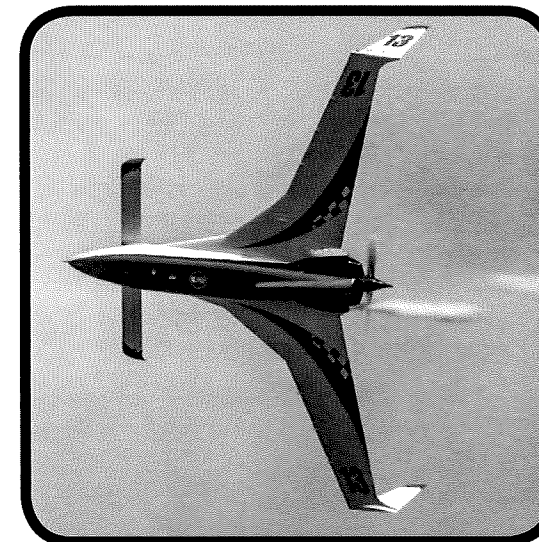
Registration: N12099
Top Speed: 114 KTS
Range: 555
Fuel Capacity: 19.8 Gal

Engine: Rotax 912 ULS
Horsepower: 100
Empty Weight: 750
Gross Weight: 1,320

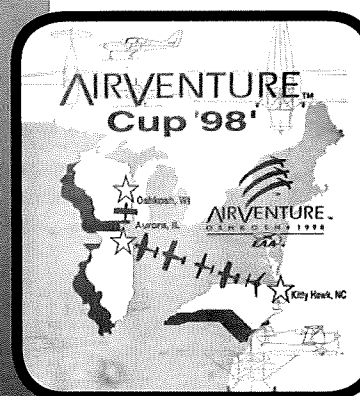
RACEHISTORY

ERICWHYTE

For the past 16 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 went on the endangered species list sometime 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. 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 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 deci-

sion 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. Last year, 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 folks in Mt. Vernon really rolled out the red carpet for the racers and the location and event proved to be a success.

This year we are again back in Mitchell and are looking forward to a great race!



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BLUE THUNDER AIR RACING WOULD LIKE TO THANK TEMPEST FOR THEIR CONTINUED SUPPORT AND SPONSORSHIP OF THE BLUE THUNDER TEAM.



MIDGET MUSTANG

Registration: N825J Engine: Continental O-200A
Top Speed: 164 KTS Horsepower: 100
Range: 300 NM Empty Weight: 673
Fuel Capacity: 15.8 Gal Gross Weight: 950
2013 AVC Speed: 174.92

The Midget Mustang, designed by Piper Chief Engineer Dave Long, was a Goodyear Racer in 1948. After its Formula One racing carrier Bob Bushby popularized the design as a sport plane. John calls Race # 98 a "vintage formula one racer," and enjoys carrying on its racing heritage, 66 years later. Stan Mankovich Sr. built this Mustang, finishing it in 1988. It was subsequently owned, enjoyed and improved by a succession of 5 pilots before being acquired by John in 2006. John learned to fly in 1956 and in his 58 years of flying has enjoyed flying everything from slow tail draggers to fast glass. He is employed by Boeing as a military aircraft design engineer. This is John's 6th AirVenture Cup (A 3rd and two 2nd's in Sprint Class). He has also raced in various SARL events.

SPRINT-T 2 REG CLARKE



QUICKIE Q2

This is Reginald's first AirVenture Cup Race, he is flying race #2, a Quickie 2. Reginald has been flying since the mid-70s. He specializes in tail wheel instruction and test flying homebuilts. Reginald is a flight instructor, with multi engine, IFR, and ATP endorsements. The longest flight in the Quickie 2 is from Edmonton AB to Sun N Fun. The Quickie's modifications include an extra aux tank which is 11 gallons under the rear wing, a new style gear, larger rudder, and redesigned tail.

Registration: N624JC Engine: Subaru EJ 25
Top Speed: 200 MPH Horsepower: 150
Range: 400 miles Empty Weight: 800
Fuel Capacity: 30 Gal Gross Weight: 1,300

JEFF LANGE 64 SPORTSMAN



SONERAI

Registration: N1463J Engine: VW 2110
Top Speed: 215 MPH Horsepower: 140
Range: 500 SM Empty Weight: 11 ty Billion
Fuel Capacity: 20 Gal Gross Weight: 950

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 Smith Miniplane. Owner of Sport Air, LLC, and Jeff enjoys tweaking and experimenting to get the most out of VW powered aircraft. This winter Jeff did a substantial engine and systems update including digital ignition, turbocharger, cowl and cooling system. Jeff works in the audio industry as a worldwide consultant liaison. Jeff and the Sonerai have competed in the Sportsman class 7 times previously earning a win in the class in at least 5 of the AirVenture Cup Races.

Sam is making his 11th run in the AirVenture Cup. Having built the Q-200 over a 5 year period, Sam and his Quickie Q-200 have more than 1,900 hours of flight time since its first flight on June 9th, 1986. This will be the 23rd year he has flown it to AirVenture. The Q-200 is powered by a modified Continental O-200A with a Catto propeller. The airplane was built according to plans, but has been constantly modified over the years. In hopes of gaining an extra knot or two, Sam revamped the wheel pants and the engine cooling inlets, installed high compression pistons, electronic ignition, and electronic fuel injection. Inspired by his father, who served in WWII as a Navy pilot and navigator on PB4Y and PB5s, Sam joined the Civil Air Patrol during the 1960s as a teenager. Sam started skydiving at age 21 and performed at air shows, including doing the flag jump for the USA Bicentennial EAA Oshkosh 1976. As a skydiver with over 2,000 jumps, Sam participated in national championship skydiving competitions and was a participant in two World Record Free-fall formations.



QUICKIE Q200

Registration: N202SH
Top Speed: 211
Range: 800
Fuel Capacity: 32 Gal

Engine: Continental O-200
Horsepower: 100+
Empty Weight: 680
Gross Weight: 1,200
2013 AVC Speed: 205.48



VARI EZE

This is the 2nd AirVenture Cup Race for Leif Johnson, flying race # 25, a VariEze. This VariEze was built by Donald Morgan of Salem, IN and 1st flew in 1984. The plane was in and out of storage and then in 2011 was completely restored by Tony Warnock to its original 1984 'stock' condition. Leif's aviation history includes his 1st solo on 16th birthday, he completed his first airplane (Eagle Ultralight) at 17, has soloed in a glider, has parachuted, was a jump pilot, is a Certificated Flight Instructor, holds a BS in Aeronautical Engineering, and attended the United States Air Force Academy. Leif was also a Flight Test Engineer on T-38, T-37, C-5, C-141, B-52, and QF-106, and a USAF Accident Investigator. He is currently a Boeing 737 Captain for Southwest Airlines.

Registration: N92EZ
Top Speed: 215 MPH
Range: 780
Fuel Capacity: 27 Gal

Engine: Continental O-200A
Horsepower: 100
Empty Weight: 720
Gross Weight: 1,200
2013 AVC Speed: 166.79

David Adams is flying Race #83, a Long EZ. An Electrical Engineer by day, David works at the largest power plant west of the Mississippi. David and his wife, Matilda, built the Long EZ for 11 years starting in 1984, with the 1st flight on June 30, 1995. All major components were built in the 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 1st place in the SARL Sprint Class in 2009, 2010 and 2012 and 2nd in 2011 and 2013. David has been in the AirVenture Cup every year since 2009 where he has won 1st in 2009 and 2012 and 3rd in 2010 in the Sprint Class. He has been a private pilot since 1983 with over 2300 hours of 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.



LONG E7

Registration: N83DT
Top Speed: 202 MPH
Range: 2000 Miles
Fuel Capacity: 54 Gal

Engine: Lycoming O-235
Horsepower: 125
Empty Weight: 880
Gross Weight: 1,425
2013 AVC Speed: 182.56

RACERULES

- 1) All FARs will be followed, as published or as issued in AVC Waiver.
- 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 Mitchell, SD 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
- 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.
- 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, 30-day notice of cancellation, and additional insured status as follows:

Experimental Aircraft Association, Inc., EAA Aviation Foundation, Inc., their affiliates, and the respective directors, officers, employees, members, contractors, and volunteers of each of those entities.
Mail to: Attn Karen Kryzanik EAA Insurance Administrator P.O. Box 3086 Oshkosh, WI 54903-3086
- 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 for any reason, relay the message on Race Frequency to the chase planes if time permits. After landing and securing the aircraft, contact Todd Shannon at Race Control (612) 963-3760. Give him your name, race number, location and contact number to reach you.
- 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) For the duration of the Race, participating aircraft should make all radio calls using the call "RACE" and their assigned Race number.
- 12) Weather at the starting line must meet at least VFR minimums and a minimum visibility of 3SM. 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.
- 13) The weather must meet VFR minimums between Mitchell, SD (MHE), and Oshkosh (OSH)/Wausau, WI (AUW). If conditions become IFR after leaving Mitchell, SD, the racers should land as soon as practical, at the nearest safe airport. Where the race will be held until conditions improve.
- 14) In the event of a racer returning to Mitchell 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).
- 15) Racers must cross the mandatory check points along the race course. The only planned 2014 checkpoint is Mankato, MN (MKT)
- 16) Minimum enroute altitude with the exception of within 5 nm of the mandatory checkpoints is 1000' AGL
- 17) Racers shall report 10 nm out and 5 nm out from Each Check point on the appropriate CTAF.

Mankato: 122.725
- 18) Altitude crossing the checkpoints is at Racer discretion. Minimum altitude is 500' AGL maximum altitude is racers discretion. If above 1,500 feet the use of a data logger is approved to record crossing. Non-participating aircraft in the pattern at the checkpoints have the right of way. If in doubt overfly the checkpoints at 1,500' AGL.
- 19) Any planned check points can be used for no penalty pit stops. Aircraft using the pit stops should report on CTAF 5nm from the airport "XXX Traffic, Race XX 5 out, Pit Stop." The only planned check point this year is Mankato.

Over fly the airport on course for a time hack. After the time hack, slow down and enter the pattern. Take as much time as required. When ready for restart, depart, climb to pattern altitude, overfly on course for a time hack. The elapsed time between time hacks will be subtracted from the race elapsed time.
- 20) Racers should monitor Race Common frequency during enroute portions of the race and relay messages to race staff as required.
- 21) Radio Contact shall be established with the following air traffic control facilities prior to flight, over, through or near the following facilities

Sioux Falls, SD (KFSD) Class D airspace
Minneapolis, MN (KBMI) Class B Airspace
- 22) In the event of passing on the race course, the aircraft overtaking should report on race common frequency, they are passing, color and type aircraft. Report the overtaking aircrafts position. Example "Red Lancair, Race 22 Pietenpol is passing low and to your left"
- 23) The race will be suspended for any reason that is in the interest of safety.
- 24) Indicated airspeeds of more than 250 knots below 10,000' MSL are authorized ONLY during descent on the leg from a point on the Wisconsin State Line as defined in the waiver.
- 25) All waiver provisions cease for aircraft after they pass the finish line at the Wausau Downtown Airport KAUW.
- 26) The finish line is located at the Wausau Downtown Airport located in Wausau, WI (KAUW). After crossing the finish line race aircraft should land and refuel if needed before continuing on to Oshkosh using the Fisk Arrival Procedure.

RACECLASSES

EXPERIMENTAL CATEGORIES

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.

SEA SPORT

Any Experimental Category seaplane with 540/550 cubic inch displacement, normally aspirated.

RG Blue

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

RG Blue-T

Any Experimental Category aircraft with an engine displacement of 360 cubic inches or less, turbocharged or supercharged, 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.

SPRINT CLASS

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

SPRINT-T CLASS

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

IFI

Any Experimental Category aircraft meeting the international formula one requirements.

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

FAC3RG

Any Factory-built aircraft with 200 - 239 HP, normally aspirated with retractable landing gear

FAC5FX

Any Factory-built aircraft with 130 - 179 HP with fixed landing gear.

TWIN1-T

Any Factory-built twin-engined aircraft with 280 HP and above per engine, turbo/super-charged (any forced-induction).

TWIN3-T

Any Factory-built twin-engined aircraft with 100 to 199 HP per engine, turbo/super-charged (any forced-induction)

Vintage

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

LSA

Any Experimental or ASTM compliant Light Sport Aircraft.

JEFF BARNES

411

FORMULA
RV-BLUE

2013 Experimental Gold Champion: Jeff Barnes, Vans RV-6



RV-6

Registration: N790DW
Top Speed: 230 MPH
Range 700 NM
Fuel Capacity: 38 Gal

Engine: Lycoming A2G
Horsepower 180
Empty Weight: 1,067
Gross Weight: 1,750
2013 AVC Speed: 215.56

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 over the US more than a dozen times, been to Nova Scotia, through the Hudson River corridor, down the eastern seaboard to Kitty Hawk, toured Canada and Alaska, and been up and down the west coast. Jeff has also overflown Grand Canyon, Crater Lake, Monument Valley, Yellowstone, the Tetons, Pikes Peak, Glacier National Park, Virginia and Niagara Falls, the Arctic Circle, Denali, and more. He is a former president of his local EAA chapter and has recently flown his 1,000th Young Eagle mission. Race 411 is the current 2013 National Gold Champion of the Sport Air Race League, and currently the fastest RV-6 in the history of the Sport Air Race League (www.sportairrace.org). This is Jeff's 4th appearance in the AirVenture Cup. In 2011 Jeff placed 1st in the RV Blue class and 2nd in 2012. The photo to the left is Jeff with his late Bob Axsom.

FORMULA
RV-BLUE

000

DARRYL ZOOK & ANDREW NELSON



RV-8

This will be Darryl's 1st AirVenture Cup; he is flying an RV-8 with Race # 000. This RV was built by Robby Knox in Georgia, it was not the 1st RV he built. The RV has been modified with wing tip aux fuel tanks for an extra 9 gallons, a tinted canopy, external cameras and camera control in cockpit, re-engineered front rudder pedals for better control by shorter folks, seat heaters, full back seat controls, permanent mount XM weather over WIFI to an iPad, and full IFR with redundant battery backup. This plane navigates like an airliner, flies like a fighter. Although fully acrobatic, it is also fully IFR equipped. Darryl was in the United States Air Force for 8 years as an aircraft mechanic on F-15s and F-16s and was an Air Traffic Controller at one of the busiest bases in the US for 4 years. Darryl's co-pilot is Andrew, an aviation lover since childhood; a member of Civil Air Patrol and is qualified as mission scanner, and he is working on aerial photography.

Registration: N8171
Top Speed: 200 KTS
Range: 1,056 NM
Fuel Capacity: 51 Gal

Engine: Lycoming IO-360
Horsepower: 200
Empty Weight: 1,186
Gross Weight: 2,000

JERRY PECK

3

SPRINT



Long EZ

Registration: N12NC
Top Speed: 180 MPH
Range 1,285 Miles
Fuel Capacity: 50 Gal

Engine: Lycoming O-235
Horsepower 118+
Empty Weight: 986 lbs
Gross Weight: 1,700 lbs
2013 AVC Speed: 169.45

This will be Jerry Peck's second time flying in the AirVenture Cup - this year with his Long EZ, race #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, high compression pistons, more efficient wheel pants and gear fairings and adding a "Silver Bullet" prop. In addition to the Long EZ Jerry has also built an 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 trips from his home airport in Kansas, but even so, he says flying in the AirVenture Cup has been on his bucket list for some time.

WE HAVE A CLASS FOR EVERY AIRCRAFT. FOR A FULL LISTING, VISIT AIRVENTURECUPRACE.COM

RACEVOLUNTEERS

ON BEHALF OF THE AIRVENTURE CUP, OUR RACERS, VOLUNTEERS, AND STAFF, WE WOULD LIKE TO EXTEND OUR HEARTFELT THANKS TO THOSE PEOPLE WHO MAKE THIS EVENT POSSIBLE. AS YOU RUN ACROSS THESE PEOPLE, PLEASE BE SURE TO THANK THEM FOR THEIR DEDICATION TO MAKING THIS EVENT FUN, ENJOYABLE, AND MOST IMPORTANTLY, SAFE!

Race Committee

Eric Whyte,
Chairman
Joe Coraggio,
Vice-Chairman
Pete Halasz
Craig Henry
Daryl Jezerski
Dick Keyt
Stephanie Schulko
Dennis Schulko
Todd Shannon
Kandi Spangler
Bob Whitehouse
Ken Whyte
Sarah Whyte

Race Volunteers

Pete Anderson
Mike Cornell
Erv Emry
Eliot Felske
Mike Felske
Mark Foster
Jo Hunter
Andy Jaskie
Natalie Jaskie
Russell Jezierski
Gil Kaczmarek
Dave Kapitan
Laurie Kushner
Mike McEvoy
Kory Olshefski

Geoff Sobering
Maggie Schue

Mitchell Area Volunteers

Terri Shannon, Owner
Wright Bros Aviation
Todd Shannon
Wright Bros Aviation
Charlie Allen
George Bittner
Roger Gebel
Scott Gerlach
Brandon Goergen
Lori Grassel
Nick Jablonske
Levi Keorner

Jeff Krall
Ron Peterson
Brian Ross
Kristina Sanderson
Katie Sanderson
Jim Shannon

Wausau Area Volunteers

Rick Coe
Bob Mohr
Derek Pauls
Bob Starr



N12AC had its 1st flight on May 16, 2005 after Alan Carroll spent 8 ½ years building it. A 1st time project (while simultaneously obtaining a tenure at the university where he is a professor) it has over 900 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 electric 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 of 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 8th AirVenture Cup and he has also competed in several SARL races.



RV-8

Registration: N12AC	Engine: Lycoming O-360
Top Speed: 218 MPH	Horsepower: 180
Range: 600 SM	Empty Weight: 1,130
Fuel Capacity: 42 Gal	Gross Weight: 1,800
	2013 AVC Speed: 208.39

This is Charles' first AirVenture Cup; he is flying Race #16, a Vans RV-6. This RV-6 was built by Tracy Saylor in Santa Paula, CA and 1st flown in 1992. Tracy made many improvements to the airframe to make it faster. He developed the wing tips, gear leg fairings, special internal cowl ducting and exterior cowl modifications and airframe cleanup. His best race speed was 238 mph. Charles has been flying since high school. Charles has worked as a Certified Flight Instructor, night freight, commuter, regional, major, charter, contract corporate, research, Alaskan bush, skydivers, survey, pylon racing in Biplane and Formula One, competition aerobatics and a little test flying. Charles is currently retired from a major airline and is between contract corporate jobs. Charles is always open for interesting flying opportunities.



RV-6

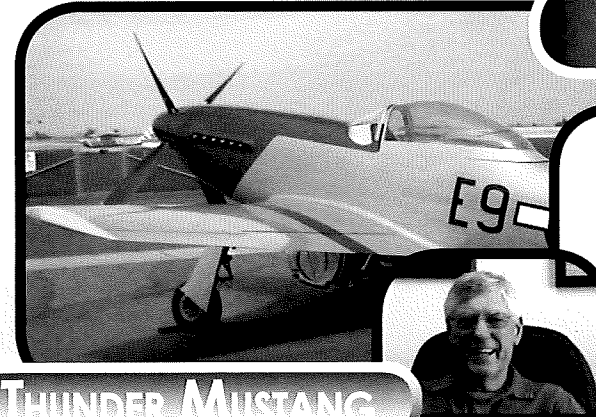
Registration: N25TS	Engine: Lycoming O-360
Top Speed: 238 MPH	Horsepower: 180
Range: 600 SM	Empty Weight: 1,069
Fuel Capacity: 38 Gal	Gross Weight: 1,700

This RV-6 is flown by the team of Jim Huff and Trevor Smith. This RV was built in Texas by Cecil Mc Ree and was 1st 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 last year's season, the aircraft participated in 5 SARL races with speeds from 203 to 211 MPH and getting better. Jim is an AirVenture Cup veteran. He is an ATP rated pilot of 60 years who has raced a Bonanza in the SARL Production classes for 6 years, and also participated in the Great Cross Country air races. His aviation background is varied and included operating an FBO and commuter airline. Co-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.



RV-6

Registration: N139TX	Engine: Lycoming O-360
Top Speed: 200 MPH	Horsepower: 180
Range: 1,000 Miles	Empty Weight: 1,083
Fuel Capacity: 58 Gal	Gross Weight: 1,750
	2013 AVC Speed: 202.41



THUNDER MUSTANG

Registration: N251GA	Engine: Falconer Batten
Top Speed: 439 KIAS	Horsepower: 640
Range: 1,300 Miles	Empty Weight: 2,200
Fuel Capacity: 100 Gal	Gross Weight: 3,200

The P-51 Co. Ltd. Thunder Mustang is a rare aircraft. Not many Thunder Mustangs were manufactured. This aircraft is a spectacular performer and will be bearing a new paint scheme for AirVenture. Barry has been flying for 53 years. He started flying jets at age 60 and flew them professionally worldwide for 12 years.

Race #51 was built by Fred Roscher, a 3/4 carbon fiber P51, over a 13 year period and its first flight was in April of 2011. This aircraft now has over 200 hours of flight time on it. Some of the modifications done are a 51 Aero Data recording and Telemetry System monitoring 200 flight parameters (designed and built by Fred as owner of 51 Aero LLC). This Thunder Mustang has flown to AirVenture in 2012 and 2013 and displayed in the Reno Air Racing Booth. It won 2013 Reno Air Race Sport Gold. Fred has been a private pilot since 1991 with over 2,100 hours of pilot in command and he holds an Instrument rating. Fred qualified in June 2014 as a Race Pilot for the Reno Air Races flying this aircraft. Fred is president of 51 Aero LLC. Fred's returning co-pilot is Jim Adams; he is chief mechanic for the airplane, and has flown in 2012 and 2013 in the airplane to Oshkosh. Jim works part time for 51 Aero.



THUNDER MUSTANG

Registration: N695HR	Engine: Falconer V12
Top Speed: 327 MPH	Horsepower: 640
Range: 800 NM	Empty Weight: 2,400 lbs
Fuel Capacity: 100 Gal	Gross Weight: 3,400 lbs



THUNDER MUSTANG

Top Speed: 375 KTS	Engine: Falconer V-12
Range: 805	Horsepower: 650
Fuel Capacity: 100 Gal	Empty Weight: 2,000 lbs
	Gross Weight: 3,200 lbs

Blue Thunder was built over a 3-year period by American Air Racing with one goal: AIR RACING! The Thunder Mustang was chosen because it is the most powerful and fastest piston-powered kit aircraft available, outperforming even jet and turboprop kits below 10,000 feet MSL! Three-time Formula One Champion, John Parker, has dedicated his life to air racing, with the indulgent support of his wife Jan. John started flying for American Airlines in 1965 and soon found himself building engines for Formula One race teams, working as a mechanic at the air races, and assisting racers as a "Speed Merchant". John's turned his passion for air racing into a business, and in 1967 founded American Air Racing. Winning his first Reno Formula One Championship in 1977, John continued to add to his trophy case with Championship victories in 1978 and 1980. His scratch-built Formula One racer, American Air Racing Special, now resides in the EAA Museum in Oshkosh, Wisconsin. Mike has been a Blue Crew member for over eight years now; bringing to the team over 25 years of mechanical knowledge and experience. He spent 4 years in the Air Force as an A-10 mechanic. In addition to his great mechanical skills, Mike has been helpful bringing in valued sponsors.

UNLIMITED

7

PAUL & PAMELA TACKABURY

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.



LANCAIR IV

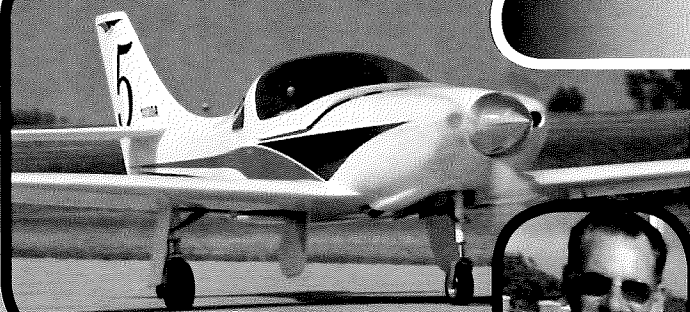
Registration: N94PT
Top Speed: 180 KTS
Range: 665 N miles
Fuel Capacity: 90 Gal

Engine: Continental TSIO-550
Horsepower: 400
Empty Weight: 2,000
Gross Weight: 3,500

LEE BEHEL

5

SPORT



LEGACY

Registration: N138A
Top Speed: 300
Range: 1,000
Fuel Capacity: 60 Gal

Engine: Continental IO-550
Horsepower: 310
Empty Weight: 1,600
Gross Weight: 2,300
2013 AVC Speed: 323.73*

Lee Behel is making his 15th 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 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. The Lancair was the second airplane built by Andy Chiavetta and was first flown in 2002.

SPORT

10

KEITH & TIM PHILLIPS

Race #10 is a Swearingen SX-300, 1 of 3 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 1,450 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 Gaggle Flight. Additionally, Keith is on the Homebuilt Aircraft Council for the EAA. Flying with Keith is his son, Tim Phillips, who is also a pilot and has participated in multiple AirVenture Cup races in the past.



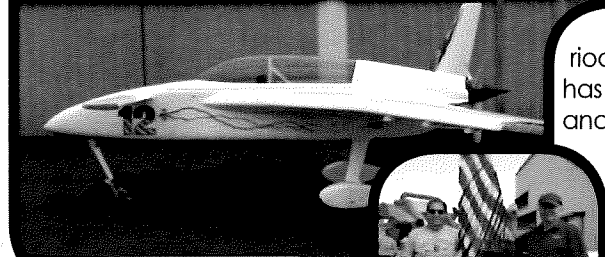
SX-300

Registration: N53SX
Top Speed: 275 MPH
Range: 750 NM
Fuel Capacity: 66 Gal

Engine: Lycoming IO-540
Horsepower: 300
Empty Weight: 1,750
Gross Weight: 2,400
2013 AVC Speed: 286.07

CURT MARTIN & DAVID FIFE

212

FORMULA
FX-RED

LONG E-Z

Registration: N12LZ
Top Speed: 219 MPH
Range: 1,200
Fuel Capacity: 50 Gal

Engine: Lycoming O-320
Horsepower: 160
Empty Weight: 1,025
Gross Weight: 1,800
2012 AVC Speed: 232.49

Race #212 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, a steel roll over cage, and removable baggage pods. The 1st flight was in September 2011. Curtis Martin, a 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. This will be Curtis' 3rd AirVenture Cup. Flying co-pilot is his friend, fellow builder and owner, David Fife. David is a private pilot, flew the AirVenture Cup in 2012, he is an avid fisherman and builds Hoerner style tips for the Murphy Rebel.

FORMULA
RV-BLUE

Pi

KEVIN PHELPS & DAVID WALSH

Flying race number Pi this year is Kevin Phelps and David Walsh. Race Pi 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 airplane's first flight was December 17, 2011 and so far has made two trips to AirVenture. 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 David Walsh. Dave has been flying since college and is a CFI in both Rotorcraft and ASEL/AMEL. He also holds seaplane ratings. Both Kevin and Dave work for Sikorsky Aircraft.



RV-7A

Registration: N782WP
Top Speed: 170
Range: 700
Fuel Capacity: 42

Engine: Lycoming O-360
Horsepower: 180
Empty Weight: 1,065
Gross Weight: 1,800
2013 AVC Speed: 180.21

SHAD CONRAD & DAN GARLEY

7

FORMULA
RV-BLUE

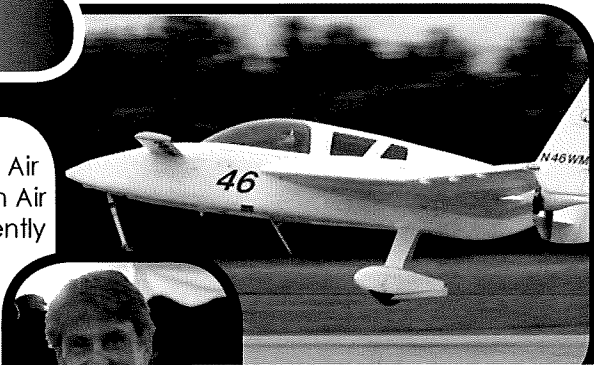
RV-7A

Registration: N425DG
Top Speed: 180 KTS
Range: 665 NM
Fuel Capacity: 42 Gal

Engine: ECI Eagle IV-EX
Horsepower: 180
Empty Weight: 1,121
Gross Weight: 1,800

Conrad Shad started flying in 1958 but did not solo till 1967. Conrad started professional flying in 1978. Most of his aviation career was in corporate aviation both maintenance and flying. He was also a flight engineer with the NY ANG for over 8 years and 1000 hours on the C130-6 on skis. We were in support of the DEW line flying mostly to Greenland and the Northwest Territories. He flew for a number of companies before retiring from GE as a captain flying the Canadair Challenger. During his career he accumulated more than 13,000 hours and flew to South Pacific, South America, Europe, and Japan. In 1999 he moved to Daytona Beach and joined the Spruce Creek Gaggle. His only race experience has been the Spruce Creek 100 and the Air Rally. Dan Garley earned a PPL in Jan. 2007, and has been enjoying flying ever since. Currently flying an RV7A and a Cherokee 140, he is an active formation flyer with the Spruce Creek Gaggle flight and Snake flight. This is both Conrad and Dan's first AirVenture Cup.

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 Fight Instructor specializing in Air Combat, Weapons, Delivery and Carrier Qualification. He is currently a principal in Northeast Aviation & Marine, a family-owned insurance brokerage specializing in aviation risks. Following his naval service, Jeff joined EAA and built his 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 in 1999 at 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, faired gear legs, custom built engine cowlings and an electrically retractable nose gear. This is Jeff's 8th AirVenture Cup and 15th year at AirVenture.

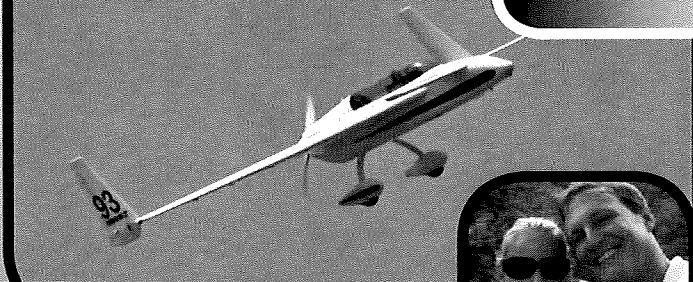


Cozy MKIII

Registration: N46WM
Top Speed: 237.45 MPH
Range: 800
Fuel Capacity: 55 gal

Engine: Lycoming O-320
Horsepower: 160
Empty Weight: 1,050
Gross Weight: 1,900
2013 AVC Speed: 221.64

Race # 93 is a Long EZ based in Stuart, FL. 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 12th AirVenture Cup and his 18th 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 Rich's wife Lynn; this will be Lynn's first AirVenture Cup and trip to Oshkosh. Rich and Lynn were married this past winter.

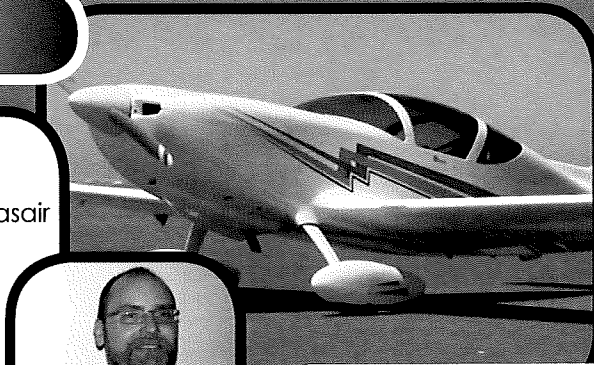


Long Ez

Registration: N893LT
Top Speed: 227 MPH
Range: 1,200 miles
Fuel Capacity: 52 Gal

Engine: Lycoming O-320
Horsepower: 160
Empty Weight: 900
Gross Weight: 1,690
2013 AVC Speed: 210.62

This is Mike Estu's second AirVenture Cup in his Glasair I-TD. The Glasair was built by Jerry Hollandsworth over a 16 year period with the first flight in 1997. The airplane has recently 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 plans to continue aerodynamic modifications with a goal of continuous improvements in efficiency and performance in many races to come.



GLASAIR I-TD

Registration: N115GL
Top Speed: 212
Range: 900 miles
Fuel Capacity: 45 gal

Engine: Lycoming O-320
Horsepower: 160
Empty Weight: 1,117
Gross Weight: 1,900
2013 AVC Speed: 179.88



Berkut 540

Registration: N540RS
Top Speed: 245 MPH
Range: 800 NM
Fuel Capacity: 56 Gal

Engine: Lycoming IO-540
Horsepower: 250
Empty Weight: 1,213
Gross Weight: 2,200

Race #14, a Berkut 540 was built by Ric and Shari Lee over a 16 year period. The building started in their garage, then moved to a commercial building and finally to a hangar. The plane's 1st flight was on April 21, 2013, and it flew very well. Ric has been a pilot since 1998, he flies 3 different aircraft regularly: a Berkut experimental, Mooney M20F, and a Diamond DA20-C1. Ric has 1,825 hours as pilot in command. Ric's co-pilot is his wife Shari. She flies with him often and loves airplanes. Shari is a Family Practice Physician.



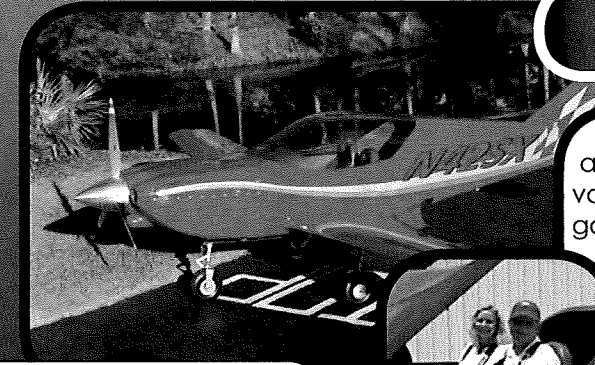
This SX-300 was built by Tom Dempsey of Odessa, TX and had its 1st flight in June of 1989. Due to a number of circumstances, this plane was relegated to being a hangar queen for a number of years but has been flying again recently. Harry Hinckley spent most of his free time from junior high through college 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 is Harry's 9th AirVenture Cup Race.



SX-300

Registration: N301E
Top Speed: 300
Range: 700
Fuel Capacity: 66 Gal

Engine: Lycoming IO-580
Horsepower: 330
Empty Weight: 1,617
Gross Weight: 2,600
2013 AVC Speed: 314.54



SX-300

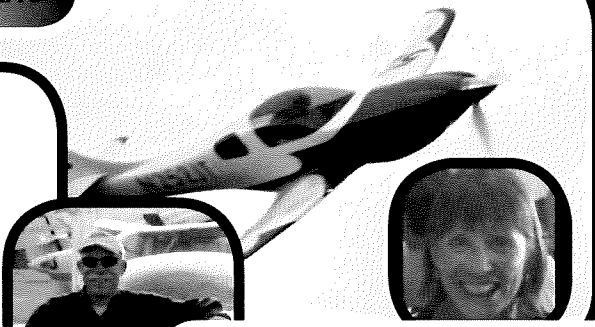
Registration: N42SX
Top Speed: 250 KTS
Range: 1,000
Fuel Capacity: 77

Engine: Lycoming S1A5
Horsepower: 300
Empty Weight: 1,860
Gross Weight: 2,700
2013 AVC Speed: 276.93

This Swearingen SX 300, flying as race # 42, is flown by John and Melissa Wilson of Florida. Both pilots, Melissa obtained her private pilot license in her Cessna 150 2 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 29 years in Citabrias, Cessnas, and the SX, with his longest trip being from Dayton Beach to Fairbanks, AK. A retired machinist by trade and car and airplane builder and restorer by hobby, John spent 3 1/2 years restoring what started off as a rough SX-300 into what is race #42 today. The plane won Grand Champion Sun and Fun 2014. All restoration paint and body work was done by John including a custom fabricated carbon cowl. Featuring homemade air cooled arm-rests and custom seats modeled after a Ferrari, this SX is well suited to cross country travel. This will be John and Melissa's 2nd AirVenture Cup.



Race # 52 flown by Jim Thomas and Rebecca Miller-Cripps has had several speed modifications done to the airplane and it is very competitive. Jim Thomas has flown this plane in three previous AirVenture cups. He has flown his airplane from California to the Sun-n'-Fun Fly-In in Florida. Jim retired as the Tuolumne County Airports Manager; he learned to fly in Alaska and flew there for 25 years. Rebecca is not a pilot but enjoys flying. She currently works for the University of California Extension Services.



LEGACY

Registration: N252JT
Top Speed: 300 MPH
Range: 1,000 NM
Fuel Capacity: 66 Gal

Engine: Continental IO-550 EXP
Horsepower: 310
Empty Weight: 1,570 lbs
Gross Weight: 2,400 lbs



SX-300

Registration: N6L
Top Speed: 280 KTS
Range: 900
Fuel Capacity: 66 Gal

Engine: Lycoming IO-540
Horsepower: 300
Empty Weight: 1,768
Gross Weight: 2,500

This SX-300 based at Spruce Creek, FL was built by Frank Curry between 1985 and 1990 in San Diego, CA. Its 1st flight was in August of 1990. This was one of the first Swearingen SX-300 kits available. James purchased N6L in April 2009. Jim 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 aboard the USS Bon Homme Richard and the USS Coral Sea aircraft carriers. He left active duty in 1973 and joined Delta Airlines, where he flew for 32 years in the B727, B777, B767 B757, MD88 and MD11s.

This is his 6th appearance in the AirVenture Cup. Flying with him this year is Nicole Allison. A student at Georgia Tech University, she is starting her sophomore year, and is very interested in aviation and hopes to get her private license in soon. She is majoring in Material Science at Tech and hopes to work for a major aerospace company after graduation.

Vicky Benzing is an accomplished pilot, skydiver, aerobatic competitor, and Reno racer. While in college, Vicky learned to fly in a Taylorcraft; her flying carrier has spanned almost 30 years and she holds Commercial Helicopter and ATP ratings. In addition to aviation pursuits, she has earned a PhD in Chemistry and has had a successful career in the semiconductor industry. She is also fortunate enough to be able to fly as a Captain on her company's Gulfstream, schedule permitting. Vicky began training for aerobatic competitions in 2005 and has since competed in International Aerobatic Club competitions. In 2010 Vicky participated at Reno for the 1st time and was awarded Reno Air Race Rookie of the Year. Vicky's co-pilot, Jeff, got his private pilot's license 2 1/2 years ago. Jeff retired as an executive in the Silicon Valley high tech industry. In that short time, he has amassed nearly 700 hours of flight experience with nearly half of that in tailwheel type aircraft.



LEGACY

Registration: N588S
Top Speed: 300 MPH
Range: 1,500 miles
Fuel Capacity: 65 Gal

Engine: Continental IO-550
Horsepower: 300
Empty Weight: 1,630 lbs
Gross Weight: 2,200 lbs
2013 AVC Speed: 283.47*



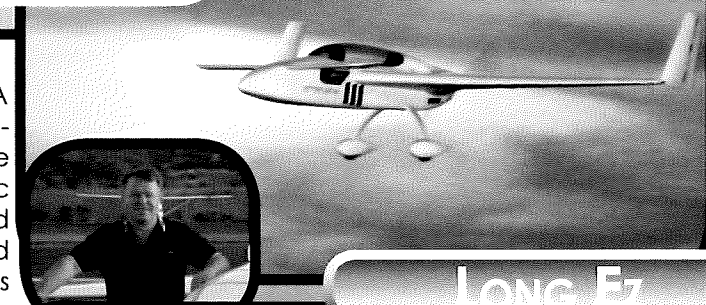
GLASAIR JTD

Registration: N91LH
Top Speed: 265 MPH
Range 2,000 Miles
Fuel Capacity: 75 Gal

Engine: Lycoming A4G
Horsepower: 180
Empty Weight: 1,185 lbs
Gross Weight: 2,100 lbs
2013 AVC Speed: 258.20

Bruce built this Glasair over a period of 3,000 hours and 3 years. He has made many modifications to it including rebuilding the panel twice, making it IFR capable, lengthening the engine mount by 4", modifying the cowling with round inlets and adding a sloped windshield for drag reduction. In March 2006, Bruce set a transcontinental world speed record in the C-1.b class by flying from San Diego, CA to Jacksonville, FL in 8 hours, 5min, 21 sec, averaging 258.27 MPH! Bruce is a helicopter pilot for the oil industry servicing off-shore oil platforms in the Gulf of Mexico; currently flying an S-76. This is his 16th appearance in the AirVenture Cup and he has previously participated in the Sun 100 and SARL races. Bruce spent the 2011-2012 winter off season completely rebuilding the #91 Glasair. Additionally for this year he has reduced the cooling air inlet by 25%, the outlet by 15% without a change in cooling, speed increase is classified. He is also racing behind Craig Catto's newest prop technology driving increases in speed and efficiency.

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.



LONG EZ

Registration: N360KS
Top Speed: 255
Range: 1,200
Fuel Capacity: 48 Gal

Engine: Lycoming 360
Horsepower: 230
Empty Weight: 920
Gross Weight: 1,700
2013 AVC Speed: 253.92



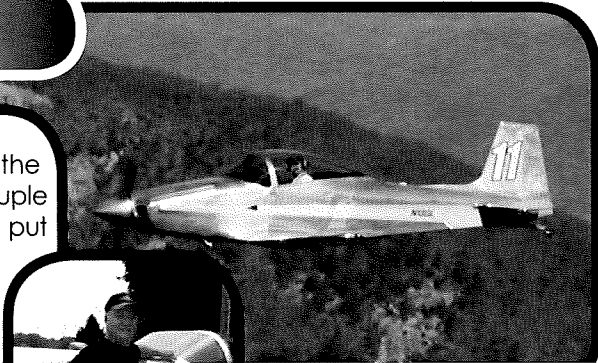
EMERALD

Registration: N328TV
Top Speed: 172
Range: 360
Fuel Capacity: 31 Gal

Engine: Lycoming O-320
Horsepower: 150
Empty Weight: 1,108
Gross Weight: 1,550
2013 AVC Speed: 81.50*

Carri Hoagland is racing her unique CP-328 Piel Super Emerald. Carri has flown in the last two Cup Races with her 1946 Taylorcraft. This year she will be able to cross the starting line with the other racers rather than having a two hour head start. This is an all wood and fabric airplane which is entering its first AirVenture Cup. It is a hoot to fly and should give a very reasonable performance. 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 3rd appearance in the AirVenture Cup. This is her first trip in 328TV and she is hoping she doesn't have to wear a parachute.

Race # 211 is a plan's built aircraft and was first flown in 1985 by builder George Linkis. It has won numerous awards. Mr Linkis sold the aircraft in 2000 and it was damaged in a taxiway accident a couple of years later. Leslie bought the aircraft in 2007, repaired it and has put about 500 hours on it since. Leslie has participated in numerous Sport Air Race events in the last few years. This Mustang II has excellent sheet workmanship including a hand shaped aluminum cowl and fairings. It has retractable landing gear. This aircraft is basic IFR certified. It has a constant speed prop, electric flaps, trim and landing gear. Leslie is a retired police officer (US Forest Service) and has a little over 1,400 hours of flight time. He received his instrument rating in this aircraft and his wife routinely flies with him on trips (mostly around the south). Leslie has flown it in Sport Air Race events in TX, AL, TN, IL, FL and OH, and has flown it to AirVenture several times.



MUSTANG II RG

Registration: N13GL	Engine: Lycoming IO-320
Top Speed: 200 MPH	Horsepower: 160
Range: 400 NM	Empty Weight: 1,200
Fuel Capacity: 28 Gal	Gross Weight: 1,750



JOHN SECORD & MICHAEL PHILLIPS

This is John's first AirVenture Cup; he is flying Race # 23, a Glasair II S FT. This Glasair was built over an 8 year period by first time builder Bob Buckthal from Livermore, CA. The plane was flown less than 800 hours in 15 years, including 3 trips to AirVenture. John recently purchased the Glasair and moved it to its new home in Crestview, FL. John first soloed at 17 and grew up in and around aviation with his father who is a retired Air Force Major General and aviation maverick. John has flown in several local races over the years and also has frequently flown with the Spruce Creek Gaggle group out of 7FL6. John's co-pilot Michael has been a private pilot since 1996 with 1800 hrs. He has flown in several AirVenture Cup races with his father Keith Phillips. John and Michael have flown across the states in multiple aircraft and have had many memorable adventures.

GLASAIR II S FT

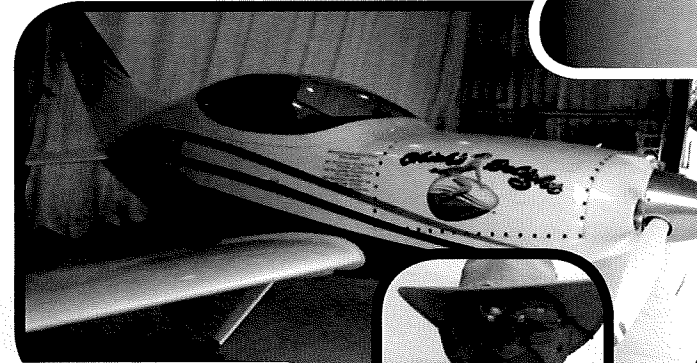
Registration: N223B	Engine: Lycoming IO-360
Top Speed: 200 MPH	Horsepower: 200
Range: 665 miles	Empty Weight: 1,348
Fuel Capacity: 50 Gal	Gross Weight: 2,200

This Glasair was built by Steve Hammer and made its first flight in January of 1991. Since that time, Steve has highly modified the 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 Airlines for 24.5 years and has now been with Air Tran for over 9 years. Steve is a long time AirVenture Cup participant and enjoys a good battle against his brother for top of their class!



GLASAIR LTD

Registration: N73SH	Engine: Lycoming IO-360
Top Speed: 250 MPH	Horsepower: 180
Range: 1,000 SM	Empty Weight: 1,180
Fuel Capacity: 43 Gal	Gross Weight: 2,000
	2013 AVC Speed: 242.97



VENTURE FX

Registration: N94Y	Engine: Continental 550G
Top Speed: 240 KTS	Horsepower: 280
Range: 550 NM	Empty Weight: 1,400
Fuel Capacity: 50 Gal	Gross Weight: 2,000
	2013 AVC Speed: 204.30*

Flying Race # 9, a Questair Venture, is Tony Crawford. The Questair was built by Arlon Guinn of Smithfield, SC. The gear on the plane has been modified to a fully fixed gear. Tony is from the Spruce Creek Fly-In community. Tony has been flying for over 50 years. He is a flight instructor in both helicopters and airplanes. Tony has raced this Questair Venture multiple times in both the AirVenture Cup and at Reno. At Reno he has finished from 2nd Silver to 4th Gold in 4 different years. To date, his fastest speed in the AirVenture cup was 304 MPH. This will be Tony's 9th AirVenture Cup.

Race #39 is an F1 Rocket built by John Andersen of Kenosha, WI over a 6 year period. It was 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 4th AirVenture Cup Race.



F1 ROCKET

Registration: N39EJ	Engine: Lycoming IO-540
Top Speed: 231 MPH	Horsepower: 260
Range: 750 Miles	Empty Weight: 1,350
Fuel Capacity: 52 Gal	Gross Weight: 2,000
	2013 AVC Speed: 220.11



SEAWIND

Registration: N80CC	Engine: Lycoming IO-540
Top Speed: 200 MPH	Horsepower: 300
Range: 1,000 miles	Empty Weight: 2,760 lbs
Fuel Capacity: 110 Gal	Gross Weight: 3,600 lbs
	2013 AVC Speed: 166.70

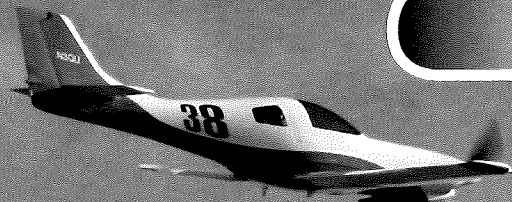
Race #80 is a Seawind 3000 built and flown by Keith Walljasper of Normal, IL. Among the unique features of this aircraft are an electric canopy lift, a canopy security system, hydraulic nose wheel steering and a fire detection system. To aid in engine cooling the cowling features air outlet scoops. The 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 13th 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.

Jay flew his 1st 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 most subsequent years and last year switched to racing solo. Jay was an Aerospace Engineer major at Embry Riddle Aeronautical University for 3 years before switching to Santa Clara where he graduated Cum Laude last June as a Civil Engineer. He is currently in graduate school for mechanical engineering at UC Davis. Jay earned his pilot's license in 2009 and has accumulated over 600 flight hours. He will be flying the race solo for the second time this year, flying against his dad. He is flying George Pereira's prototype GP-4 which won Grand Champion Plans Built in 1984 at AirVenture.



GP-4

Registration: N59GP	Engine: Lycoming IO-360
Top Speed: 200 KTS	Horsepower: 200
Range: 1,000 NM	Empty Weight: 1,206
Fuel Capacity: 45 US Gal	Gross Weight: 2,000
	2013 AVC Speed: 240.74



Race #38 was built by Mark Quinn of Port Orange, FL, on the weekends over a period of 8 1/2 years. The 1st flight was in August of 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 homebuilt projects. 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 7th AirVenture Cup.



LANCAIR 360

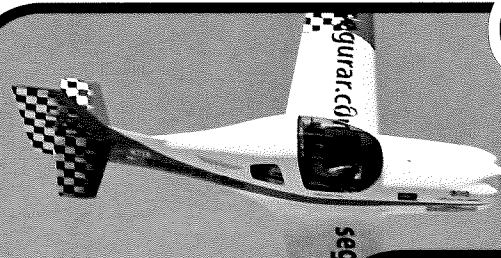
Registration: N3QU	Engine: Superior IO-360
Top Speed: 220 KTS	Horsepower: 180+
Range: 1,000 + Miles	Empty Weight: 1,185
Fuel Capacity: 55	Gross Weight: 1,895
	2013 AVC Speed: 242.55

Race # 465 flown by Chris and Evelyn Kyler is a Glasair II RG. This aircraft was built by William Dunbar in Rineyville, KY; its 1st flight was in March of 1996. The aircraft was flown immediately down to Sun 'n Fun in Lakeland, FL where it won Reserve Grand Champion and to AirVenture where it won Best Low Wing. The aircraft was primarily used for travel to visit family and friends. Chris is a retired Marine Corps Major who flew the AV8B and the T-45 Goshawk. He holds an ATP and B-737 type rating. Currently, he is employed as a contractor for the Navy flying maintenance test sorties on the T-45 Goshawk. Chris is quickly closing in on 5,000 flight hours.



GLASAIR IIRG

Registration: N465	Engine: Lycoming IO-360
Top Speed: 238 MPH	Horsepower: 180
Range: 500 NM	Empty Weight: 1,200
Fuel Capacity: 50 Gal	Gross Weight: 1,800



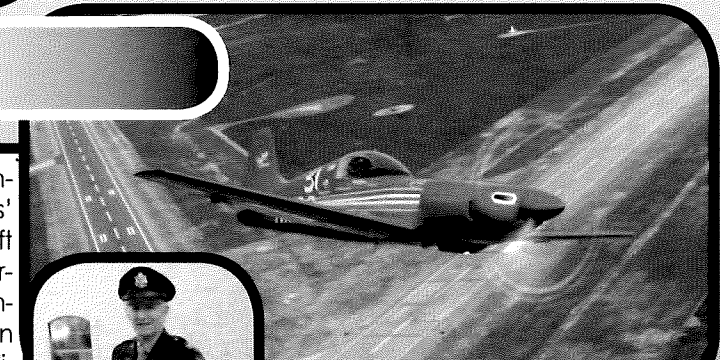
LANCAIR 340

Registration: N73S	Engine: Lycoming IO-360
Top Speed: 235 KTS	Horsepower: 200
Range: 1100	Empty Weight: 1,166
Fuel Capacity: 44 Gal	Gross Weight: 2,000

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 control of Race #777 he went on to win 1st place in class in his 1st AirVenture Cup in 2010; this will be his 4th AirVenture Cup. Since 2007, Craig has built several other airplanes, become 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. Craig is accompanied by his 19 year old son Jordan; this will be Jordan's 2nd AirVenture Cup.



Dick will be flying a one of kind airplane, designed by Dennis Polen, the Polen Special II. 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 Grand Champion in Oshkosh 1976. Dick purchased the Polen Special in 1998 and spends most of his free time repairing and modifying the plane. The latest mods include a turbo-charger, inter-cooler and a 12 gallon fuel tank added to the landing gear well. The instrument panel has been redesigned and moved forward and up into a raised glare-shield. When the airplane cooperates it has raced in most of the AirVenture Cup races since 1999. Dick is retired from the airline industry, and currently serves as the president of the Dennis Polen Aviation Educational Foundation.



POLEN SPECIAL II

Registration: N11DP	Engine: Lycoming TSIO-360
Top Speed: 300 MPH	Horsepower: 180
Range: 1000 Statute Miles	Empty Weight: 1,125 lbs
Fuel Capacity: 48 Gal	Gross Weight: 1,600 lbs



LANCAIR 320

Registration: N324C	Engine: Lycoming IO-320
Top Speed: 225 MPH	Horsepower: 160
Range: 850 Miles	Empty Weight: 1,100 lbs.
Fuel Capacity: 42 Gal	Gross Weight: 1,800 lbs.
	2013 AVC Speed: 216.91

Flying this award winning Lancair 320 is Robert James and John Corcoran. This aircraft was completed in 1999 after 7 years and 6,000 hours of labor. Since its completion it has won Grand Champion at AirVenture 1999 and Arlington 2000. In addition to workmanship awards, Robert and the Lancair hold 2 world speed records, over a course from Dallas, TX to Roswell, NM at 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. This is Robert's second AirVenture Cup, in 2013 he took 1st place in the RG Red class.