



airventure cup

CROSS COUNTRY AIR RACE



We are here because we absolutely love flying and the fraternity of pilots within this group. We want to live as competitors not spectators.

- Lee Behel



AIRC+



19 JULY 2015
MT. VERNON, IL TO 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 2015, the "World's Greatest 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

VISIT US ONLINE

www.AirVentureCupRace.com

FOR:

More information about the AirVenture Cup, what class your aircraft would race in, the history of the event, photos and videos of our racers, or to join our mailing list. Applications for the 2016 event from Mitchell, SD to Oshkosh, WI will be available in early spring.

Cover Photo: Lee Behel, long time AirVenture Cup Veteran, flying his GP5 in the skies near Oshkosh during AirVenture 2013. Photo Courtesy of TVRPhotography ©

Participants, Volunteers and Race Fans:

Welcome to the 2015 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 18th 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 18 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 returning to Mt Vernon, IL as the 2015 AirVenture Cup Host City, having last been here in 2013. 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 and never gave up and has done a fantastic job overcoming the challenges this year.

Thanks also to the airport's at Dixon, IL, Sauk Prairie, WI and Waupaca, WI for their support in hosting the turn points this year.

Another big round of thanks goes to the Wausau Downtown Airport who graciously stepped up and hosted the Finish Line for the Race last year. Last year they really did a fantastic job hosting the finish line and they bent over backwards to help make it happen. Their help is greatly appreciated. We are excited to be back in Wausau again this year as the finish line host City.

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 Whyte
Chairman, 2015 EAA AirVenture Cup Race



NEW FACE IN THE BIG RACE

BY: SAM WEIGEL, RACE 103

You'll hear them before you see them, right after cancelling VFR flight following, copying the AWOS, and dialing up the CTAF. "Mt Vernon traffic, flight of three Vans RVs making a low pass down runway 23, then climbing to the south, Mt Vernon." A short break, and then: "Mt Vernon traffic, four SX-300s on left downwind for low pass behind the RVs, Mt Vernon." Other calls announcing arriving and departing traffic and low passes ripple across the airwaves, and it feels like Oshkosh though "The Show" is a few days and 400 miles away. You spy the airport through the haze, announce your position, and strain your eyes looking for those SX-300s. There! Four dots roll onto a half-mile final and rapidly grow into sleek red and yellow and white airplanes as they scream across the airfield at incredible speed before breaking off and rocketing upwards past your wing. You call on downwind for a full stop landing in a somewhat shaky voice, and wonder just what you've gotten yourself into. Welcome to the AVC.



Newcomers to the AirVenture Cup Cross-Country Air Race frequently report being shocked and awed by the massed display of speed and power on arrival. Even those who regularly fly fast airplanes for work or pleasure most often experience that speed at altitude and well away from airports. Seeing a large fleet of experimental racing machines up close and in action for the first time can be an unsettling experience – especially if you'll be racing against them in two days time, and especially if you're flying a much slower airplane. I should know: last year was my first time competing in the AirVenture Cup, in a stock 1946 Piper J-3 Cub!

Racing the Cub was a hairbrained adventure dreamt up in AVC Co-Chairman Joe Coraggio's basement on a wintry Minnesotan eve, with several pints of Joe's tasty homebrew to assist in the planning process. I'd been going to Oshkosh off and on since my teens. Early on, it was all about the airplanes. The last couple of years, though, I continued to make the annual pilgrimage for the promise of reconnecting with old friends and meeting new kindred spirits. Joe's description of the race made it sound like the perfect social pre-party to AirVenture: the essence of the show distilled into manageable form over the course of a few days leading up to the full event. Of course, as my 75-horsepower Cub bounced through the thermals while approaching last year's starting point (Mitchell, South Dakota), I wasn't so sure it was really my scene. I went around once to avoid getting mowed over by a madman in a 300-knot Lancair, and I started to feel very out of place.

Such worries soon disappeared during the Friday night mixer at a local sports bar. The AVC attracts a lot of bonafide speed freaks, true, many with a serious competitive edge. These men and women are aviators first and foremost, though, and any fellow aviator is made welcome regardless of their machine's capability or lack thereof. Besides the Cub, last year's event featured a number of other unlikely racers: a Piel Emeraude, a Gobosh LSA, a Twin Star, a Grumman Tiger. This year's fleet promises to be even more diverse.

The true spirit of the event is on full display during Saturday's Airport Open House, open to the general public. Local families stroll around the ramp, inspecting sleek racers and making curious inquiries of the pilots. Raceplanes make graceful passes for the benefit of admiring onlookers. Volunteer pilots take a steady stream of Young Eagles for an aerial circuit of their hometown; many are going aloft for the very first time. It's a really feel-good day spent sharing the joy of aviation with others. The evening banquet and pre-race briefing continues the positive vibes with lots of laughs and good-natured ribbing.

But let's get serious. This is a race, and you're here to compete. Maybe you'll be left in the dust by those insanely fast Lancairs and SX-300s, and maybe you have no chance against a couple of the more highly modified entrants in your class. But there's still that one guy with the stock O-320 with a fixed pitch prop, just like yours, and you want to beat him! Or maybe you're the only entrant in your class, and you just want to post a time that'll do your bird proud.

The reality is that racing competitiveness is mostly determined by your airplane. For experimental aircraft, incremental gains in speed are obtained through, well, experimentation. If you're unwilling to put much time and money into mods, or are racing a production airplane, there are still a few things you can do to make your plane go her fastest. First, a fresh wash and wax job can increase speed by several knots. Mis-rigged flight controls cost a lot of drag, so make sure they're



perfectly in rig. Most planes are fastest with an aft center of gravity, so experiment with putting some weight in your rearmost baggage compartment (within CG limits, of course). Other than that, you want to remove any unnecessary weight, within reason (you don't want to carry too little fuel, and your racing partner may be displeased if you leave them at home!).

Once your airplane is configured to race, you need to determine how hard you are willing to push your engine, as this will determine your racing strategy. If you have confidence in your engine's ability to produce 100% power for several hours while remaining within operating limitations, you will obtain maximum true airspeed at the maximum altitude at which your engine makes full power. For normally aspirated engines this is at sea level (though minimum race altitude is 1000' AGL); for turbocharged engines it is at their critical altitude. If you deem it prudent to restrict continuous power to a lesser percentage (75%, for example), maximum true airspeed is obtained at the highest altitude at which the engine can develop that power; consult your POH.

Obviously, winds aloft will greatly impact altitude selection – and the slower your airplane, the more difference wind will make. Wind shifts across a course can even impact optimal route selection, much as in sailboat racing. Having a good understanding of the weather systems in play and a mental picture of the airflow patterns aloft can pay dividends over the course of a race. Do not discount the effect of turbulence; it requires more control inputs and slows you down, and also makes it imprudent to operate at airspeeds in the yellow arc or even above maneuvering speed. A higher altitude may be smoother, and will also give you a slower, safer indicated airspeed. That said, you will still have to descend at turning points, unless you use a data logger.



Fortunately for those racing range-limited airplanes, the AVC provides for no-penalty pit stops. Even if you think you can make it in one hop, it might be worthwhile to plan on a refueling stop so you can carry partial fuel (lighter and faster) and so you won't have to pull back the power if consumption ends up being higher than planned. You certainly don't want to be the first-ever competitor to run out of fuel while racing!

When I raced the Cub last year, I departed two hours before the rest of the field and landed in Wassau a half-hour after the second-last finisher, having stopped for fuel three times. After the intensity of five hours of racing, the Fisk VFR arrival into Oshkosh was almost anticlimactic. At the awards ceremony Sunday night I proudly accepted the first-place trophy for the vintage class...of which the Cub was the sole entrant! Mostly I was just happy to have finished in a single day, and to have posted a respectable-for-a-Cub 78 mph average in the process.

My first-timer's impression of the AVC was that it's a great weekend spent with some really fine people, much like Oshkosh itself, and that it makes an ideal start to a week at AirVenture. On that note, I'll be returning to race in the AVC again this year, no longer a rookie and maybe just a little less intimidated by those fire-breathing fiberglass race machines. You can look for me in Mount Vernon with yet another little yellow taildragger – this time my 1953 Piper Pacer. Enjoy your first race! No matter what you fly and how fast - or slow - you finish, your new friends will keep the beer cold for you in Oshkosh.

VOLUNTEERS

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
Jill Blazek
Pete Halasz
Craig Henry
Daryl Jezerski
Dick Keyt
Dennis Schulko
Stephanie Schulko
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RACE VOLUNTEERS

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Mike Ancona
Phil Bean
Tom Brand
Elvira Canzanela
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Gary Chesney
Sandy Clanin
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Allison Creekmore
Don Davis

Eddie Lee
Don Lewis
Greg Martin
Joe Bob Pierce
Charley Rodriguez
Shawn Sayle
John Smith
Ruth Anne Strawn
Donnie Wilkey
Steve Willis
Kevin Witzel
Jennifer Witzel
Tony Wood

WAUSAU AREA VOLUNTEERS

Rick Coe
Bob Mohr
Derek Pauls
Bob Starr

EXPERIMENTAL

Any Experimental Category Aircraft :

<p>TURBINE with a turbine engine, unlimited SHP (Shaft Horse Power). Class winners in both Fixed and Retractable gear.</p>	<p>UNLIMITED with a displacement greater than 1,000 cubic inches. Class winners in both Fixed and Retractable gear.</p>	<p>SPORT with a normally aspirated engine with a displacement of 1,000 cubic inches or less.</p>	<p>SPORT SX A division of the Sport Class for the Swearingen SX-300 aircraft.</p>	<p>SPORT FX with a 540/550 cubic inch displacement normally aspirated with Fixed Landing Gear.</p>
<p>SEA SPORT Seaplane with a 540/550 cubic inch displacement, normally aspirated.</p>	<p>ROCKET F1 A division of the Sport Class for the F-1, EVO Rocket, Harmon Rocket II etc.</p>	<p>SPORT MCT A division of the Sport Class for the Multi Engine Centerline Thrust Defiant.</p>	<p>BIPLANE UNLIMITED Any aircraft having two main lifting wings (including tandem), factory or experimental, with an engine displacement greater than 1,000 cubic inches</p>	<p>FORMULA RG BLUE with a displacement of 360 cubic inches or less, normally aspirated, with retractable landing gear.</p>
<p>FORMULA RG RED with a displacement of 320 cubic inches or less, normally aspirated, with retractable landing gear.</p>	<p>FORMULA FX BLUE with a displacement of 360 cubic inches or less, normally aspirated, with at least two fixed landing gear.</p>	<p>FORMULA FX RED with a displacement of 320 cubic inches or less, normally aspirated, with at least two fixed landing gear.</p>	<p>FORMULA RV BLUE Open to any Van's RV-series aircraft powered by an engine of 360 cubic inches or less, normally aspirated.</p>	<p>FORMULA RV RED Open to any Van's RV-series aircraft powered by an engine of 320 cubic inches or less, normally aspirated.</p>
<p>SPRINT CLASS with an engine displacement of 240 cubic inches or less, normally aspirated.</p>	<p>SPORTSMAN using a VW or Corvair normally aspirated engine conversion</p>	<p>SPORTSMAN T using a VW or Corvair turbo/super-charged (any forced-induction) engine conversion</p>	<p>LIGHT SPORT AIRCRAFT Any Experimental or ASTM compliant light sport aircraft.</p>	

PRODUCTION

Any Factory-Built Aircraft :

<p>FAC1RG with 280 HP and above, normally aspirated with retractable landing gear</p>	<p>FAC3RG-T with 200 - 239 HP, turbo/super-charged (any forced-induction), with retractable landing gear</p>	<p>FAC5 with 130 - 179 HP</p>	<p>FAC6 with less than 130 HP</p>	<p>TWIN3-T twin-engined with 100 to 199 HP per engine, turbo/super-charged (any forced-induction)</p>
<p>HEAVY METAL CJ Includes all variants of the Nanchang CJ aircraft</p>	<p>HEAVY METAL BIPLANE Includes all variants of the Boeing Stearman, N2, N2S or Kaydet primary trainer aircraft. May include other model vintage Bi-Planes.</p>			
<p>VINTAGE Includes aircraft manufactured prior to August 31, 1945.</p>				

This listing of race classes only represents the entrants in the 2015 AirVenture Cup. We have a class for all aircraft. If we get 3 or more of any type, we can create a type class as well. For a complete listing of classes, please visit our website. www.airventurecuprace.com

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007

TURBINE

RENE DUGAS TURBINE LEGEND

Registration: N95007

Engine: WALTERS 601D

Top Speed: 300 MPH

Horsepower: 730 SHP

Range: 900 SM

Empty Weight: 2,363

Fuel Capacity: 136 GAL

Gross Weight: 3,416



The Turbine Legend "007" is one of about 20 flying Legend aircraft in the world. It is constructed of carbon fiber honeycomb composite from a kit sold by Turbine Legend Aircraft, INC. in Winnsboro, LA. Rene' has about 300 hours in the plane that was completed in 2007. A new dual Dynon SkyView panel was installed last year over a 5 month period and works well. It is Dynon's only turbine installation and Rene' and his partner have worked extensively with Dynon to produce an elegant functional panel with traffic, weather, and coupled approach autopilot with redundancy. The plane took 3 years to build. It is delightful to fly stalling at 68 knots straight ahead clean. It accommodates big smooth aerobatics very well having tested the airframe to 8.3 G's. On nasal oxygen Rene' usually flies at 17,000 ft. burning 34 gallons/hr. TAS 300 kts. It climbs at 5500 ft/min and descends even faster. Truly a delightful aircraft to fly. Rene' Dugas is a retired head & neck Surgeon and commercial instrument rated multiengine pilot. Dr. Dugas has been flying for 20 years and has completed 2 experimental aircraft projects-a Velocity XLRG and a carbon fiber Turbine Legend with his partner Lanny Rundell. Rene' flies for pleasure as well as a contract commercial charter pilot. He races for pleasure and competition. Donna is his wife of 39 years and together they have 2 children with 3 grandchildren. Rene' also races in the SARL when possible and enjoys the fellowship of other pilots and racers. Rene' is always happy to share a story or two. He is a Cajun ambassador of aviation and active in his local EAA Chapter and in Young Eagles programs.

MIKE PATEY LANCAIR LEGACY



This highly modified, one of kind, Lancair Legacy, named "TURBULENCE," is the 1st Lancair Legacy that is turbine powered. It has 715 HP with 1,624 foot pounds of torque. Some of the dozens of modifications are: a custom built larger tail section now has 31% more rudder, entire fuselage was wrapped with multiple layers of extra carbon fiber, custom wings and wing tips, the wings are now one piece wings with solid front and rear reinforced spar, with an extra 6 layers of carbon added, fuel capacity has now increased to 156 gallons usable jet A, touch screen Garmin panel with forward and rear facing cameras as well as FLIR vision, a taller landing gear including new nose wheel design 14 inches farther forward, a 5 blade propeller and completely newly designed, zero drag fiber optic landing lights. Previous airplanes built by Michael have been completed in a year or less; however, this one pushed his limits. Michael begged, borrowed, bribed any man

women and child to help on this build. He averaged 18 hours a day, 7 days a week for 6 months from start to completion, including paint, avionics and interior completed almost 3 months ago. Michael couldn't have done it without all the help of family, friends, and amazing people who worked long hours to reach the goal. THANK YOU to everyone that helped, you are absolutely amazing! Michael is a 7,000+ hour multi-engine, instrument, commercial, land and sea with jet type ratings, helicopter/rotorcraft license, as well as aerobatic training. His life revolves around aviation. He has built 8 airplanes and owned a couple dozen certified. Michael currently races in SARL and finished his 2014 unlimited category season undefeated. Michael regularly goes on Search and Rescue call outs in his helicopter. He is a volunteer sheriff, donating his time, chopper, and airplanes to help with missing people or rescues. Michael has also been able to use them as a chase chopper for following and assisting in the apprehension of criminals on the run in a car chase.

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TURBINE

Registration: N707MM

Top Speed: 400 MPH

Range: 1,600 SM

Fuel Capacity: 150 Gal

Engine: P&W PT6A-28

Horsepower: 715 SHP

Empty Weight: 1,800

Gross Weight: 3,300

MARTY ABBOTT

TURBINE LEGEND

Registration: C-GUTT

Fuel Capacity: 160 Gal

Empty Weight: 2,600

Top Speed: 460 MPH

Engine: GARRETT DASH 10

Gross Weight: 4,100

Range: 1000 SM

Horsepower: 1200 SHP

This Turbine Legend currently holds the record for the fastest speed in Air-Venture Cup history, which Marty Abbott set in the 2013 race at 354mph. The Turbine Legend is powered by a souped up Garrett Dash 10 built by Marty and team in Calgary. This plane has won all races it has entered

to date. The Legend will cruise quite nicely at FL200 and 370KTAS. Marty is a retired Royal Canadian Air Force pilot, and flew a number of airplanes during his career, including his favorite the F-104. His race number is a tribute to his time in the "missile with a man in it"

104

TURBINE



BARRY WOODS

THUNDER MUSTANG

The Thunder Mustang is a replica of the North American P-51 Mustang, the famous fighter of WWII. Unlike the original, this Thunder Mustang is built of composite materials and powered by a custom built Falconer Engine, which was designed and built specially for

11
UNLIMITED

the airplane. 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. This will be Barry's 2nd AirVenture Cup Race.



Registration: N251GA

Range: 600 SM

Engine: FALCONER V12

Empty Weight: 2,452

Top Speed: 390 MPH

Fuel Capacity: 102 Gal

Horsepower: 640

Gross Weight: 3,200



352
UNLIMITED

JOHN PARKER THUNDER MUSTANG

John Parker is flying a Thunder Mustang Race # 352. Blue Thunder is a Thunder Mustang--an all-composite, kit-built aircraft manufactured by the Thunder Builders Group. The Thunder Mustang is a 3/4 scale version of the World War II-

era North American P-51D Mustang. 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. Thunder Mustangs outperform even jet and turboprop kits below 10,000 feet MSL! Once you have had any contact with a Thunder Mustang, it will affect you for the rest of your life. 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 passion for air racing quickly turned into a business, and in 1967 John 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.



Registration: N352BT
Top Speed: 400 MPH

Range: 690 SM
Fuel Capacity: 100 Gal

Engine: FALCONER V12
Horsepower: 640

Empty Weight: 2,327
Gross Weight: 3,500

Race #5, Breathless, is a Lancair Legacy that was built by Andy Chiavetta. The aircraft has gone through long and careful development and has some aerodynamic tweaks to help improve its speed. The name Breathless came from the airplanes lack of turbochargers. It is one of the fastest normally aspirated Legacys ever built and was raced at Reno by Jay's father, Lee Behel for many years. The airplane was raced in the AirVenture Cup many times by the team of Lee and Jay Behel. This year the airplane is being flown by Jay Behel and Killian Poore. Jay is currently a master's student at UC Davis studying metal fatigue. He expects to graduate in 2016. An AirVenture Cup veteran since 10 years old, Jay has raced with his dad every year since 2000. Lee was tragically killed in an accident last fall, Jay added "Breathless is flown in loving memory of my father, Blue skies dad."

5
SPORT

JAY BEHEL & KILLIAN POORE LEGACY



Registration: N138A
Top Speed: 300 MPH

Range: 1000 SM
Fuel Capacity: 62 Gal

Engine: CONTIO-550N
Horsepower: 300

Empty Weight: 1,600
Gross Weight: 2,600



114

SPORT

RIC & SHARI LEE BERKUT 540

Registration: N540RS	Engine: LYCOMING IO540
Top Speed: 205 MPH	Horsepower: 250
Range: 800 SM	Empty Weight: 1,219
Fuel Capacity: 52 Gal	Gross Weight: 2,100



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 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. Since completion of their plane, they have used it to travel extensively with an occasional race thrown into the mix. The longest trip to date has been from Salt Lake City, Utah to Cat Island in the Bahamas. This will be the 2nd AirVenture Cup race since our first flight in 2013. Ric started flying with his father in a Bonanza when he was 3. The flying bug bit him hard and his 1st excursion into personal flight was in hang gliders. His 30 plus years of flying hang gliders with over 2,000 hours of flight time provided an easy transition to powered flight. Ric holds a Commercial/Instrument rating with over 1,950 hours at this writing. Ric and Shari, who is also a pilot, currently own 3 aircraft: a Berkut 540, a Mooney M20F and a Diamond DA20-C1 Evolution.

SCOTT GUSAKOV GLASAIR III

This Glasair III was built in 1990 by Glenn Lawler. Race # 540 is an early model Glasair III that has been optimized for aerobatics. This plane is used extensively in the owner's business to get to job sites ahead of the competition. His fastest cross country trip was Phoenix, AZ to Ann Arbor, MI in 6.25 hours. This Glasair III has flown in 2 AirVenture Cups previously and several regional SARL races. Some of the modifications are removable extended wing tips with aux fuel, and a 5 gal aux tank built into the co-pilot seat.

540

SPORT

Registration: N540GL
Top Speed: 275 MPH
Range: 1,150 SM
Fuel Capacity: 67 Gal
Engine: LYCOMING IO540
Horsepower: 300
Empty Weight: 1,732
Gross Weight: 2,500

Scott used to fly a Pitts S2B in IAC aerobatic competitions. He won 2002 IAC Intermediate Mid-America Champion. Scot has raced the Glasair III in 2012 and 2013 AVC races. He won the 2012 SARL Northwoods 100 race, 2013 MERFI race, and was 1st place overall for the 2013 Sport Class.

KEITH PHILLIPS

SX300

Registration: N53SX	Fuel Capacity: 68 Gal	Empty Weight: 1,730
Top Speed: 300 MPH	Engine: LYCOMING IO540	Gross Weight: 2,600
Range: 1000 SM	Horsepower: 315	

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



10

SPORT SX

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 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. Besides the SX-300 he built a Tailwind and the Pitts Model 12 his sons are racing this year.

DAVID & DIANA BALDWIN

SX300

David purchased the aircraft in late 2014. It was built by John Foneville in 1996. David replaced the stock propeller with the new more efficient one that most SX owners have upgraded to. The engine is just broken in with little more than 100 hours on it. David has been flying since 1975, most of his flying has been recreational and now that he has moved to Spruce Creek that has virtually become a profession in itself. David recently bought his first experimental plane and is thoroughly enjoying the performance and "experimental" benefits having only owned certified aircraft. Flying copilot/crew is David's wife Diana, she enjoys their almost daily flying adventures and is looking forward to the race. Though she is not a licensed pilot she has been flying for 15 years often as David's autopilot. This will be their 1st race and they are excited to be joining a great group of friends from Spruce Creek in the adventure to AirVenture.

15
SPORT SX



Registration: N5SX

Range: 1000 SM

Engine: LYCOMING IO540

Empty Weight: 1,800

Top Speed: 322 MPH

Fuel Capacity: 66 Gal

Horsepower: 300

Gross Weight: 2,400

30
SPORT SX

HARRY HINCKLEY SX300



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 for 10 years now. Harry Hinckley spent most of his free time from junior high through college at airports and drag strips. He has been flying for over 30 years. His first airplane was a Maule and since then has owned a Twin Comanche, Aerostar, Super Viking and the SX-300. Harry has accumulated several thousand flight hours, additional ratings, and most of all, the memories of trips and meeting other aviation minded people around the country. Harry has been involved in automotive, aviation, and real-estate businesses. This is Harry's 10th AirVenture Cup Race.

Registration: N301E
Top Speed: 300 MPH

Range: 700 SM
Fuel Capacity: 66 Gal

Engine: LYCOMING IO580
Horsepower: 330

Empty Weight: 1,617
Gross Weight: 2,600

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 a couple of years ago. Shortly after getting her license, she placed 1st and got a rookie pilot award in the 2011 Spruce Creek 100. John has been flying for over 29 years in various airplanes including, Citabrias, Cessnas, and the SX-300, 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 armrests and custom seats modeled after a Ferrari, this SX is well suited to cross country travel. This will be John and Melissa's 3rd AirVenture Cup.

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SPORT SX

JOHN & MELISSA WILSON SX300



Registration: N42SX
Top Speed: 300 MPH

Range: 900 SM
Fuel Capacity: 77 Gal

Engine: LYCOMING 540
Horsepower: 300

Empty Weight: 1,800
Gross Weight: 2,600

60

SPORT SX

JIM CIANCI

SX300

Registration: N6L

Top Speed: 310 MPH

Range: 960 SM

Fuel Capacity: 66 Gal

Engine: LYCOMING IO540

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 and 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 A-4E Skyhawk light attack aircraft and the A-7E 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 Airlines, where he flew for 32 years in the B727, B777, B767 B757, MD88 and MD11s. This is his 7th appearance in the AirVenture Cup.



TUCK McATEE

SX300

This SX300 was built by JK Kennedy with the help of Keith Phillips and Doug Poli. The project spanned 5 years from the mid-90s to 2000. Most of the work was accomplished at Spruce Creek but a fair share of the metal work was done in Fort Worth, TX where Doug Poli operates his shop. This will be Tuck's 1st AirVenture Cup. Tuck McAtee has over 4,000 hours in Americas front line fighters, completed 265 combat missions in Vietnam and was awarded 2 distinguished flying crosses and 12 air medals. He graduated from both the USAF Test Pilot School and the USAF Fighter Weapons School where he also served as an instructor at both of these schools. Tuck was a test pilot on a number of programs including the Maverick Missile and F-16 Full Scale Development program. He flew operational tours in the F-100, F-4, F-15 and F-16. He also flew A-7s, F-104s, F-4s and F-16s in Research and Developmental Test and Evaluation assignments. Since retirement, Tuck has owned an RV-6 and an SX300 accumulating over 1,500 flying hours.



62

SPORT SX

Registration: N58SX

Top Speed: 330 MPH

Range: 800 SM

Fuel Capacity: 64 Gal

Engine: LYCOMING IO580

Horsepower: 300

Empty Weight: 1,750

Gross Weight: 2,400

GREGORY ZIMMERMAN

SX300

Registration: N35HB

Top Speed: 300 MPH

Range: 700 SM

Fuel Capacity: 66 Gal

Engine: LYCOMING IO540

Horsepower: 300

Empty Weight: 1,770

Gross Weight: 2,700

Race #350 was originally built by Harry Barr and was one of the first examples of a Swearingen SX 300 built. Gregory is currently a practicing Veterinarian and will be again spending his vacation time at Oshkosh. The rest of his family including two grandchildren will again be joining Gregory and helping out as volunteers. Gregory got his license in 1971 at the age of 17 and has been a member of EAA ever since. He has attended all of the Conventions at Oshkosh since it moved there from Rockford. Gregory has built an Air Command gyro, a Tri Q 200, and a Rans Coyote.

350

SPORT SX



TONY CRAWFORD

QUESTAIR
VENTURE

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. He has been flying for over 50 years, has

9
SPORT FX

flown to Alaska and through many of the western states. Tony is a flight instructor in both helicopters and airplanes. Tony has raced this Questair Venture multiple times in both the AirVenture Cup and 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 10th AirVenture Cup. Tony is unique among the race pilots in that he is rated to fly, airplanes, helicopters, gliders and even hot air balloons.



Registration: N94Y

Range: 650 SM

Engine: CONT IO-550G

Empty Weight: 1,315

Top Speed: 275 MPH

Fuel Capacity: 50 Gal

Horsepower: 280

Gross Weight: 2,000

80
SEA SPORT

KEITH WALLJASPER SEAWIND



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 has flown the AirVenture Cup race for the last 14 years starting 2002-2003 when the race started in Manteo and was classified as a 1000 mile race. The year 2014 Keith and his Seawind 80CC were entered but due to weather did not complete the race. 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.

Registration: N80CC
Top Speed: 200 MPH

Range: 1,000 SM
Fuel Capacity: 110 Gal

Engine: LYCOMING IO540
Horsepower: 300

Empty Weight: 2,700
Gross Weight: 3,600

Race 47 is a Team Rocket F-1 designed by Mark Fredrik and built from a kit. The airplane is powered by a Lycoming 540 that turns out 260 horsepower. Brett bought the plane in Phoenix in November of 2014, where it had been built by David Williams. The pilot, Brett Schuck, a 47 years old, business owner, served in the Navy from 1988-1993 and is a Desert Storm vet. Brett got his private pilot license in 2005 and in 2013 was a rookie at Reno in Biplane classes, he came in 1st Bronze. Brett has 998 hours in 14 different aircraft, his first multi-engine instruction was in the EAA Tri Motor. Brett is a married father of 2 with one grandchild. This will be Brett's first AirVenture Cup race.

14
ROCKET F1

BRETT SCHUCK TEAM ROCKET F1



Registration: N59PM
Top Speed: 230 MPH

Range: 700 SM
Fuel Capacity: 52 Gal

Engine: LYCOMING IO540
Horsepower: 260

Empty Weight: 1,218
Gross Weight: 2,000

14A
ROCKET F1

WAYNE HADATH TEAM ROCKET F1

Registration: C-FAUH **Engine:** LYCOMING IO540
Top Speed: 245 MPH **Horsepower:** 260
Range: 1,000 SM **Empty Weight:** 1,225
Fuel Capacity: 52 Gal **Gross Weight:** 2,000

Race 14A (14-eh, its a Canadian airplane after all) is currently ranked the Fastest Rocket in the known universe for 2014. Wayne has been a private pilot since 1980, he has been racing recreationally since 2007. Wayne has raced with both SARL and the AirVenture Cup. He has a 1st place in his class and 3rd overall in the AirVenture Cup. Wayne's other planes include a Cessna 150, RV 10, Pitts S2E.



JOHN ANDERSEN TEAM ROCKET F1

Race #39 is an F1 Rocket built by John Andersen of Kenosha, WI over a 6 year period. It was 1st flown on the 103rd Anniversary of Powered Flight; the airplane was built completely stock per the plans. The project was started in the Anderson'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 5th AirVenture Cup Race.

39
ROCKET F1

Registration: N39EJ
Top Speed: 250 MPH
Range: 800 SM
Fuel Capacity: 52 Gal
Engine: LYCOMING IO540
Horsepower: 260
Empty Weight: 1,325
Gross Weight: 2,000

BOB MILLS

ROCKET SIX

Registration: N600SS **Fuel Capacity:** 38 Gal **Empty Weight:** 1,300
Top Speed: 260 MPH **Engine:** LYCOMING IO540 **Gross Weight:** 2,000
Range: 500 SM **Horsepower:** 322

Bob Mills, of Reno, Nevada is flying a modified RV Super Six, "Rocket Six", powered by a Lycoming IO-540 engine. Bob is a Captain for Southwest Airlines, flying the B-737, and is a Retired Navy Captain, with 30 years of service. He flew the F-14A Tomcat and was an instructor in TA-4J Skyhawk. Bob is a Reno Sport Class Instructor and Check Pilot, and a Reno Pace Pi-

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ROCKET F1

lot. Bob has over 38 years of flying experience, including over 18,000 hours as a military, air ambulance, corporate, and airline pilot, in more than 50 varied aircraft types. He also competes in the Sport Air Racing League, and is a formation airshow pilot with the West Coast Ravens RV Formation Squadron. Bob is also the current President of the Sport Class at Reno. Bob and Rocket Six Racing are proud sponsors of the Injured Marine Semper Fi Fund (www.semperfund.org), a nonprofit organization set up to provide immediate financial support for injured and critically ill members of the U.S. Marine Corps, and post 9-11 veterans of all U.S. Armed Forces who serve in support of Marine forces and their families.



HARRY MANVEL

DEFIANT

Harry Manvel will be flying his Rutan Model 40 Defiant in his 3rd AirVenture Cup. Harry has his multi instrument rating, and recently received his seaplane rating at Jack Browns. He has been the president of Manvel Machinery since 1981. He has flown 2HM from Utah to Boston to Key West to San Antonio and all points in between. He has modified the outboard ailerons, an all glass panel version 3.0, and has 2 new Titan engines. Harry flew the AVC in 2003 slowly and then again in 2012, out of Mitchell where he took 1st place in the Sport MCT class. Harry began construction of the Defiant in 1985, his first flight was in 2000, and won outstanding workmanship at AirVenture 2001.

21
SPORT MCT



Registration: N2HM **Range: 1,200 SM** **Engine: 2X TITAN X-320** **Empty Weight: 1,942**
Top Speed: 223 MPH **Fuel Capacity: 118 Gal** **Horsepower: 167** **Gross Weight: 3,100**

403
SPORT MCT

JIM & JEFF RODRIAN

DEFIANT

Jim Rodrian built this Defiant in his garage, home workshop and hangar over a period of 25 years, completing it in February 2010. N403R won the Bronze Lindy for Plans Built Category at Oshkosh 2010. It was his first start to finish aircraft project. Jim learned moldless composite construction

techniques building a Long-EZ fuselage and canard prior to starting his Defiant project. Deviations from the standard plans include a gull wing door rather than a full opening canopy and down-draft cooling rather than up-draft cooling on the rear engine. Jim is president of Elysyn, Inc., an electronic design house that provides turn-key (concept to production) microcontroller based product development services. He holds 15 US patents and numerous foreign patents as a result of his innovative designs. Jim's co-pilot is his son Jeff. Since achieving his Pilot's license at the age of 17, Jeff has been immersed in aviation with a focus on creating revolutionary UAVs and technologies necessary to drive forward aeronautics. Currently Jeff is a Program Director of Advanced UAV Developments Jeff has overseen the development and flight testing of several revolutionary UAVs for wide range of clients including the Special Forces and DARPA. Currently Jeff is leading the development of AeroVironment's DARPA Tern UAV solution focused on creating a Medium Altitude Long Endurance UAVs which can operate from the back of small Navy Ships



Registration: N403R **Range: 965 SM** **Engine: 2 LYCOMING 0360** **Empty Weight: 1,976**
Top Speed: 205 MPH **Fuel Capacity: 100 Gal** **Horsepower: 180** **Gross Weight: 3,150**

Race 212 is a Pitts model 12 built by Keith Phillips and had its first flight in February of 2002. This model 12 is being flown by brothers, Mike and Tim Phillips, who are also the sons of the builder. Builder Keith Phillips will be flying his other aircraft, SX 300 (Race 10). This is the 2nd race that all three of Phillips' have competed in together. All 3 men have been in numerous races independently over the years. The Model 12 is an awkward position for this race. It has tons of power, 400 HP and is also super-charged, so competing against the "fast glass" is fruitless. We are here to represent the nostalgic golden age of racing, when all racers flew Biplanes. Michael is a 5 time AVC race veteran in 3 different aircraft/classes. Michael holds his Private Pilot, Single Engine, Land and Glider rating and has done several flights from Florida (East Coast) to Washington State/California (West Coast) in general aviation aircraft including an open cockpit biplane. One memorable flight was across the states, the day after his older brother and co-pilot, Tim received his private pilot license. Tim is a 4 time AVC race veteran racing with his father, Keith Phillips in his SX 300. Tim holds his Private Pilot Single Engine Land rating and has been a licensed pilot for 30 years. He has flown many types of aircraft over the years. He also has logged over 5,000 hours as a loadmaster in United States Air Force.

212
BIPLANE
UNLIMITED

MICHAEL & TIM PHILLIPS

PITTS MODEL 12



Registration: N212KP **Range: 500 SM** **Engine: VENDENEYNE M14** **Empty Weight: 1,550**
Top Speed: 170 MPH **Fuel Capacity: 54 Gal** **Horsepower: 400** **Gross Weight: 2,250**

F8FORMULA
RG-BLUE**RICK & DEBBIE PELLICCIOTTI**
FALCO F.8L**Registration:** N63KC**Engine:** LYCOMING IO360**Top Speed:** 205 MPH**Horsepower:** 180**Range:** 725 SM**Empty Weight:** 1,250**Fuel Capacity:** 40 Gal**Gross Weight:** 1,900

Rick and Debbie will be flying a Sequoia Falco F.8L that was built by Cecil Rives of Texas. The airplane was built over a period of 6 years and its first flight was in 1994. The plane received a bronze Lindy at AirVenture 2000 and is generally considered to be one of the fastest Falcos ever built. This will be the 1st AirVenture Cup race for Rick and Debbie and for a Falco airplane. They have flown in many SARL races in their former plane, a LongEze. Rick holds a Commercial pilot certificate with an instrument rating and a private glider certificate. Rick has flown over 225 Young eagles. Rick grew up around planes and has always loved aviation. Rick has built many planes over the years including a RANS S-6 in only 48 days with a partner.

**MARK QUINN**
LANCAIR 360

Race #38 was built on the weekends over a period of 8 ½ years by Mark Quinn of Port Orange, FL. The 1st flight was 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 8th AirVenture Cup.

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FORMULA
RG-BLUE**Registration:** N3QU**Top Speed:** 265 MPH**Range:** 1,000 SM**Fuel Capacity:** 55 Gal**Engine:** SUPERIOR IO360**Horsepower:** 180**Empty Weight:** 1,185**Gross Weight:** 1,895**JOHN DANIELS****BERKUT 360****Registration:** N538AJ**Fuel Capacity:** 50 Gal**Empty Weight:** 1,168**Top Speed:** 260 MPH**Engine:** LYCOMING IO360**Gross Weight:** 1,700**Range:** 1,200 SM**Horsepower:** 200

Race 38 is a Berkut flown by John Daniels. The Airplane was designed and built by Dave Ronneberg of Santa Monica, CA. This aircraft was rebuilt under the guidance of Tony Malfa and has a reengineered retractable gear. John is a Professor of Medicine/Oncology at the University of South-

ern California; he has been a pilot since 1968. John has over 5,032 hours. John entered his first race in 1998 as part of the Inaugural AirVenture Cup Race.

138FORMULA
RG-BLUE

DAVID NELSON

VELOCITY
STD-RG

The aircraft is a Velocity STD-RG. The kit was purchased directly from Danny Maher. Its 1st flight was in 1997. This will be David's 1st AirVenture Cup race. David has over 2,200 hours in various canard types (Varieze, LongEeze, Cozy and Velocity). He is a recently retired Engineering Manager from IBM. David has built a Varieze and the Velocity, and is in the process of rebuilding a LongEeze, along with participating in the construction and maintenance of several other types.

222
FORMULA
RG-BLUE



Registration: N22DN

Range: 1,000 SM

Engine: LYCOMING IO360

Empty Weight: 1,340

Top Speed: 220 MPH

Fuel Capacity: 60 Gal

Horsepower: 200

Gross Weight: 2,500

777
FORMULA
RG-BLUE

CRAIG SCHULZE LANCAIR 360

Craig Schulze is an extreme aviation enthusiast; his blood cells are actually airplane shaped. Craig has been building model airplanes since he was 3 and got his first flight when he was 6. In 2005 he thought if he could build model airplanes then why couldn't he 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 5th 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. At last year's race Craig lost by 8 seconds. This year he is returning with modifications that are guaranteed to give him at least 9 seconds.



Registration: N73S
Top Speed: 275 MPH

Range: 1,100 SM
Fuel Capacity: 44 Gal

Engine: LYCOMING IO360
Horsepower: 200

Empty Weight: 1,250
Gross Weight: 2,000

Flying this award winning Lancair 320 is Bob James. 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, Bob 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. Bob, 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 Bob's 3rd AirVenture Cup, in both previous races he took 1st place in the Formula RG Red class and set a class record of 238.04 in 2014.

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FORMULA
RG-RED

BOB JAMES LANCAIR 320



Registration: N324C
Top Speed: 235 MPH

Range: 850 SM
Fuel Capacity: 42 Gal

Engine: LYCOMING IO320
Horsepower: 160

Empty Weight: 1,100
Gross Weight: 1,800

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FORMULA
RG-RED

TOM CROSS & WILLIAM MARSH GLASAIR I-RG

Registration: N9YA Engine: LYCOMING O320
Top Speed: 207 MPH Horsepower: 160
Range: 650 SM Empty Weight: 1,100
Fuel Capacity: 40 Gal Gross Weight: 2,000

The 1st flight for this Glasair was in 1986. The longest flight was from Northern CA to OSH in 2010 for EAA AirVenture. Thomas is a professional surveyor; he first started flying in 1976. Thomas has over 2,800 hours of total time to date. He has his Commercial pilot instrument rating and has flown survey crews around the western US. Thomas even gave scenic rides in a Cessna 206 on biplane floats for 4 years in northern California.



JOHN SECORD & KELLY DURGAN GLASAIR SUPER II

This year will be Race #23's (AKA the "Dirty Girl") second Airventure Cup. A Glasair II S FT, this Glasair was built over an 8 year period by Bob Buckthal from Livermore, CA. John purchased the Glasair and moved it to its new home in Crestview, FL where since then has made several modifications for both speed and handling. John grew up in and around aviation with

his father who is a retired Air Force fighter pilot 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 Kelly is a 15,000 hour corporate pilot, 30 year A&P mechanic/IA and has been instrumental in working with John as the chief mechanic on the Dirty Girl. This will be Kelly's first AirVenture Cup.

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FORMULA
FX-BLUE

Registration: N223B
Top Speed: 240 MPH
Range: 1,000 SM
Fuel Capacity: 49 Gal
Engine: LYCOMING AEIO360
Horsepower: 200
Empty Weight: 1,350
Gross Weight: 2,300

STEVE HAMMER

GLASAIR I-TD

Registration: N73SH Fuel Capacity: 44 Gal Empty Weight: 1,180
Top Speed: 250 MPH Engine: LYCOMING O360 Gross Weight: 2,000
Range: 1,000 SM Horsepower: 180

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! In an effort to slow his brother down, Steve has been very generous with sending

Bruce pizza recipes to try.

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FORMULA
FX-BLUE



BRUCE HAMMER

GLASAIR

I-TD

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

91
FORMULA
FX-BLUE

drag reduction. This year Bruce has a new Catto Prop with fences on the leading edge and is currently installing the new Tru Trak Gemini autopilot. 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, 5min, 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 an S-76. This is his 17th appearance in the AirVenture 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 #91 Glasair. His most recent project has been the remodeling of his back porch to include a wood fired Pizza oven. It so far hasn't made the Glasair any faster, but it does make pre-race planning much more enjoyable!

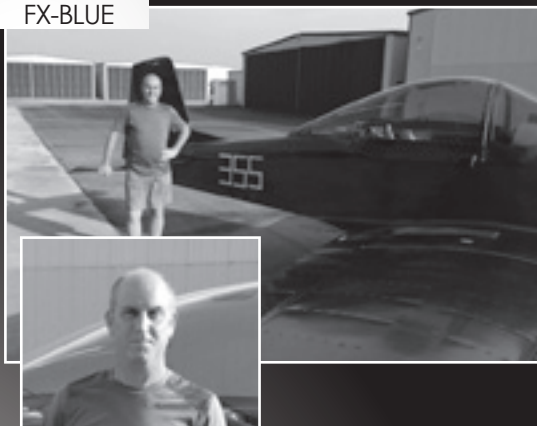


Registration: N91LH Range: 1,800 SM Engine: LYCOMING O360 Empty Weight: 1,185
Top Speed: 268 MPH Fuel Capacity: 75 Gal Horsepower: 180 Gross Weight: 2,100

355
FORMULA
FX-BLUE

JOHN MARTINO MUSTANG II

Race 355 is an Experimental Mustang II. John started building it in April 1997 and first flew it at the end of May 2001. Race 355 has been flying for over 14 years. The first 3.5 years John worked on the plane in his garage before moving it to a hangar at the Peachtree City airport. Recently he



modified the air inlets on the cowling and he plans on redoing the instrument panel and eventually repainting the entire plane. John started racing in the Sport Air Racing League 3 years ago. The longest trip John has made in the plane was from Georgia to California. Along the way he participated in 2 SARL Races, flew through Monument Valley and visited the Grand Canyon and Death Valley. This will be John's 13th year flying his plane to Oshkosh. John has been an aircraft mechanic at Delta Airlines for over 27 years. He has been a private pilot for 18 years.

Registration: N355JM Range: 1,000 SM Engine: LYCOMING I0360 Empty Weight: 1,134
Top Speed: 216 MPH Fuel Capacity: 58 Gal Horsepower: 200 Gross Weight: 1,900

Carri Hoagland has been flying for nearly 40 years. This is her second race with her new plane, a unique CP-328 Piel Super Emeraude. The airplane was designed in France by Claude Piel. First flown in 1954, the Emeraude later became the basis for the CAP 10 aerobatic airplane. The airplane is unique among the race aircraft in that the structure is built entirely out of wood. Carri describes the airplane as being "a hoot to fly and while not the fastest, it gives very reasonable performance." Previously she flew her 1946 BC-12D Taylorcraft in the 2012 and 2013 AVC races, which was an adventure it itself. 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 started off as an AVC Finish Line Judge in 2009. This is her 4th appearance in the AirVenture Cup. This year she will have her daughter Beth flying as co-pilot and navigator. Beth teaches science at South Shore Schools in Port Wing, WI on the Shore of Lake Superior. Beth does not have a pilot's license but has accompanied Carri and her late sister, Erica Simpson, on many and sometimes interesting flights. Of course being her daughter Beth has been telling Carri where to go since she was a teenager, giving her the makings of an excellent race navigator. :-). Beth has attended OSH for many years, starting when she was three years old. Beth's sister and her daughters will be at the finish line waiting for them.

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FORMULA
FX-RED

CARRI & BETH HOAGLAND EMERAUDE 328



Registration: N328TV Range: 420 SM Engine: LYCOMING O320 Empty Weight: 900
Top Speed: 160 MPH Fuel Capacity: 31 Gal Horsepower: 150 Gross Weight: 1,545

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FORMULA
FX-RED

JEFF MALLIA COZY MARK III

Registration: N46WM **Engine:** LYCOMING O320
Top Speed: 237 MPH **Horsepower:** 160
Range: 1,000 SM **Empty Weight:** 1,080
Fuel Capacity: 50 Gal **Gross Weight:** 1,600

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. 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-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 is Jeff's 9th AirVenture Cup and 16th year at AirVenture.



DOUG KOURI LONG EZ

Race 51 is a standard Long-EZ with an upgrade to an O-320 engine. It was built in 1985 and Douglas bought it in 1991. Douglas has refinished and upgraded most of the plane including dual electronic ignitions, high compression pistons, Bendix fuel injection, new cowl and several other "might as well" projects. It has been a great plane to see the country with and has rewarded him with a plethora of great experiences and memories. This is Douglas' first-time race as PIC. He flew co-pilot in 2012 as co-pilot with Harry Manvel in the Defiant. Doug volunteered at the 2014 AirVenture Cup as a spotter at the turn point. He has flown the Long-EZ for over 1,200 hours with most of the time traveling from MI to the west coast and from San Diego to Seattle. Douglas' time machine has also taken him from MI to the north end of Long Island and down to the FL Keys and the Bahamas. Douglas is self-employed and keeps a little busy working but real busy driving his tractor and maintaining his small 11 acre ranch. The ranch keeps him so busy that repainting the plane will have to wait until this winter now that he has a heated barn to work in.

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FORMULA
FX-RED

Registration: N3260K
Top Speed: 220 MPH
Range: 1,500 SM
Fuel Capacity: 50 Gal
Engine: LYCOMING O320
Horsepower: 160
Empty Weight: 996
Gross Weight: 1,420

WALTER GEE

LONG EZ

Registration: N85KW **Fuel Capacity:** 52 Gal **Empty Weight:** 950
Top Speed: 210 MPH **Engine:** LYCOMING O320 **Gross Weight:** 1,600
Range: 1,000 SM **Horsepower:** 160

LongEze N85KW is Walter's 1st homebuilt plane. He has been flying it since July 1987. Walter built it in his garage over a 4 year period and about 2,000 hours. Race #66 started out very light with no starter or radio equipment and was a joy to fly. Over the years he was able to buy more equipment to make it more user friendly and heavier. Now Walter has a

nice Garmin stack of radios, 2 axis autopilot and dual EFIS displays. He did have the opportunity to compete in the 2011 Indy SARL race and came in 1st and last. He was the only FX Red entered! Walter has been a private pilot for 35 years. His private pilot training is in Cessna 150 & 172 aircraft. He joined a flying club and flew C-150 & PA28-180 till he started building a Long Eze. Walter's flight instructor had some free time (their G IIB was down for paint) so he took Walter thru his instrument rating in a C182. Before retiring after 38 years as an electrician, Walter worked on round engine aircraft like the C 118, C119 and C7 in the USAF.



66
FORMULA
FX-RED

RICH & LYNN LAMB

LONG EZ

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 13th AirVenture Cup and his 19th 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 2nd AirVenture Cup and trip to Oshkosh.

93
FORMULA
FX-RED



Registration: N893LT

Range: 1,200 SM

Engine: LYCOMING O320

Empty Weight: 970

Top Speed: 229 MPH

Fuel Capacity: 52 Gal

Horsepower: 160

Gross Weight: 1,670

95
FORMULA
FX-RED

BILL JAMES VARI EZ

Bill is a helicopter pilot in the Marine Corps, and has done work for the Department of Agriculture as a commercial fixed wing pilot. Bill has also been a simulator instructor (757/767) for a major airline. Currently

Bill does F-35 pilot training. Bill gave up 5 years of Laverne and Shirley to build the VariEze, which has been flying for 18 years including Canard RACE events and SARL. The first 4 years the plane was flown with no electrical, now the autopilot has ruined the reputation for simplicity. Bill's VariEze has been described by others as "a VariEze, but highly refined." 32 improvements make it operationally friendly, including cowls that can be removed in about 1 minute, wings are level, without normal 11 inch anhedral droop, strakes extend forward for elbow room, same seat-width and legroom as Long EZ, as well as canard and wings set at LEZ AOA. It has downdraft cooling with full upper and lower plenums around cylinders and exhaust augmented cooling. The VariEze won Innovation Award at a canard fly-in. Bill is also the author of EZ Chronicles.



Registration: N95BJ
Top Speed: 221 MPH

Range: 1,500 SM
Fuel Capacity: 35 Gal

Engine: LYCOMING O290
Horsepower: 135

Empty Weight: 700
Gross Weight: 1,200

Race #112 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' 4th AirVenture Cup.

112
FORMULA
FX-RED

CURTIS MARTIN LONG EZ



Registration: N12LZ
Top Speed: 225 MPH

Range: 1,100 SM
Fuel Capacity: 54 Gal

Engine: LYCOMING O320
Horsepower: 160

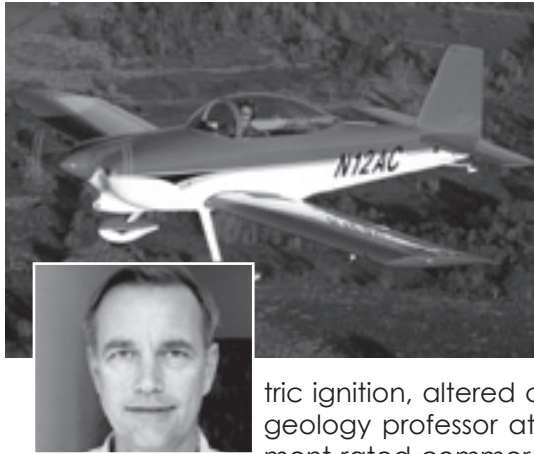
Empty Weight: 1,010
Gross Weight: 1,800

791
FORMULA
FX-RED

EDWARD AUDET MUSTANG II

Registration: N791RW Engine: LYCOMING O320
Top Speed: 213 MPH Horsepower: 160
Range: 700 SM Empty Weight: 1,081
Fuel Capacity: 36 Gal Gross Weight: 1,600

The 1st flight for race #791 was July 2, 1979. The Mustang II has 2 auxiliary 6 gallon wing tanks. Edward has raced in the Sun 100, in 2000, 2001, and 2002. He was also a co-pilot in the 2008 AirVenture Cup.



ALAN CARROLL RV-8

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.

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FORMULA
RV-BLUE

Registration: N12AC
Top Speed: 230 MPH
Range: 800 SM
Fuel Capacity: 42 Gal
Engine: LYCOMING O360
Horsepower: 180
Empty Weight: 1,130
Gross Weight: 1,800

JEFF BARNES

Registration: N790DW Fuel Capacity: 38 Gal Empty Weight: 1,150
Top Speed: 235 MPH Engine: LYCOMING O360 Gross Weight: 1,800
Range: 700 SM Horsepower: 180

RV-6

N790DW was built by Don Wentz in Scappoose OR and made its first flight in 1994. It was flown to Oshkosh 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 over-

flown the Grand Canyon, Crater Lake, Monument Valley, Yellowstone, the Tetons, Pikes Peak, Glacier National Park, Virginia, Niagara Falls, the Arctic Circle, Denali, and more. He is a former president of his local EAA chapter and has flown more than 1,000 Young Eagles. 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 5th appearance in the AirVenture Cup. In 2011 Jeff placed 1st in the RV Blue class and 2nd in 2012.

411
FORMULA
RV-BLUE



DAVID WALSH & KEVIN PHELPS

RV-7A

Flying race # Pi (3.14 for you non-math people reading this) this year is David Walsh and Kevin Phelps. Race Pi is a Vans RV-7A built by a team of Kevin Phelps, Dave Walsh and John Thielles over a 7 year period. The airplane's 1st flight was December 17, 2011 and so far has made 2 trips

PI
FORMULA
RV-BLUE

to AirVenture. Dave has been flying since college and is a CFI in both Rotorcraft and ASEL/AMEL, he also holds seaplane ratings. Flying co-pilot with Dave is Kevin Phelps. 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. Both Kevin and Dave work for Sikorsky Aircraft. " At first we were intimidated by the race and racers. We now know they are for the most part folks just like us. This is the one aviation events I look forward to each year."- Kevin Phelps. This will be the 3rd year in the AirVenture Cup for this team.



Registration: N782WP

Range: 700 SM

Engine: LYCOMING O360

Empty Weight: 1,116

Top Speed: 195 MPH

Fuel Capacity: 42 Gal

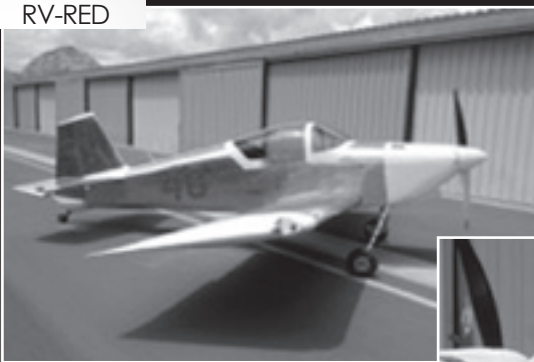
Horsepower: 180

Gross Weight: 1,800

48
FORMULA
RV-RED

PATRICK & MICHAEL ASHURA RV-6

Race #48 is a an RV-6 built by Michael Ashura over a 10 year period. The Keep It Simple, (KISS) principal used throughout the building process, except for the Dynon Skyview Touch. Carbed O-320, wood prop, manual trim. Patrick Ashura is a retired United pilot and has retired from the Colorado Air National Guard. Co-Pilot Michael is a low-time private pilot, who is a retired RN. This will be the 1st AirVenture Cup race for them.



Registration: N647M
Top Speed: 190 MPH

Range: 600 SM
Fuel Capacity: 38 Gal

Engine: LYCOMING O320
Horsepower: 160

Empty Weight: 1,003
Gross Weight: 1,600

N641RM is an RV-6 designed by Richard "Van" Van Grunsven and built from a kit from Van's Aircraft. The building process was completed in 2003 by Mark Kosco in Aurora, IL. It has a Lycoming O-320 with a fixed pitch prop, and it features a tip up canopy. It only has a little over 200 hours on it and has never been raced before. It is being flown this year by its new owner, Pat Pfaffle of Pleasant Prairie, WI. Pat Pfaffle is a professor of biology at Carthage College in Kenosha, WI. He recently purchased his RV-6 after owning an Ercoupe for 5 years. He has 400+ hours of flight experience, most of that in the Ercoupe. He looks forward to expanding his flying abilities with the RV-6.

P2
FORMULA
RV-RED

PATRICK PFAFFLE RV-6



Registration: N641RM
Top Speed: 210 MPH

Range: 800 SM
Fuel Capacity: 38 Gal

Engine: LYCOMING O320
Horsepower: 160

Empty Weight: 1,000
Gross Weight: 1,600

11

SPRINT

LESLIE BURRIL
MIDGET MUSTANG**Registration:** N23LM**Engine:** CONTINENTAL O200**Top Speed:** 190 MPH**Horsepower:** 100**Range:** 500 SM**Empty Weight:** 730**Fuel Capacity:** 26 Gal**Gross Weight:** 1,250

Leslie received the airworthiness certificate for the "RatRod" in 2012 and has run it in some Sport Air Racing League races since then. He is using a Dynon 180 EFIS/EMS along with an IFly 720 and a Trio autopilot to fill out the panel. The 3 bladed Performance Prop does well but he has a 3 blade Catto prop on order. With the tip tanks, Leslie has about 26 gallons of useable fuel to get to the races with. The spinner is chrome plated aluminum. It has a nice sized baggage compartment, electric flaps and trim, LED landing light, tip strobes, B&C starter and alternator, F&M oil filter, Precision oil cooler, and a few other things for fun. The one piece canopy is a one of a kind collaboration that Leslie wasn't sure he could make work. Somehow it came together and really makes the aircraft nice to fly and see out of. It is a dream to fly, fast and economical. 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.

**SAM HOSKINS**
QUICKIE Q-200

Sam Hoskins 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 now accumulated more than 1,900 hours of flight time since its first flight on June 9th, 1986. This will be the 24th year he has flown it to Oshkosh. The Q-200 is powered by a modified Continental O-200A, turning a Catto composite propeller. The airplane was built according to the plans, but has been constantly modified over the years. In hopes of gaining an extra knot or two, Sam completely revamped the wheel pants and the engine cooling inlets, and 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 PB5Y, Sam joined the Civil Air Patrol during the 1960s as a teenager. Sam started skydiving at age 21 and soon was performing 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.

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SPRINT

Registration: N202SH**Top Speed:** 210 MPH**Range:** 800 SM**Fuel Capacity:** 32 Gal**Engine:** CONTINENTAL O200**Horsepower:** 100**Empty Weight:** 680**Gross Weight:** 1,200**LEIF JOHNSON**

VARI EZ

Registration: N92EZ**Fuel Capacity:** 27 Gal**Empty Weight:** 720**Top Speed:** 193 MPH**Engine:** CONTINENTAL O200**Gross Weight:** 1,200**Range:** 650 SM**Horsepower:** 100

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 also flew the USAF F-15C. He is currently a Boeing 737 Captain for Southwest Airlines. This is the 3rd AirVenture Cup Race for Leif in Race #25.

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SPRINT



MARWIN GOFF

VARI EZ

N30CG was originally built by John Craig Gottschang of Lilburn, Georgia and received its airworthiness certificate April 1982. Marwin Goff purchased the plane in 2002 and flew the plane for the remainder of the year until temperatures grounded the plane. An 8 year

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SPRINT

rebuild followed that has completely changed the aircraft to its current configuration with state of the art electronic ignition, fuel injection, glass panel, auto pilot and many upgrades to make the plane a real joy to fly. Marwin Goff is a dentist who has been a pilot since 1990. His dental practice originally was located in the Des Moines, Iowa area but currently practices dentistry in Tomah, WI at Deer Creek Dental. He has an instrument rating and loves flying experimental aircraft primarily because of his passion for designing and building aircraft.



Registration: N30CG

Range: 515 SM

Engine: CONTINENTAL O200

Empty Weight: 658

Top Speed: 195 MPH

Fuel Capacity: 26 Gal

Horsepower: 100

Gross Weight: 1,050

83

SPRINT

DAVID ADAMS

LONG EZ

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 in 11 years starting in 1984, with

the 1st flight on June 30, 1995. All major components were built in the spare bedroom of 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. Dave built the airplane light and paid very close attention to detail making the airplane aerodynamically clean giving it good performance on low power, exactly the way the designer, Burt Rutan intended.



Registration: N83DT
Top Speed: 205 MPH

Range: 1,200 SM
Fuel Capacity: 54 Gal

Engine: LYCOMING O235
Horsepower: 125

Empty Weight: 875
Gross Weight: 1,425

Race #90 is a Lancair 235 being flown by Dennis Collins. The airplane was built by Brian Hewitt in California and was first flown in 1995. After buying the airplane, Dennis upgraded the nose gear to the new style and added a three bladed MT propeller. He also installed an electronic ignition system to the engine. Dennis earned his Private Pilot Certificate by working as a Lineboy while in High School. He spent a tour in the US Air Force as an F-4 Phantom Crew Chief, during which time he earned his commercial, instrument and multi-engine ratings. In addition he was certified as a flight instructor in both single and multi-engine airplanes. Over his career he has worked as a banner tow and Jump Plane pilot. He is currently employed as a software engineer. He first flew in the AVC in 2006 and this will be his 6th AirVenture Cup.

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SPRINT

DENNIS COLLINS

LANCAIR 235



Registration: N359BH
Top Speed: 205 MPH

Range: 660 SM
Fuel Capacity: 33 Gal

Engine: LYCOMING O235
Horsepower: 125

Empty Weight: 960
Gross Weight: 1,600

98

SPRINT

JOHN KEICH MIDGET MUSTANG

Registration: N825J	Engine: CONTINENTAL 0200
Top Speed: 190 MPH	Horsepower: 100
Range: 350 SM	Empty Weight: 673
Fuel Capacity: 15.8 Gal	Gross Weight: 950



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 7th AirVenture Cup (A 3rd and two 2nd's in Sprint Class). He has also raced in various SARL events.



PETER MESZAROS QUICKIE Q-2

Race 137 is a Quickie Q-2 being flown by Peter Meszaros of Ontario, Canada. This Quickie Q-2 is S/N 2001; it was built by Peter during the winter of 1981, with some assistance from his friend Klaus Brandt and was completed and flown in 1982 (Possibly the very first production Q-2 to fly, anywhere). It is actually the very first Q2 to come out of Quickie Aircraft. It is not designated as S/N 1 because all Canadian registered aircraft have serial numbers above 2000. JPM is probably more "original stock" than any other Q-2 flying today, with only minor modifications done to improve cooling and safety. The original Revmaster engine has been recently overhauled and ready to race. After nearly 1,000 hang-glider flights, Peter acquired his private pilot's license in 1974, followed by night, instrument rating and glider endorsement. Just under 2,000 hours of flying in his C-172 and Q-2 has taken him throughout America, between Canada and the Bahamas and many places in Europe. Soaring in the French Alps is his most recent passion. Peter is currently retired, he has worked 25 years as teacher of Physics and another 25 years in composites structures engineering. This will be his 2nd air race; the previous one was in Canada 4 years ago.

137

SPORTSMAN

Registration: C-GJPM
Top Speed: 160 MPH
Range: 400 SM
Fuel Capacity: 22 Gal
Engine: REVMASER 2100DQ
Horsepower: 65
Empty Weight: 630
Gross Weight: 1,000

JEFF LANGE

SONERAI I

Registration: N1463J	Fuel Capacity: 20 Gal	Empty Weight: 600
Top Speed: 200+ MPH	Engine: VOLKSWAGON	Gross Weight: 1,000
Range: 500 SM	Horsepower: 100	

Jeff started flying in 1998 with a love for both small and vintage aircraft. Jeff has owned both a C-120 and a PA-20 and currently flies a Sonerai I. Still an active builder and A&P, Jeff is currently working on a VW powered 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 the instillation of a turboencabulator, digital ignition,



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SPORTSMAN-T

turbocharger, cowl and cooling system. Now basically the only new principle involved is that instead of power being generated by the relative motion of conductors and fluxes, it's produced by the modal interaction of magneto-reluctance and capacitive diractance. The turbo-encabulator has now reached a high level of development, and it's being successfully used in the operation of novertrunnions. Moreover, whenever a forescent skor motion is required, it may also be employed in conjunction with

a drawn reciprocation dingle arm, to reduce soinasoidal repleneration. This is the first time the technology has been used in an aircraft. 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.

CARL HOUGHTON & DARYL JEZIERSKI

**GOBOSH
700**

2015 is Carl's second time racing in the AirVenture Cup in his Gobosh 700 a Light Sport Aircraft designed and built in Poland. Carl has over 5,500 flight hours with about 2,000 combat flight hours with the US Air Force in RC-135 and EC-130 aircraft as an Airborne Crypto-Linguist. He has over

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LIGHT SPORT

500 hours total time as a Private Pilot. Carl earned a tailwheel endorsement during bush pilot training in Alaska. He has also received training in float plane operations in Alaska and high performance instruction in a Boeing Stearman. He has been fortunate to have been able to fly a number of interesting aircraft including Gobosh 700, Remos G3, Sting Sport, Cessna 172, 177, Tiger Moth, Stearman, and Zlin aerobat. This is the Gobosh's third trip to Oshkosh as part of the AirVenture Cup. During his first trip in 2012, he served as a turn point judge as part of the race staff. Carl's co-pilot is Daryl Jezierski. Daryl is a private pilot and recently started taking aerobatic instruction from Patty Wagstaff. He is also a long time volunteer that is responsible for name tags, trophies, t-shirt design, and is the artist that created our logo.



Registration: N721RB

Range: 225 SM

Engine: ROTAX 912 ULS

Empty Weight: 812

Top Speed: 132 MPH

Fuel Capacity: 18 Gal

Horsepower: 100

Gross Weight: 1,320

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LIGHT SPORT

MARK & DAVID HOWARD JABIRU J-250

Mark Howard is a Private Pilot and CFI-S (Light Sport). He has been a private pilot since he was 17, was a CAP cadet and has logged time in many GA aircraft. He is an instructor at Aspen Flying Club and works as a

Computer Scientist in order to afford food and flying. "Lucile" is a 2008 Jabiru J-250 from the land "down under". She is a S-LSA. She's been to Oshkosh several times, but this is her first race. She loves to fly over the mountains of Colorado and Wyoming. Yellowstone is her favorite destination (after Oshkosh).



Registration: N657J
Top Speed: 159 MPH

Range: 760 SM
Fuel Capacity: 36 Gal

Engine: JABIRU J3300
Horsepower: 120

Empty Weight: 840
Gross Weight: 1,320

Norm has been flying since 1967 with long gaps of inactivity until the year 2000. Since then he has been flying fairly steady accumulating nearly 1,000 hours of flight time and obtaining an instrument rating. Norm and his wife have made many enjoyable trips from western Wisconsin to upper Michigan, Mississippi, Colorado, and the boundary waters of Minnesota.

This will be Norm's 2nd AirVenture Cup Race, last year Norm took 1st place in the LSA category. Norm is currently retired from 30 years of production and inventory control. He spends a great deal of time building furniture and other items in his wood shop. Norm is also assisting in the rebuild of a friend's J-3 Cub. Race #99 is an RV-12 built by Norm from a Van's Aircraft kit. It took nearly 5 years to complete. The plane first flew in October 2012. The only modification to the stock plans are gear leg fairings. The plane has over 200 hours on it. Most of the flying is local western Wisconsin flying with an occasional flight to Colorado.

99

LIGHT SPORT

NORMAN HENDERSIN RV-12



Registration: N12099
Top Speed: 131 MPH

Range: 472 SM
Fuel Capacity: 19 Gal

Engine: ROTAX 912 ULS
Horsepower: 100

Empty Weight: 766
Gross Weight: 1,320

88

FAC1RG

COLIN & BERNIE HOGAN
PIPER COMANCHE**Registration: N88WB****Top Speed: 220 MPH****Range: 1,200 SM****Fuel Capacity: 130 Gal****Engine: LYCOMING IO720****Horsepower: 400****Empty Weight: 2,200****Gross Weight: 3,600**

This Piper PA-24-400 Comanche was built by the Piper Aircraft Corporation in Lock Haven, PA. it is powered by an 8 cylinder Lycoming IO-720, that produces 400 horsepower. Collin is 22 years old and has had his pilot's license since he was 18. Collin enjoys flying in his free time and just being around airplanes. He grew up around airplanes and attended some of the first AVC races as a child. Two years ago he had his first opportunity to fly in the AVC race. The first race he ever flew in was out of Indianapolis in a Cherokee 140 during a SARL event. Collin is a student in college studying to be a mechanical engineer. Collin's co-pilot is his dad, Bernie, who has been flying his entire life. Bernie flies mostly for business. He has a commercial certificate and is rated in SEL, SES, MEL, and Instrument. Collin and Bernie have formed a tradition of flying to Oshkosh (and sometimes driving) every year since Collin was born. The last few years the AVC has also been part of that tradition. This will be Collin's 3rd race as PIC.

**BOB BENNETT & ANNEISE BENNETT**
BONANZA S35

Race 193 is a 1964 Beech Bonanza being flown by Bob-bey Bennett. Bobby bought the airplane 8 years ago and in that time has taken it on many long trips including to the Bahamas. It has also competed in more than 30 SARL races over the years. In addition to having been a pilot for more than 50 years, Bob Bennett is an A&P/IA mechanic. This is the second AVC appearance for

Race 193, the first being in the 2013 race. Ann Elise has been a private pilot for 13 years. She has raced in Multiple SARL races, and flies a C182 in addition to the Bonanza.

193

FAC1RG

Registration: N193Q**Top Speed: 212 MPH****Range: 1,000 SM****Fuel Capacity: 80 Gal****Engine: CONTINENTAL IO520****Horsepower: 285****Empty Weight: 2,106****Gross Weight: 3,300****JAMON & DANE PRUITT**

MEYERS 200

Registration: N259M**Top Speed: 239 MPH****Range: 1,000 SM****Fuel Capacity: 80 Gal****Engine: CONTINENTAL IO520****Horsepower: 285****Empty Weight: 2,100****Gross Weight: 3,000**

Jamon is a cardiologist at Walker Heart Institute in Fayetteville AR. He started flying with his father in a 47 Cessna 120. During high school he worked with his uncle in the Agricultural Flying (crop dusting), took a break while in college and starting a practice. One night he was looking at barnstormers website and found an old 120 for sale, this re-ignited his passion and Jamon started working on his license. Jamon has found great pleasure in not

only flying but working on planes. Currently Jamon has a Cessna 120 and Meyers 200 and is working on a Stewart S51 Mustang. This will be Jamon's and his brother/co-pilot, Dane's first race. Dane also started flying while he was young and worked with his uncle. Dane received private pilot's license in 2014 and has accumulated 195 hours. Dane's longest trip so far was his first trip to in Oshkosh in 2014. Dane is an airport manager of Saline County Regional Airport, KSUZ. The Pruitt brothers will be flying a Meyers 200, this is a rare airplane, approximately 170 produced. This plane was the last one built by Meyers Aircraft before it was sold to Rockwell. The 200 Model set many NAA speed records for stock aircraft and held those records for 17 years. It was considered by many the "Best airplane ever built."

200

FAC1RG



JOHNATHAN HUDIK & MICHAEL CLELAND

PIPER
ARROW

The Arrow was built in 1982 in Vero Beach Florida. It was originally a dealer demo aircraft equipped with extended range tanks (77 gals vs. 50 gals.) and a built-in Oxygen delivery system. It was purchased in 1985 by the current owner. The aircraft has been left in stock conditions except for radios

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FAC3RG-T

and avionics which were updated in the early 1990s including the first IFR certified GPS unit (Garmin 155XL-TSO). This is the first race for N82301. Jonathan Hudik, First Officer for Envoy Airlines, a graduate of the University of Dubuque with a focus in Flight Operations and Aviation Management. John caught the aviation bug when his parents introduced him to their Piper Arrow (Race Plane) at the age of 8 and has been into flying and aviation ever since. John has his CFI-A and CFI-IA ratings. Michael Cleland (Co-Pilot/Navigator/Communications). First started flying in 2004, worked his way up to his Commercial Certificate. Michael has left aviation for now to start a family and currently works at a local Wal-mart as an Assistant Store Manager. While currently not an active pilot, he stays involved in aviation by joining Jonathan on trips as a way to keep his love of aviation alive.



Registration: N82301

Range: 1,000 SM

Engine: CONTINENTAL TSIO-360

Empty Weight: 1,947

Top Speed: 222 MPH

Fuel Capacity: 77 Gal

Horsepower: 200

Gross Weight: 2,900



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FAC5

DAVID & GAIL DUNN PIPER CHEROKEE

David and Gail Dunn will be making their first AirVenture Cup appearance this year, flying their highly customized Piper Cherokee 140. Designed by aviation legend Fred Weick and built by Piper Aircraft in Vero Beach, FL, the Cherokee is one of the most popular General Aviation airplanes ever

built. In continuous production for 55 years, the prototype first flew in 1960. To date more than 32,000 Cherokee's have been built. The Cherokee became famous on the Silver Screen when the James Bond villain "Goldfinger" enlisted the help of Pussy Galore's Flying Circus to attack Fort Knox with a squadron of Cherokees. Race 7 was purchased by David Dunn in 2009 and he has made numerous improvements since. He upgraded the engine to 160 hp, added a powerflow exhaust system, Challenger Air Filter, wing root fairings, Vortex Generators, gap seals on aileron and stabulator, wing tips, and a 62" pitch propeller. The airplane was delivered new in 1966 to Ohio State University which used it as a trainer. Flying the airplane is the husband and wife team of David and Gail Dunn of Palmyra, WI. David has been flying since 2008 and holds a Private Pilot Certificate and Instrument Rating. No stranger to Oshkosh, David has participated in the Cherokees to Oshkosh mass arrival 3 times. A mechanical engineer by trade, David holds multiple patents. Assisting David on the race this year is his wife Gail. Gail is retired and spends time as a dog trainer. The 2015 AVC will be their first race.



Registration: N6234W
Top Speed: 143 MPH

Range: 540 SM
Fuel Capacity: 50 Gal

Engine: LYCOMING O320
Horsepower: 160

Empty Weight: 1,277
Gross Weight: 2,150

Steve formally a teacher, currently a counselor, 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, IN. A veteran of the Sun 60 Race, where he placed as high as 2nd, this is his 3rd appearance in the AirVenture Cup. The AA-1 was certified under FAR Part 23 on August 29, 1967 with the first production AA-1 flying on May 30, 1968. The first 1969 models were delivered in the fall of 1968 at a base price of \$6495. American Aviation built 459 examples of the AA-1 Yankee Clipper between 1969 and 1971 at their factory in Cleveland, Ohio

76

FAC6

STEVE APPLEBAUM & CHARISE GROSSI GRUMMAN AA1



Registration: N5920L
Top Speed: 125 MPH

Range: 488 SM
Fuel Capacity: 25 Gal

Engine: LYCOMING O235
Horsepower: 108

Empty Weight: 1,018
Gross Weight: 1,500



84

FAC6

CHRIS & STEVE MONTGOMERY

CESSNA 150

Registration: N7984Z

Engine: CONTINENTAL O200

Top Speed: 141 MPH

Horsepower: 100

Range: 360 SM

Empty Weight: 916

Fuel Capacity: 23 Gal

Gross Weight: 1,500

Race 84 is a 1963 Cessna 150 C model being flown by brothers Chris & Steve Montgomery. The Cessna 150 is one of the most famous general aviation training airplanes of all time. More pilots have flown the C-150 than just about any other type of airplane. But this is the first time a Cessna 150 has raced in the AirVenture Cup. The Cessna is powered by a 100 hp Continental O-200.

Both of the Montgomery brothers are pilots and Chris is a CFI. besides the C-150 they also fly a Quad Cities Challenger.



MICHAEL & TRACI FARLEY

DIAMOND DA42

Race # 116 is a Diamond DA42 is an all composite 4 place aircraft with G1000 glass cockpit and new Continental CD-135 Turbocharged Diesel Engines that burn Jet-A fuel and FADEC engine control system meaning there is just one throttle lever per engine, no prop or mixture control making the airplane very fuel efficient. The airplane is certified flight into known icing as well.

Michael is an airline pilot and general aviation sales representative for Premier Aircraft Sales. He has over 17,000 hours total time. This will be Michael and Traci's 2nd race as they enjoyed the 1st so much. 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.



116

TWIN3-T

Registration: N197TS

Top Speed: 195 MPH

Range: 1,000 SM

Fuel Capacity: 76 Gal

Engine: CONTINENTAL CD135

Horsepower: 135

Empty Weight: 2,880

Gross Weight: 3,950

CRAIG PAYNE

Registration: N25CJ

Top Speed: 200 MPH

Range: 270 SM

Fuel Capacity: 54 Gal

Engine: VENDENEV M14P

Horsepower: 360

Empty Weight: 2,450

Gross Weight: 3,100

Craig is a member of the Red Star Pilots Association (RPA), he has earned a FAST lead pilot rating and has performed at numerous airshows in the Midwest and Southeast over the last 20 years. Craig also holds Warbird Command Level Wings in the Warbirds of America wings program. His cross country experience in his CJ-6 includes many trips between Lakeland FL and Oshkosh WI with many destinations between. As a ferry pilot, he has flown coast to coast in diverse aircraft types. The CJ has removable 14 gallon aux tank in aft position. Craig is the first civilian owner of the plane, since importation from the Peoples Liberation Army Air Force (PLAAF) in 1995. This airplane was the 1995 Grand Champion Warbird at the North Central EAA fly-in and it has raced 4 times in the Sun n Fun sun 60 races winning twice and placing once. In 2013 Craig won the Heavy Metal Class (Only Entry) in the AVC. Craig has also flown this airplane for most of those years in Warbirds of America airshows at Oshkosh and Sun n Fun. This aircraft has been a test bed for components and mods he makes and markets. As the sun 40 Sprint Chairman for Sun n Fun Craig has conducted the event for 3 years now. Participation in the AVC keeps him up to date on trends and issues in the race community.



85

HEAVY METAL
CJ

JEFF EDWARDS

GREAT LAKES

Jeffrey started flying when he was a sophomore in High School in New Jersey where the legal driving age was 17, and he soloed a Cessna 150 at 16. Jeffrey earned his Private license in Chicago at Palwaukee airport. Jeffrey entered the Navy in 1974 where he flew the T-34 Mentor, T-2C Buckeye, and TA-4J Skyhawk during training. After carrier qualifying aboard the USS Lexington, he was trained in the S-3 Viking, and cruised the Mediterranean aboard the USS Forrestal. Upon returning from cruise, I was a Naval

161

HEAVY METAL
BIPLANE

Flight Instructor in the T-2C where I instructed in Instrument, Formation, and the Carrier Qualification stages. After leaving the Navy I was a Test Pilot for a civilian contractor flying the T-2C and T-34B. In 1982 I was hired By USAirways and have flown the BAC 1-11, B-737, MD-80 and the Airbus 319/320/321. I am now flying for American Airlines and will retire after reaching my 65th birthday in 14 months. I currently have over 30,000 flight hours. I reside in Spruce Creek, Daytona Beach, Florida. I have taught formation to various pilot residents and currently lead a group of 18 different aircraft for various local flyovers. My Great Lakes is a replica of a 1929 Biplane originally built in Cleveland, Ohio. My Great Lakes was built in Wichita, Kansas and assembled in Enid, Oklahoma as one of 100 aircraft. Mine was built about 10 from the end of the run in 1978. It was recovered/rebuilt 5 years ago. It has won Grand Champion Modern Biplane at the National Biplane Fly-in for the last 4 consecutive years. This year it won both Judges Choice and People's Choice. Due to the weather in Pittsburgh, PA where I was based with USAirways for 25 years, my Great Lakes is certified for IFR flight. I have owned the Great Lakes since 1989 and have flown it over 3500 hours. I have taken it from Pittsburgh to Bartelsville, OK about 15 times for the National Biplane Fly-in. The last 5 years I have flown it from Daytona to Kansas to attend the National Biplane fly-in. I have also flown it to Oshkosh on numerous occasions.



Registration: N161GL

Range: 250 SM

Engine: LYCOMING AEIO-360

Empty Weight: 1,350

Top Speed: 120 MPH

Fuel Capacity: 26 Gal

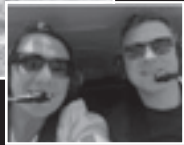
Horsepower: 180

Gross Weight: 1,800

103

VINTAGE

SAM & DAWN WEIGEL PIPER PACER



Sam Weigel is returning for his second AirVenture Cup; after racing his flying club J3 Cub in 2014, he bought a Piper Pacer and has every intention of getting his average speed north of 100 mph this year. Joining him

is wife and copilot Dawn, who was relegated to riding her motorcycle to Oshkosh last year. Dawn attended the post-race party, and decided she needed to get in on the shenanigans and/or hijinks in 2015. Sam is a 757/767 copilot for Delta and writes a monthly column for Flying magazine; Dawn is a middle school math teacher. Sam & Dawn live in the southwestern Twin Cities, where the Pacer is based at Flying Cloud Airport.

Registration: N3323A
Top Speed: 130 MPH

Range: 500 SM
Fuel Capacity: 36 Gal

Engine: LYCOMING O320
Horsepower: 160

Empty Weight: 1,130
Gross Weight: 2,000

After Racing The Polen Special II for many years, Dick Keyt is taking a different track on the 2015 AirVenture Cup. He is racing a WWII Ryan PT-22. Designed by Ryan Aeronautical Corporation for the US Military. The airplane was developed in 1941 from the civilian Ryan ST series. During WWII it was flown by both the US Army and US Navy as a basic trainer, it was also used by Civilian Pilot Training (CPT) programs. Dick Keyt is a long time veteran of Air Racing, having been involved with the AVC since its inaugural race in 1998. He is a retired 777 Captain from American Airlines, and a former USAF F-4 pilot. In July 2001, Dick flew the Polen to establish a new 500 km Closed Course world Speed Record, clocking speeds over 300 mph, making it the World's fastest four cylinder powered vehicle. For that accomplishment, Dick received the Louis Blériot Medal from the Fédération Aéronautique Internationale (FAI). Flying with Dick this year is Donna Miller. Donna is a 737 pilot for a major US airline. She is an avid aviation and history fan, and has traveled the world on many unique and amazing adventures, including to Russia for the launch of the International Space Station Expedition 24.

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VINTAGE

DICK KEYT & DONNA MILLER RYAN PT-22



Registration: N53071
Top Speed: 124 MPH

Range: 250 SM
Fuel Capacity: 48 Gal

Engine: KINNER R5
Horsepower: 160

Empty Weight: 1,375
Gross Weight: 1,860



PAUL & PAM TACKABURY LANCAIR IV-P

Registration: N94PT	Engine: CONTINENTAL IO550
Top Speed: SUBSONIC	Horsepower: 400
Range: 765 SM	Empty Weight: 2,000
Fuel Capacity: 90 Gal	Gross Weight: 3,500



Race "T" is a Lancair IV built by Paul and Pam Tackabury of Laguna Beach, CA in a little over 6 years. Paul made the first flight in November 2006 and it started racing in the 2008 AVC. The Lancair is powered by a Continental TSIO-550. When asked about the airplane Paul says, "We wanted a yellow airplane, that didn't cost a lot of money and wasn't boring, so we built this one." Prior to building the Lancair, which the Tackabury's have named "the Screaming Yellow Zonker" they had previously built a modified Long-EZ, which they call the EZ-T, which they raced for many years before they built the Lancair. They are also vintage airplane enthusiasts and have restored several airplanes including a Ryan P-22 and Monocoupe 90A. Paul is a retired USAF Test Pilot and Combat Veteran. He is rated in single and multi-engine airplanes as well as gliders. Flying co-pilot is his wife and co-builder of the Zonker, Pam. Pam is also a pilot and holds a Private Pilots license. Pam and Paul have been racing together for as long as they have been married, and recently celebrated their 48th anniversary.

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OH! I HAVE SLIPPED THE SURLY BONDS OF EARTH

IN MEMORIAM

LEE BEHEL RACE 5

On September 8, 2014, we lost long time AirVenture Cup racer Lee Behel as a result of the inflight structural failure of his one of a kind GP5 while qualifying for Reno. Lee was an "Elder Statesman," of the AirVenture Cup, having raced every year since 2000

with his son Jay. Lee was an entrepreneurial and adventurous spirit, in his youth he built a riding ring and broke horses and helped with his fathers VW dealership. At the age of 20, he found the love of his life, Flying. He joined the Nevada Air National Guard and flew fighters for 25 years. Flying the F4, he helped set 7 world records. All of this while Lee built and ran his car dealership business.

Lee was the founder of the Sport Class at the Reno National Championship Air Races. He also served as the president of the Sport Class for many years. His passion and involvement in racing led him to make improvements to his airplanes, eventually racing at speeds exceeding 375 MPH. Once he retired from his business and the Air Guard, he pursued his passions full time. He piloted submarines with the King of Jordan in the Gulf of Aqaba, managed air races in New Zealand, and Portugal, and went on an African Safari.

In the words of Lee's sons Henry and Jay, whom he shared his passion for flying with, "Despite all his adventures, Lee remained humble, loving, and easily content." Lee will be forever missed. His son Jay, is racing "Breathless," in his honor this year as Race 5 and all participants will have available a number 5 sticker in honor of Lee.



DON SAINT RACE 52

Succumbing to a battle with lung cancer, Don Saint, Race 52 passed away on April 24, 2015. Don Saint was a multiple year participant in the AirVenture Cup. In 1999, Don won the Formula FX race, and in subsequent years modified his Glasair II-SFT, added a turbocharger and won the FX-T class.

Don Saint was an accomplished pilot with commercial license and flight instructor certificates. Don's aviation experience included flying experimentals, taildraggers, and his trike. Don volunteered for the Dennis Polen Aviation Educational Foundation donating his time and flight instructor privileges. Don helped multiple people in pursuit of ratings including training Joe Coraggio, Vice-Chairman for the AirVenture Cup and airline pilot, for his commercial license.

Don was also an avid homebuilder having built and modified his Glasair, with the help of his herd of donkeys. He also built a Kitfox. Don was active in EAA Chapter 983, where he served as a Technical Counselor. Always willing to lend a helping hand, Don was instrumental in assisting his neighbor, Dick Keyt, modify and maintain the Polen Special including building a fuel tank adding the necessary fuel for cross country air racing.

By trade, Don was an electrical engineer and spent the majority of his career working for Lockheed Martin. His most recent work project was... an experimental. Don was instrumental in leading The Catbird program. The Catbird is a highly modified



Boeing 737 with a canard wing which is used as an avionics testbed for the F-35 JSF.

Don will be missed by his family and friends. Blue skies and tailwinds Don.

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