



AVC
airventure cup
20TH
RUNNING 1998-2017

The logo for the Airventure Cup 20th anniversary. It features the letters 'AVC' in a blue, sans-serif font at the top. Below that, 'airventure cup' is written in a smaller, orange, lowercase font. The number '20' is in a large, orange, stylized font, with a blue airplane silhouette flying through the zero. To the right of the '20' is 'TH' in a small, blue, sans-serif font. At the bottom, 'RUNNING 1998-2017' is written in a blue, sans-serif font.

Kitty Hawk Wright Brothers Monument
circa 1998

WELCOME

AirVenture is aviation's family reunion and we're glad you're a part of it.

To all AirVenture Cup participants:

I wish all of you the best in this year's race and welcome you to EAA AirVenture Oshkosh 2017, 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.

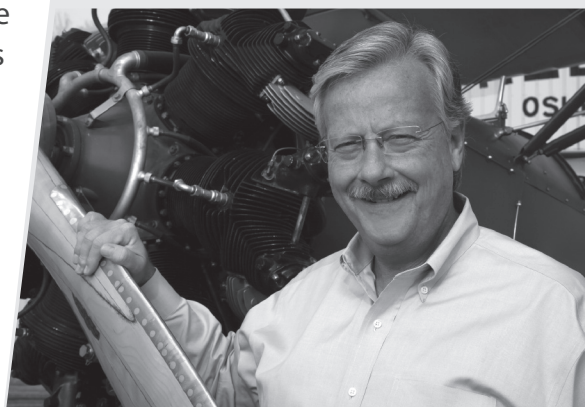
Special thanks go to all of the volunteers who make this event possible, whether they are the volunteer organizers or those in the communities where the race begins and finishes. Those volunteers are dedicated to making your experience the best possible one for you.

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



Thank you for being a part of this year's historic 20th running of the AirVenture Cup.

WELCOME



Participants, Volunteers, and Air Race Fans:

Welcome to the 20th Running of the EAA AirVenture Cup Race! Whether you are a race veteran, a first-time participant, one of the many volunteers that dedicates so much of their time to make this event happen, or one of the many fans that come out to support cross country air racing, I thank you for being a part of this year's historic 20th Running of the AVC.

The race has changed greatly since that first green flag dropped at the Wright Brother's Monument in Kitty Hawk, North Carolina and Space Shuttle Astronaut Robert L. "Hoot" Gibson started the very first AirVenture Cup Race on the morning of July 27, 1998 (captured on this year's cover). That first running of the AirVenture Cup only had 10 racers total, and just two of us from the race staff went out to the starting line. This year we have an army of well over 100 volunteers that are helping out at the Starting Line, Turn points, finish line and at Oshkosh. I can't thank them enough for all the time and help that they have provided, the race couldn't happen without them.

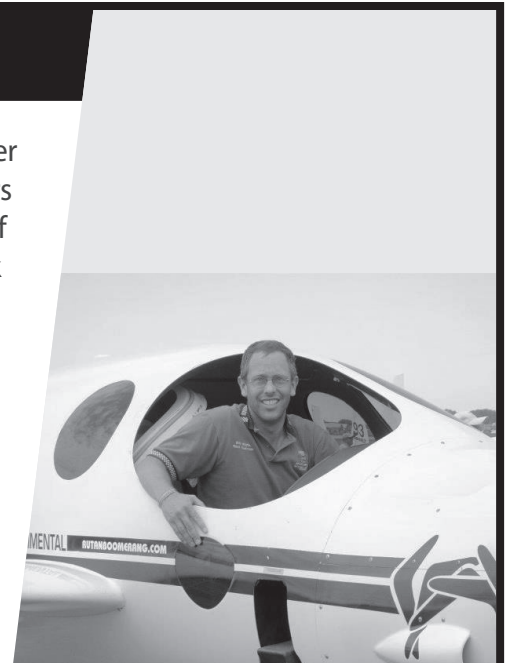
For the 20th Running of the Race we are excited to once again have Mt Vernon, IL for the host city of the Race Start and Wausau, WI hosting the Race finish. Both of these cities have been highly supportive of the event, and we appreciate their efforts.

I also need to thank all of the race teams taking part in this year's race. This year we have the highest number of entries in the history of the event. Several of the teams have raced more than 15 times, one pilot, Keith Phillips holds the record for the most races, he will be racing for the 19th time this year. The support, energy, enthusiasm and camaraderie of the race teams plays a huge part in keeping the event going year after year. When we started the 1st AVC race in 1998, we were one of two cross country races in the country. Today there is a race practically every weekend, but for most of the teams, the AVC is the premier event of the season.

Whether you are visiting us at the starting line, watching from a turn point, cheering from the finish line, or joining us in Oshkosh, I hope you enjoy the race.

Eric Whyte

Chairman, 2017 EAA AirVenture Cup Race



HISTORY

The first race was run in July 1998 from Kitty Hawk, NC non-stop to Oshkosh. It was an 800-nm marathon over rugged terrain and lousy weather.



20TH RUNNING OF THE AIRVENTURE CUP

BY: ERIC WHYTE, CHAIRMAN, EAA AIRVENTURE CUP



Race 93 at First Flight Airport, the starting line location until 2003 for the AVC.



Eric Whyte and Erik Anderson flying in the Great Cross Country Race.



The original finish line for the AVC over Lake Winnebago abeam Wendt's on the Lake.

This year, on the runways of the Mt Vernon, IL airport, history will be made. For the 20th time, the green flag will drop - marking the start of the EAA AirVenture Cup Race.

The first race was run in July 1998 from Kitty Hawk, NC non-stop to Oshkosh. It was an 800-nm marathon over rugged terrain and lousy weather. 10 airplanes started and they all finished safely - the fastest speed posted by Space Shuttle Commander, turned air racer, Robert "Hoot" Gibson flying the modified Hawker Sea Fury "Riff-Raff." Hoot was the first racer over the starting line that morning; the starting line was abeam the Wright Brother's First Flight Monument in Kitty Hawk. That moment was captured by a newspaper photographer, and that picture was reproduced on the cover of this year's program.

The race traces its history back to Oshkosh 1994, when Eric Whyte and Erik "Swede" Anderson flew in the old Aircraft Spruce "Great Cross-Country Race" to Oshkosh. After participating in that event, the pair began to plan their own race. In 1997, while Eric Whyte was working on staff at EAA Headquarters the idea for what would become the AirVenture Cup Race began to take shape. Eric began having conversations with aviation historian and air race historian, Jack Cox. Jack was the editor-in-chief of Sport Aviation at the time and offered guidance and support for the project. With the encouragement of Jack Cox and Ben Owen, the outline for the event was presented to Tom Poberezny. Tom quickly signed off on the idea and the race was born. One of the first things needed to accomplish was deciding what to call it. Since 1998 would be the first year that the Oshkosh Convention would be branded "AirVenture," Tom decided to use the new race to help build the name recognition. He decided it would be called the "AirVenture Cup."

Tom appointed Eric Whyte the Chairman of the 1st race, and Eric then recruited Erik Anderson, Earl Pingel, Tim Bass and Ken Whyte to make up the first race staff. He also recruited a young teenager who showed considerable interest in aviation to help out. Joe Coraggio was 14 years old and served as a spotter at the finish line of the first race. You can see him on the cover of this year's program, in the upper left with a full head of hair and binoculars watching for racers in a picture taken from the finish line of that very first AVC Race.

Like EAA, it is about airplanes, and it is about flying as fast as you can, but what has made this event special and able to continue this long is that the AVC is about people.

HISTORY

One of the goals of the AirVenture Cup was to establish an event that tied Kitty Hawk, NC with Oshkosh, leading up to the 2003 Centennial of Flight. The race was started in 1998 to allow the newly formed Race Committee a chance to have a few practice races before the big 2003 event.

The first 6 races were Kitty Hawk to Oshkosh. In 1999 a stop in Dayton, Ohio was added to help with fuel range and weather issues.

After the huge 2003 Centennial Race, the decision was made to continue the event but shorten the race course. The leg from Kitty Hawk to Dayton always presented weather challenges so it was decided to move the starting line to Dayton, Ohio, the Wright Brother's home town. The race operated from Dayton as the starting line host city from 2004-2007, 2009, and 2011.

In 2008 after input from a number of the participants, it was decided to hold a West to East Race, and Mitchell, SD was selected as the Starting Line Host City. The Mitchell Race was hugely successful, and the race returned to South Dakota in 2010, 2012, 2014 and 2016.

The 2012 Race marked the end of an era for the AirVenture Cup. Shortly after the 2012 Race, Co-Founder and Vice Chairman, Erik "Swede" Anderson passed away. He was 51. "Swede's" passing was a huge blow to the race staff, and they approached the 2013 race with mixed emotions. Shortly after Swede's funeral, Eric Whyte got a call from Chris Collins, the airport manager in Mt Vernon, IL volunteering to host the 2013 Race Start. It was just the sort of rejuvenation the race staff needed. With a new host city and a new race course 2013 was a new beginning for the AVC. This year for the 20th Running of the race, the staff is excited to be back in Mt Vernon, for the 3rd time they have been the starting line host.

Looking back over the 19 previous races, and looking over the applications for this year's race, one thing stands out. Like EAA, it is about airplanes, and it is about flying as fast as you can, but what has made this event special and able to continue this long is that the AVC is about people. One of the early participants Jack Watson, summed it up nicely, "The comradery of this group feels like an old military squadron".

But it's also been a family event. We have seen families participate, fathers and sons, husbands and wives and sometimes just a couple of friends. But the common goal has been to participate, to be part of the event. Long time



Tom Poberezny welcoming Jim Rahm to Oshkosh after finishing in first place in the 1999 AVC.



Father and Son Racers, Bearnie and Colin Hogan apply numbers to their Comanche 400 in Mt. Vernon in 2013.



Jack Watson flying his Yak 52 during the, "Race Right, Land Left," Time trials in Kitty Hawk, North Carolina.

HISTORY

The AirVenture Cup alumni is among the most impressive pilot groups in the history of aviation. What the group has accomplished collectively is remarkable.



Bruce Bohannon and Robert "Hoot" Gibson during the mid-race banquet in Dayton Ohio.



AVC racers line up in Fond du Lac prior to launching for the mass arrival.



Lee Behel's Race 5, a Questair Venture taking 1st place in the 2002 Sport Class.

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

Participation has always been what EAA has been about; in 2010 the race added a Young Eagles event as part of the pre-race festivities as a chance to get the next generation excited about flying. Two of the sons that started racing with their dads as kids, have now come back and become race pilots in their own right.

The AirVenture Cup alumni is among the most impressive pilot groups in the history of aviation. What the group has accomplished collectively is remarkable. It has been an honor to be part of it. Over the years we have had veterans from WWII, Korea, Vietnam, Desert Storm, Iraq and Afghanistan, from all branches of the military. There have been former high-altitude research pilots from both the SR-71 and U-2 programs, 5 Space Shuttle missions, more than 100 FAI aviation world records. Earth rounders, helicopter pilots, Reno Race veterans, aircraft designers, builders from all over. Besides the airplanes they race, they have flown some of the most amazing airplanes on the planet. The farthest anyone has come to participate is Australia. The "Elder Statesman" of the AirVenture Cup, Keith Phillips is making his 19th Start in the race this year, more than any other racer.

The race staff has grown over the years. Tim Bass, Earl Pingel and Erik Anderson have passed away, and part of their legacy lives on in their contributions to the early years of the race. Tim was the Finish Line Host for the first 10 races. Earl was the chief judge that developed the procedures for the turn points. He also helped in another way; he taught Eric Whyte how to fly.

That 14-year-old kid who helped out that first year? Well he didn't amount to much, he "only" become a pilot and aeronautical engineer, is currently an Airbus pilot for a major US Airline, built his own airplane, is racing it this year for the first time as a racer instead of a staff member, and has been the Vice Chairman of the Race since 2013.

When we started that first race in 1998 we couldn't imagine it going this long. It has only been through the dedication and hard work of the all volunteer race staff over the years that has kept it going. What's kept them going has been the tireless support and enthusiasm from the participants. If it wasn't for them the race wouldn't be possible.

AirVenture Cup Racers are divided into categories based first on their status as experimental or certified then on their engine size & landing gear configuration.

RACE CLASSES

TURBINE

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

SPORT

a normally aspirated engine with a displacement of 1,000 cubic inches or less.

SPORT SX

A division of the Sport Class for the Swearingen SX-300 aircraft.

FORMULA RG BLUE

a displacement of 360 cubic inches or less, normally aspirated, with retractable landing gear.

FORMULA RV BLUE

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

FORMULA FX RED

a displacement of 320 cubic inches or less, normally aspirated, with at least two fixed landing gear.

HEAVY METAL BIPLANE

all variants of Stearman, N2, N2s, or Kaydet primary trainer aircraft. May include other models of biplane.

TWIN 3T

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

FAC 3 RG

200 - 239 HP, normally aspirated with retractable landing gear.

FAC 5

130 - 179 HP.

LIGHT SPORT

Any Experimental or ASTM compliant light sport aircraft.

UNLIMITED

a displacement greater than 1,000 cubic inches. Class winners in both Fixed and Retractable gear.

SPORT FXT

a 540/550 cubic inch displacement forced induction with Fixed Landing Gear.

SPORT MCT

A division of the Sport Class for the Multi Engine Centerline Thrust Defiant.

FORMULA RG RED

a displacement of 320 cubic inches or less, normally aspirated, with retractable landing gear.

FORMULA RV RED

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

SPRINT

an engine displacement of 240 cubic inches or less, normally aspirated.

TWIN 1

200 to 279 horsepower per engine, normally aspirated

FAC 1 RG

280 HP and above, normally aspirated with retractable landing gear.

FAC 4 FX

200 - 239 HP, normally aspirated with fixed landing gear.

FAC 6

less than 130 HP

MOTORGLIDER LG

glider with self launch capability.

BIPLANE UNLIMITED

two main lifting wings, to include tandem configuration, factory or experimental with 1,000 cubic inches or less.

SPORT FX

a 540/550 cubic inch displacement normally aspirated with Fixed Landing Gear.

ROCKET F1

A division of the Sport Class for the F-1, EVO Rocket, Harmon Rocket II etc. Normally aspirated

FORMULA RV GOLD

Open to any Van's RV-series aircraft powered by an engine over 360 cubic inches, or with forced induction.

FORMULA FX BLUE

a displacement of 360 cubic inches or less, normally aspirated, with at least two fixed landing gear.

TWIN 2

twin-engined aircraft with 200 to 279 HP per engine, normally aspirated.

FAC 2 FX

240-279 horsepower engine, normally aspirated, with fixed landing gear.

FAC 4 RG

180-199 horsepower, normally aspirated with retractable landing gear.

VINTAGE

Includes aircraft manufactured prior to August 31, 1945.



EXPERIMENTAL

Any experimental category aircraft with



PRODUCTION

Any production category aircraft with

✈ EXPERIMENTAL

**RENE
DUGAS**
TURBINE LEGEND

TURBINE

007

The Turbine Legend "007" is one of about 20 flying Turbine 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 350 hours in the plane that was completed in 2007. A new dual Dynon SkyView panel was installed three years ago. It is Dynon's only turbine installation and Rene' and his partner, Lanny Rundell, 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 35 gallons/hr. TAS 270 kts. It climbs at 5500 ft/min and descends even faster. Truly a delightful aircraft to fly. Rene' Dugas is a retired Ear, Nose, & Throat surgeon and commercial, instrument-rated, multiengine CFI-A. Dr. Dugas has been flying for 20 years and has completed 2 experimental aircraft projects-a Velocity XLRG with 185 kts. cruise, and this faster Turbine Legend. Rene' flies for pleasure, as well as a contract commercial charter pilot and Tailwheel / Acro instructor. He races for pleasure and competition. Donna is his wife of 40 years and together they have two children and four grandchildren. Rene' also races in the SARL when possible and enjoys the fellowship of other pilots and racers. He is always happy to share a story or two. As a Cajun ambassador of aviation, he enjoys the camaraderie of aviation and racing, and is a new Texan in the North Dallas area.



REGISTRATION
N95007

TOP SPEED
300+ MPH

RANGE
900 NM

FUEL CAPACITY
140 GAL

ENGINE
WALTERS 601D

HORSEPOWER
730 SHP

2016 AVC SPEED
346.93 MPH

✈ EXPERIMENTAL

**MIKE
PATEY**
TURBULENCE

TURBINE

32

Race #32 is a highly modified, one of kind, Lancair Legacy, its name is "TURBULENCE". This is the 1st Lancair Legacy PT6A that is turbine powered. Last years Airventure, at 850HP continuous cruise power, this plane took first place and the second plane to break 400mph average at a new 19 year record of 438.02mph. Turbulence has a custom built larger tail section that now has 31% more rudder, entire fuselage was wrapped with multiple layers of extra carbon fiber, custom wings and wing tips which are now solid, one peace wings with solid front and a solid reinforced rear spar with an extra 6 layers of carbon added, fuel capacity has now increased from 64 to 175 gallons usable jet A giving it a range of over 1,500 miles. A new, all touch screen, Garmin panel with forward and rear facing cameras as well as flir vision, a taller landing gear including new nose wheel design which is now 16.5" inches farther forward, a 5 blade propeller and completely newly designed, zero drag, fiber optic landing lights. Michael is 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 others. Michael regularly goes up on Search and Rescue call outs in his helicopter. He is a volunteer sheriff, donating his time, chopper, and airplanes to rescue missing victims of cliff falls, avalanches, lost, and capsized craft throughout the Rocky Mountain ranges and lakes. With a true Love for aviation and his fellow aviators, we welcome back Mike Patey and Turbulence race 32.



REGISTRATION
N707MM

TOP SPEED
438 MPH

RANGE
1,600 NM

FUEL CAPACITY
175 GAL

ENGINE
P&W PT-6

HORSEPOWER
850 HP

2016 AVC SPEED
438.02 MPH

✈ EXPERIMENTAL

**MARTY
ABBOTT**
TURBINE LEGEND

TURBINE

104

This Turbine Legend is a carbon fiber dog fighter. It is powered by a souped up Garrett Dash 10 built by Marty and team in Calgary. It will cruise quite nicely at FL200 and 383 KTAS and has been upgraded to full Garmin IFR and ADSB. Marty is a retired Royal Canadian Air Force pilot, and flew a number of airplanes during his career, including his favorite the CF-104 in Germany. His race number is a tribute to his time in the "missile with a man in it". He would claim to be the world's greatest fighter pilot, but does not dare do so with the Viet Nam vets flying in the AVC.



REGISTRATION
C-GUTT

TOP SPEED
460 MPH

RANGE
1,000 NM

FUEL CAPACITY
160 GAL

ENGINE
GARRETT DASH 10

HORSEPOWER
1,200 HP

2016 AVC SPEED
416 MPH

EXPERIMENTAL

**ROBERT
METZLER**
TURBINE VENOM

TURBINE

750

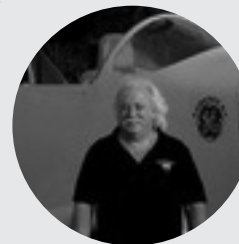
Bob resides in Naples, FL and assembles and builds both the Turbine Legend and VENOM GE aircraft. Bob fell in love with the Turbine Legend kit in 1998 when it first appeared on the cover of Kit Planes magazine. Timing was not right, the idea of a Legend lurked in his memory.

Bob eventually bought one of two existing kits from the owner of the Turbine Legend rights, Lanny Rundell, in December of 2013. In the spring of 2014 Bob reached an agreement to purchase the Turbine Legend company, tooling, inventory, and world rights.

Bob then set out to build his dream airplane, and after 6000 hours his Turbine Legend is flying. Along the way, Bob convinced GE to sell him an engine for the airplane. With a new engine choice, and many significant changes, the Turbine VENOM was born. With pure Turbine Legend bloodlines, and military specs the VENOM has now been certified for Experimental Phase 2 and is exceeding all design goals.

For performance, Bob is seeing 6000 ft per minute at 165-180 KAS, and level cruise of 270 IAS/325 TAS at 10,000 ft. The new oxygen install and advancing past 95% power at higher altitudes should produce some very impressive numbers. With the GE H80 advanced Turbine engine, there is very little loss of power up to 23,000.

Bob says the VENOM makes you look really good flying it. The airplane is very forgiving and acts as a thoroughbred that somehow got on a trail ride. He is looking forward to the first of many AirVenture Cup Races and appreciates having a mentor in Rene Dugas flying his number 007 Turbine Legend.



REGISTRATION
N750GE

TOP SPEED
300+ MPH

RANGE
1,000 NM

FUEL CAPACITY
140 GAL

ENGINE
GE H75

HORSEPOWER
750 HP

**AIRVENTURE
CUP ROOKIE**

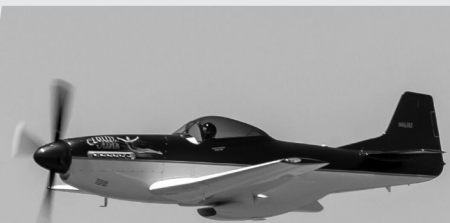
EXPERIMENTAL

**BARRY
WOODS**
THUNDER MUSTANG

UNLIMITED

11

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 the airplane. The P-51 Co. Ltd. Thunder Mustang is a rare aircraft. Not many Thunder Mustangs were manufactured. This aircraft, named Cloud Nine, is a spectacular performer and will be bearing a new paint scheme for AirVenture. Barry has been flying for 54 years. He started flying jets at age 60 and flew them professionally worldwide for 12 years. This will be Barry's 4th AirVenture Cup Race. In the last 3 AVC races Barry has TWO 2nd and 3rd in Class.



REGISTRATION
N463AS

TOP SPEED
390 MPH

RANGE
600 NM

FUEL CAPACITY
102 GAL

ENGINE
FALCONER V12

HORSEPOWER
640 HP

2016 AVC SPEED
337.41 MPH

EXPERIMENTAL

**PAUL & PAM
TACKABURY**
LANCAIR IV

UNLIMITED

T

This Lancair IV was built by Paul Tackabury of Laguna Beach, CA, in just over 6 years. It was first flown in November 2006. Previous to this Lancair IV, Paul built a Long-EZ which he has raced for more than 15 years in various races throughout the western US. Paul is a retired US Air Force test pilot and combat pilot. He holds ratings in single and multi engine airplanes and gliders. His wife of 43 years and co-pilot, Pam, is a private pilot with much experience in the right or back seat depending on the plane they are flying.



REGISTRATION
N94PT

TOP SPEED
275 MPH

RANGE
1,500 NM

FUEL CAPACITY
90 GAL

ENGINE
CONTINENTAL TS10-550

HORSEPOWER
300 HP

2015 AVC SPEED
297.74 MPH

EXPERIMENTAL

**DAVID
GILLESPIE**
CHRISTEN EAGLE

BIPLANE
UNLIMITED

54

Race 54 is owned and flown by Canadian's Dave and Karen Gillespie, high school sweethearts who have been married for 43 years, and are rarely seen apart. Dave is a Marketing Consultant who has been flying for 40 years. He is a Canadian National Sportsman Aerobatic Champion, Glider pilot, and FAI Air Race Pilot. Karen is a retired Canadian Airlines Customer Service Agent who has been flying for 35 years. Dave and Karen spent last summer flying and racing their prototype deHavilland Chipmunk Race #54 in England at special events, celebrating that aircraft's 70th anniversary. The couple flew their first of many trips into EAA Airventure Oshkosh in their Alon Aircoupe in 1979. This is their first Airventure Cup and they are proud to race their aircraft in celebration of the Christen Eagle's 40th Anniversary.



REGISTRATION
C-GDRK

TOP SPEED
184 MPH

RANGE
380 NM

FUEL CAPACITY
25 GAL

ENGINE
LYCOMING AE10-360

HORSEPOWER
200 HP

**AIRVENTURE
CUP ROOKIES**

EXPERIMENTAL

**ANDREW
FINDLAY**
LANCAIR LEGACY

SPORT

30C

Andrew has raced his entire life, downhill skiing, snowmobiles, motorcycles, and now air racing, his competitive nature drives the team to push further while working together to problem solve. His educational background includes a BSME, a MSME, a MBA, and has flown 44 different types of aircraft. He has background in engine development at BRP (Evinrude) and currently works for STIHL Inc. The race team has been built from the network created from the different travels and jobs he has experienced. Overall, it is a team of people who enjoy life and work with a passion.



REGISTRATION
N115YP

TOP SPEED
371 MPH

RANGE
1,000 NM

FUEL CAPACITY
66 GAL

ENGINE
CONTINENTAL TS10-550

HORSEPOWER
350 HP

**AIRVENTURE
CUP ROOKIE**

EXPERIMENTAL

**ALAN
CRAWFORD**
LANCAIR LEGACY

SPORT

32

Alan Crawford, of Lake Buchanan, Texas, has over 51 years of flying experience. He holds an ATP, CFI, CFII, MEI, and Commercial SES ratings. He has logged over 32,000 hours of flight time in various civilian, military, and commercial aircraft. He retired in 2015 after a 34 year career with Southwest Airlines. Alan caught the racing bug in 2008 during the Air Venture Cup Race to Oshkosh. After that, he joined the Sports Air Racing League, competing in air races all over the country. In 2011, he took the Sport Air Racing League National Championship in overall points and First Place in the Sports Class. In December 2011, with his wife Sherri, he competed in the Great Bahamas Air Race, racing the "Out Islands of the Bahamas" for three days, taking First Place in the contest. In 2012, he competed in his first Reno Air Race in the Sport Class and finished 4th in Silver, flying his Lancair Legacy "Spirit of America" and was also awarded "Rookie of the Year". He has since placed 5th in 2013 and 2nd in 2014 at Reno. In 2014, along with several other Reno Racers, flew a mock Reno Air Race at the Oshkosh Air Show.



REGISTRATION
N36XX

TOP SPEED
320 MPH

RANGE
800 NM

FUEL CAPACITY
100 GAL

ENGINE
LYCOMING IO-780

HORSEPOWER
450 HP

2013 AVC SPEED
277.96 MPH

EXPERIMENTAL

**SCOTT
GUSAKOV**
GLASAIR III

SPORT

540

This Glasair III was built in 1990 by Glenn Lawler. Race # 540 is an early model Glasair III that is a product of excellent workmanship and has been optimized for aerobatics. This plane has been 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 three AirVenture Cup Races and several regional SARL races. Scott has plans for it to make its inaugural entry in the National Air Race Championships in Reno, NV, in 2017, schedule permitting. Scott used to fly a Pitts S2B biplane in IAC aerobatic competitions. He won 2002 Intermediate and 2004 Advanced Mid America Championship titles. He has also raced the Glasair III in 2012, 2013, and 2015 AVC races. He won the 2012 SARL Northwoods 100 race, 2013 MERFI race, 2015 Indy Air race, and was first place overall for the 2013 and 2015 Sport Class.



REGISTRATION
N540GL

TOP SPEED
275 MPH

RANGE
1,150 NM

FUEL CAPACITY
67 GAL

ENGINE
LYCOMING IO-540

HORSEPOWER
300 HP

2015 AVC SPEED
253.60 MPH

EXPERIMENTAL

**SHANE
DALY**
LANCAIR LEGACY FG

SPORT - FXT

29

As the owner/president of Innovative Wings, Inc., Shane Daly has built a number of high performance aircraft over the past 17 years. Graduating from SAIT with an Advanced Diploma in aeronautical engineering, Shane has been the driving force behind a number of "one of a kind" aircraft, including the well-known Garrett-powered Turbine Legend. Continuing the theme, Shane is flying a T10-540 350 hp Lancair Legacy FG. The FG was originally built with a 180 HP turbo normalized Lycoming 360, but it was quickly apparent that it was underpowered. The T10-540 engine became available at a price that could not be ignored, so the decision to upgrade was made. With 350 HP, the FG is an absolute blast to fly! Shane's co-pilot is his daughter, Ava. At 14, Ava is very excited about getting her license and seeing where the future may take her.



REGISTRATION
C-FUCR

TOP SPEED
250 MPH

RANGE
500 NM

FUEL CAPACITY
64 GAL

ENGINE
LYCOMING T10-540

HORSEPOWER
350 HP

**AIRVENTURE
CUP ROOKIE**

EXPERIMENTAL

**TONY
CRAWFORD**
QUESTAIR VENTURE

SPORT - FX

9

Tony Crawford is flying a Questair Venture. He began his flying career in 1960, and has been flying ever since. Tony started racing at Reno in 2007 and raced four consecutive years. His best time was 303 mph on the course. Tony's airplane, the Questair Venture, was originally built in 1995. He has owned it since 2003 and has accumulated over 1300 hrs. of flight time.



REGISTRATION
N94Y

TOP SPEED
275 MPH

RANGE
650 NM

FUEL CAPACITY
50 GAL

ENGINE
CONTINENTAL IO-550

HORSEPOWER
300 HP

2016 AVC SPEED
280.39 MPH

EXPERIMENTAL

**BRETT
SCHUCK**
GLASAIR I-TD

SPORT - FX

14

Brett Schuck, a 49 year 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 1134 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 3rd AirVenture Cup race.

* 2016 AirVenture Cup flown in a F1 Rocket.



REGISTRATION
N1360C

TOP SPEED
250 MPH

RANGE
1,000 NM

FUEL CAPACITY
60 GAL

ENGINE
LYCOMING O-540

HORSEPOWER
300 HP

2016 AVC SPEED
243.85 MPH*

EXPERIMENTAL

**KEITH & TIM
PHILLIPS**
SX300

SPORT - SX

10

Race #10 is a Swearingen SX-300, 1 of 3 built by its owner and pilot. Keith Phillips purchased the Kit that would become Race #10 in 1985. This airplane won Best Workmanship Award at Sun N Fun and AirVenture 1999 and currently has over 1,600 hours of flight time. Keith has flown it coast to coast several times and has led 3 groups of SXs to Alaska. Keith has been flying for over 60 years and has raced in all but 1 AirVenture Cup. He is a retired USAF fighter Pilot and has worked as an Aerospace Consultant. Keith is pass president of EAA Chapter 288 in Daytona Beach, FL, and leads the Spruce Creek "Gaggle Flight". Additionally Keith is a former member of the EAA Homebuilt Aircraft Council. Besides the SX-300 he built a Tailwind and a Pitts Model 12. He recently was selected as the recipient of the 2016 Tony Bingelis Award.

Flying with Keith is his #2 son, Tim, a multi AVC race veteran racing with his father in race #10 and has raced with his brother, Mike, in the race #212, model 12 pitts. Tim holds his Private Pilot Single Engine Land rating and has been flying for over 30 years. He has flown many types of aircraft over the years and along with his dad and brother is a Life time EAA member. Tim is an Instructor Loadmaster for L3Com teaching USAF students how to be loadmasters in Altus AFB, OK. He is retired from the USAF and has logged over 5000 flying hours as a C-17/C-5 Loadmaster.



REGISTRATION
N535X

TOP SPEED
300 MPH

RANGE
1,000 NM

FUEL CAPACITY
68 GAL

ENGINE
LYCOMING IO-580

HORSEPOWER
315 HP

2016 AVC SPEED
293.14 MPH

EXPERIMENTAL

**HARRY
HINCKLEY**
SX300

SPORT - SX

30

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 11 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 12th AirVenture Cup Race.



REGISTRATION
N301E

TOP SPEED
300 MPH

RANGE
700 NM

FUEL CAPACITY
66 GAL

ENGINE
LYCOMING IO-580

HORSEPOWER
300+ HP

2016 AVC SPEED
326.91 MPH

✈ EXPERIMENTAL

**JOHN & MELISSA
WILSON**
SX300

SPORT - SX

42

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 ½ 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 4th AirVenture Cup.



REGISTRATION
N42SX

TOP SPEED
300 MPH

RANGE
900 NM

FUEL CAPACITY
77 GAL

ENGINE
LYCOMING IO-540

HORSEPOWER
300 HP

2016 AVC SPEED
283.78 MPH

✈ EXPERIMENTAL

**JIM & GWENN
CIANCI**
SX300

SPORT - SX

60

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 9th appearance in the AirVenture Cup.



REGISTRATION
N6L

TOP SPEED
310 MPH

RANGE
960 NM

FUEL CAPACITY
66 GAL

ENGINE
LYCOMING IO-540

HORSEPOWER
300 HP

2016 AVC SPEED
287.70 MPH

✈ EXPERIMENTAL

**TUCK
MCATEE**
SX300

SPORT - SX

62

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 3rd 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.



REGISTRATION
N58SX

TOP SPEED
330 MPH

RANGE
800 NM

FUEL CAPACITY
64 GAL

ENGINE
LYCOMING IO-580

HORSEPOWER
315 HP

2016 AVC SPEED
293.18 MPH

EXPERIMENTAL

JIM HOYT
SX300

SPORT - SX

89

This plane was built October 1994 by Engineer Gerd B. Bode in Seattle, WA. Jim is the fourth owner and purchased this Swearingen SX 300 in April 2016. He is the newest member of the Spruce Creek SX 300 group with approximately 145 hours in the SX. Looking to the sky at a young age, he first obtained his pilot license when he was 18 years old. He has been flying small and commercial aircraft for 48 years with 41 years of service with American Airline as a pilot. Jim has accumulated over 37,000 hours of flight time and holds several aircraft ratings. In addition to his SX, he has owned a Lake Amphibian EP, a Piper Cub, and a Twin Comanche. His SX is his first experimental airplane. Jim came in 4th place in the 2016 Airventure Race. Since then, this SX has a new Carbon fiber Cowling designed by John Wilson, a new exterior paint job, with a new N number. Jim is looking forward to test the performance of his SX to compare pre and post modifications.



REGISTRATION
N67SX

TOP SPEED
295 MPH

RANGE
850 NM

FUEL CAPACITY
66 GAL

ENGINE
LYCOMING IO-540

HORSEPOWER
300 HP

2016 AVC SPEED
297.41 MPH

EXPERIMENTAL

HARRY MANVEL
RUTAN DEFIANT

SPORT - MCT

21

Harry Manvel will be flying his Rutan Defiant in his fifth AirVenture Cup. Harry has his multi-instrument rating and his seaplane rating. 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 (further 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, 2015 and 2016, when his average speed was 232.93 mph. Harry began construction of the Defiant in 1985; his first flight was in 2000, and he won outstanding workmanship at AirVenture 2001.



REGISTRATION
N2HM

TOP SPEED
220 MPH

RANGE
1,200 NM

FUEL CAPACITY
118 GAL

ENGINE
2X TITAN X-320

HORSEPOWER
167 HP

2016 AVC SPEED
236.37 MPH

EXPERIMENTAL

JIM & JAN RODRIAN
RUTAN DEFIANT

SPORT - MCT

403

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 Elsyn, 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 wife, Jan, who has been his co-pilot and navigator since completion of Phase 1 flight testing in 2010.

Jan's enthusiasm for Defiant travel includes flights to visit family, AirVenture Cup, and Defiant fly-ins, including last year's flight to the Bahamas.



REGISTRATION
N403R

TOP SPEED
210 MPH

RANGE
985 NM

FUEL CAPACITY
104 GAL

ENGINE
2LYCOMING O-360

HORSEPOWER
2X 180 HP

2016 AVC SPEED
227.14 MPH

EXPERIMENTAL

**WAYNE
HADATH**
ROCKET F1

ROCKET F1

14A

Race #14A is currently ranked the Fastest Rocket in the Known Universe for 2016. Wayne has been a private pilot since 1990, 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, and a Pitts S2E.



REGISTRATION
CFAUH

TOP SPEED
245 MPH

RANGE
1,000 NM

FUEL CAPACITY
52 GAL

ENGINE
LYCOMING IO-540

HORSEPOWER
260 HP

2016 AVC SPEED
268.08 MPH

EXPERIMENTAL

**JOHN
ANDERSEN**
ROCKET F1

ROCKET F1

39

Race #39 is an F1 Rocket built by John Andersen of Kenosha, WI, over a six-year period. It was first flown on the 103rd Anniversary of Powered Flight; the airplane was built completely stock, per the plans. The project was started in John'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, John sat in the cockpit and like every homebuilder, made airplane noises as he was pulled by a vehicle to the airport, three miles away. This year will mark 11 years of flying his machine and also taking it to Oshkosh for the fly-in. This year at Oshkosh will mark that John has attended 41 years in a row! This past year, John did a few upgrades to his machine in the flight deck department by adding a GRT Hrx display and installing autopilot servos. John is a corporate/charter/air ambulance pilot, and is also rated as a Flight Instructor. He also jokes and says he has a "real job," being an IT director for the company for which he works. This will be John's 7th AirVenture Cup Race.



REGISTRATION
N39EJ

TOP SPEED
250 MPH

RANGE
800 NM

FUEL CAPACITY
52 GAL

ENGINE
LYCOMING IO-540

HORSEPOWER
260 HP

2016 AVC SPEED
244.43 MPH

EXPERIMENTAL

**MARK
QUINN**
LANCAIR 360

FORMULA
RG
BLUE

38

Race #38 was built on the weekends over a period of 8 1/2 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 9th AirVenture Cup.



REGISTRATION
N3QU

TOP SPEED
265 MPH

RANGE
1,000 NM

FUEL CAPACITY
55 GAL

ENGINE
LYCOMING IO-360

HORSEPOWER
180+ HP

2016 AVC SPEED
264.46 MPH

EXPERIMENTAL

**JOE & EILEEN
CZABARANEK**
LANCAIR 360

FORMULA
RG
BLUE

96

This Lancair 360 is flown by Joseph and Eileen Czabaranek. It was built by Roger Helmer of Erie, CO and first flown in 2003. Since 2011 the Czabaraneks have enjoyed the efficiency and speed of this little aircraft, using it to travel between Wright Patterson AFB, OH and Eglin AFB, FL in well under three hours and once completing a round trip from KFFO (Huffman Prairie) and KFFA (Kitty Hawk) on a single tank of gas. They've visited the Bahamas on several occasions and often use the plane to escape North Florida for rougher terrain to the North & West. Joseph is an aeronautical engineer serving in the USAF at Hill AFB, UT, and Eileen is a PC-12 instructor pilot at Hurlburt Field, FL and a First Officer with Delta Airlines. This will be their 1st AirVenture Cup together. Joseph is currently building a Lancair IV and they both look forward to many years of fun with this community.



REGISTRATION
N424DH

TOP SPEED
244 MPH

RANGE
1,300 NM

FUEL CAPACITY
52 GAL

ENGINE
LYCOMING IO-360

HORSEPOWER
195 HP

**AIRVENTURE
CUP ROOKIES**

EXPERIMENTAL

**DAVID & ALI
NELSON**
VELOCITY STD-RG

FORMULA
RG
BLUE

222

Dave Nelson completed his Velocity STD-RG in 1997, and has flown it for over 1400 hours. This is his second canard, the first being an ugly, heavy, Varieze completed in the early 80's and flown all over the country (i.e., don't ever give up! No matter what your project is, it'll be FUN!). While he's also participated in several other Cozy and canard type projects, his own third, a past Wright Brothers Award winning Long-eze is under refurbishment in his shop.

Dave is a washed up (i.e., retired) Engineer and Engineering manager with 34+ years in microelectronics development and production at IBM. His copilot and wife, Ali, is "all-in" when it comes to flying adventures, and while she's making Dave's life perfect (by continuing to work and bring home the bacon), she is always up for the next trip!



REGISTRATION
N22DN

TOP SPEED
220 MPH

RANGE
1,000 NM

FUEL CAPACITY
60 GAL

ENGINE
LYCOMING IO-360

HORSEPOWER
200 HP

2015 AVC SPEED
209.94 MPH

EXPERIMENTAL

**CHRIS & EVELYN
KYLER**
GLASAIR II RG

FORMULA
RG
BLUE

465

Race #465 is a Glasair 2RG built by Bill Dunbar in 1995. It won Reserve Grand Champion at Sun-n-Fun in 1995 and Champion Kitbuilt at Oshkosh in 1996. Race 465 is owned by Chris Kyler, a retired major from the US Marine Corps. Chris flew the AV8B Harrier and the T-45 Goshawk while serving. Currently he is a Contract Maintenance Test Pilot for the U.S. Navy flying the T-45 Goshawk. Flying co-pilot is his wife, Evelyn. She is a Speech-Pathologist. Chris and Evelyn have been married for 29 years and have 2 children and 2 grandchildren.



REGISTRATION
N465

TOP SPEED
220 MPH

RANGE
650 NM

FUEL CAPACITY
49 GAL

ENGINE
LYCOMING IO-360

HORSEPOWER
180 HP

2014 AVC SPEED
207.41 MPH

EXPERIMENTAL

**CRAIG
SCHULZE**
LANCAIR 360

FORMULA
RG
BLUE

777

Craig Schulze is an extreme aviation enthusiast; his blood cells are actually airplane shaped. He has been building model airplanes since he was 3 and got his first flight when he was 6. Craig holds an Instrument / Commercial rating and a LOA for the L39. At the controls of Race #777 Craig will be flying his 2008 EAA Oshkosh Grand Champion winner in his 8th Air Venture Cup race. Craig is an avid Lancair builder and has built / restored several other Lancair 360 aircraft. Craig will be arriving to the race in air conditioned comfort in probably the only Lancair 360 equipped with AC. In the interest of maximum speed however the ac will be off during the race.



REGISTRATION
N73S

TOP SPEED
275 MPH

RANGE
1,100 NM

FUEL CAPACITY
44 GAL

ENGINE
LYCOMING IO-360

HORSEPOWER
200 HP

2016 AVC SPEED
258.89 MPH

EXPERIMENTAL

**BOB
JAMES**
LANCAIR 320

FORMULA
RG
RED

24

Flying this award winning Lancair 320 is Bob James. This aircraft was completed in 1999 after seven years and 6,000 hours of labor. Since its completion, it has won Champion Kit awards at AirVenture 1999 and Arlington 2000. In addition to workmanship awards, Bob and the Lancair hold two world speed records set 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 3,500 hours of flight experience. He is a retired Chief Human Resources Officer for a Fortune 300 company and currently does consulting on leadership development and executive coaching. This is Bob's fourth AirVenture Cup; in the three previous races he took First Place in the Formula RG Red class and set a class record of 238.04 in 2014, and another class record of 241.60 in 2016.



REGISTRATION
N324C

TOP SPEED
235 MPH

RANGE
850 NM

FUEL CAPACITY
42 GAL

ENGINE
LYCOMING IO-320

HORSEPOWER
160 HP

2016 AVC SPEED
241.60 MPH

EXPERIMENTAL

**LES
BURRIL**
MUSTANG 2

FORMULA
RG
RED

211

Les is a retired police officer (US Forest Service) and has a little over 1,600 hours of flight time. He received his instrument rating in a Mustang II and his wife routinely flies with him on trips (mostly around the south). Les has flown the RatRod and the Mustang II in Sport Air Race events in TX, AL, TN, IL, FL and OH, and has flown into AirVenture several times.

* 2015 AirVenture Cup flown in Midget Mustang called the "RatRod."



REGISTRATION
N13GL

TOP SPEED
195 MPH

RANGE
500 NM

FUEL CAPACITY
26 GAL

ENGINE
LYCOMING IO-320

HORSEPOWER
160 HP

2014 AVC SPEED
202.43 MPH*

EXPERIMENTAL

**JEFF
BARNES**
RV-6

FORMULA
RV
GOLD

411

Pilot Jeff Barnes has three AVC Firsts, two Seconds, and one Third place in the RV-Blue and RV-Gold classes. Race 411 is the fastest RV-6 in the Sport Air Race League (www.sportairrace.org) with a top race speed of 243.42 mph; is the SARL National Gold Champion for 2013, 2014 and 2015, and Silver champion for 2016. Race 411 was built by Don Wentz of Scappoose OR and is lovingly crewed by Willie Morgan and John Andersen of Kenosha WI.

Race 411 has traveled to all US States except Hawaii and has covered Alaska, most Canadian provinces, Mexico and the Bahamas. Jeff is a former EAA Chapter 414 President and has flown over 1070 Young Eagles.



REGISTRATION
N790DW

TOP SPEED
243 MPH

RANGE
700 NM

FUEL CAPACITY
38 GAL

ENGINE
LYCOMING O-360

HORSEPOWER
180+ HP

2016 AVC SPEED
231.41 MPH

EXPERIMENTAL

**DAVE & DIANE
ANDERS**
RV-4

FORMULA
RV
GOLD

4

They built their RV-4 over a period of five years and seven months, and it first flew in 1991. It now has over 2500 hours and has taken David's wife, who is also a pilot, and him over 500,000 miles. Since its completion, it has won the following awards: Kit Built Champion Oskhosh 1991, Reserve Grand Champion Oshosh 1992, and the Wright Brothers Award Daton, OH in 1993. It also set and still holds the world's record in the Triaviathon in Santa Rosa in Apr. 2000 and finished Second in the Personal Air Vehicle Challenge in 2007. David is a retired dentist and his wife is a retired hygienist. Although his education is in dentistry, David's avocation has been aviation and, in specific, improving his RVs performance. The top race speed it has achieved in a 100 mile closed lap course was 264 mph, and its maximum fuel economy is 45.1 mpg at 167 mph TAS at 17500 feet. This incredible little plane has taken them from the Arctic Circle to the Bahamas, to Key West, to Barr Harbor Maine, and everywhere in between. It's an amazing time capsule.



REGISTRATION
N230A

TOP SPEED
240 MPH

RANGE
1,000 NM

FUEL CAPACITY
32 GAL

ENGINE
LYCOMING IO-360

HORSEPOWER
190 HP

2010 AVC SPEED
240.58 MPH

EXPERIMENTAL

**ALAN
CARROLL**
RV-8

FORMULA
RV
BLUE

12

N12AC had its 1st flight on May 16, 2005 after Alan Carroll spent 8 1/2 years building it. A 1st time project, it has accumulated approximately 1,000 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 main 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. This is Alan's 10th AirVenture Cup and he has also competed in several SARL races.



REGISTRATION
N12AC

TOP SPEED
230 MPH

RANGE
800 NM

FUEL CAPACITY
42 GAL

ENGINE
LYCOMING O-360

HORSEPOWER
180 HP

2016 AVC SPEED
227.50 MPH

EXPERIMENTAL

JON ROSS
RV-8

FORMULA
RV
BLUE

27

Jon is a retired corporate pilot and an AirVenture Cup Race Veteran. His RV-8 was completed in 2004, and is powered by a Lycoming O-360 parallel valve engine equipped with 8.5/1 pistons and Airflow Performance fuel injection. Jon has not raced in several years, so he is anxious to rejoin the race and participate with old friends. He normally races alone because his beautiful wife a Tricia prefers to travel to Oshkosh on the airline rather than look at the back of his head on the way to Oshkosh in the RV-8. Jon spends most of his time these days as a practicing FAA DAR licensing all sorts of aircraft and products. He enjoys meeting most people in the aviation community and find that work as a DAR is both fun and challenging.



REGISTRATION
N207RV

TOP SPEED
230 MPH

RANGE
750 NM

FUEL CAPACITY
41 GAL

ENGINE
LYCOMING O-360

HORSEPOWER
180 HP

2013 AVC SPEED
217.74 MPH

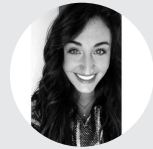
EXPERIMENTAL

TIM & CARLEY HARDAGE
RV-4

FORMULA
RV
BLUE

48

This RV-4 is entered by the father daughter team of Tim and Carley Hardage of Texas. It was built by James Robinson of North Hollywood, California and first flown in 1999. Tim Hardage received his private pilot license at the age of 19. In the years that followed, he obtained his commercial, instrument, multi engine, ATP, and a Citation 500 series type rating with single pilot waiver. Aviation has been a basis for most all of his professional career, which included owning, operating, and flying for the family crop dusting business for several years before selling it and purchasing two competing FBOs on his home airport and combining them into one. His wife, Stacie, continues to run the FBO which includes a maintenance shop, line service, and hangar rental. Tim is now CEO of a six store ag equipment dealership and flies their Citation II on business. Tim raced a Wittman Tailwind in the SARL during the 2010 racing season. He is involved in several civic organizations and serves on several local boards as well. Tim is a life member of the American Bonanza Society, AOPA, and the EAA. Tim currently owns a King Air E-90 as well as the RV-4 he and his youngest daughter, Carley, are running in the Airventure Cup Race.



Carley Hardage is the younger of two daughters to Stacie and Tim Hardage. She took her first airplane ride at eight days old and has been flying with her dad ever since. Carley is a senior at Wayland Baptist University in Plainview, Texas, where she is majoring in Exercise and Sport Science and minoring in Business Administration. She is involved in a variety of activities including the Honors program, President's Ambassadors, and other academic clubs. Upon graduation in May of 2018, Carley plans to continue her education and pursue a doctoral degree in Physical Therapy.

REGISTRATION
N1FN

TOP SPEED
210 MPH

RANGE
800 NM

FUEL CAPACITY
48 GAL

ENGINE
LYCOMING O-360

HORSEPOWER
180 HP

AIRVENTURE CUP ROOKIES

EXPERIMENTAL

SCOTT JORDAN & EJ BERGMANN
RV-8

FORMULA
RV
BLUE

56

Scott Jordan has been flying since 1973, earning his Private Pilot certificate before graduating from high school. He spent eight years in the Air Force, flying the B-52 and B-1 and is now a corporate pilot.

Scott built N733JJ, a Vans RV-8, over a 4 1/2 year period with the first flight in 2001. Scott flew the plane in several AirVenture Cup races in the early 2000's, a consistent podium finisher. The plane is a stock Aircraft with 180HP and full inverted systems. After 16 years and over 1100 hours the plane, N733JJ is now undergoing an extensive restoration.

EJ Bergmann is a recent High School graduate and student pilot. He will be attending Dutchess County Community College in New York in the fall. EJ plans to be a career pilot and have a dual major of Aviation science and Aviation Management.



REGISTRATION
N733JJ

TOP SPEED
230 MPH

RANGE
750 NM

FUEL CAPACITY
42 GAL

ENGINE
LYCOMING IO-360

HORSEPOWER
180 HP

2007 AVC SPEED
212.72 MPH

EXPERIMENTAL

**JIM HUFF
& TREVOR SMITH**
RV-6

FORMULA
RV
BLUE

77

This RV-6 is flown by the team of Jim Huff and Trevor Smith. This RV was built in Texas by Cecil Mc Ree and was 1st flown in 1997. Featuring a permanent auxiliary fuel tank adding 20 gallons of fuel, this aircraft is well equipped for competitive cross country racing. Jim is an AirVenture Cup veteran. He is an ATP rated pilot of 60 years who has raced a Bonanza in the SARL Production classes for 6 years, and also participated in the Great Cross Country air races. His aviation background is varied and included operating an FBO and commuter airline. Co-pilot Trevor Smith is a private pilot, owns a Cessna Aerobat and Beech Bonanza, recently earned a rotorcraft rating, and is the proprietor of Tech Aero Avionics.



REGISTRATION
N139TX

TOP SPEED
200 MPH

RANGE
1,000 NM

FUEL CAPACITY
58 GAL

ENGINE
LYCOMING O-360

HORSEPOWER
180 HP

2014 AVC SPEED
204.74 MPH

EXPERIMENTAL

**ANDREA GAMBUSERA
& DAVE HENNING**
RV-8

FORMULA
RV
BLUE

468

Andrea started getting in love with aerial sports over 20 years ago, by flying unpowered paragliders, mostly on the Alps in Italy, where he comes from.

In 2012, he started flying ULM aircraft first, then GA and experimental aircraft. In 2016 he became owner, pilot and maintainer of a Van's RV10, one of the three currently flying in Italy. He flew about 600 hours in these 5 years.

Dave resides at the Spruce Creek Fly-In, home to the Daytona Beach, FL. EAA chapter 288, and enjoys the year-round weather and activities i.e. the S.C.Gaggle, flying his Super Decathlon, call sign "Super Dave." When at work, he's flying boxes on the dark side of the clock, AKA "Freight Dog."

Dave is a prior AVC participant, having crewed in a neighbor's SX300, an RV7, and last year's race in his brother's Thunder Luscombe. He's found that it's a great fun way to get to OSH. ATP, CFII-MEI, AGI, FE, A&P Total time: Yes.... mostly night.



REGISTRATION
N468AG

TOP SPEED
221 MPH

RANGE
780 NM

FUEL CAPACITY
42 GAL

ENGINE
LYCOMING IO-360

HORSEPOWER
200 HP

**AIRVENTURE
CUP ROOKIE**

EXPERIMENTAL

**SCOTT
ROZE**
RV-7

FORMULA
RV
BLUE

483

Scott's RV-7 was built by Nick Samela and finished in 2008. Scott has owned the airplane for two and a half years. Scott has previously owned a Citabria and Cherokee 235 and finds the RV-7 to be the most fun. He has been flying personally and professionally for 43 years.



REGISTRATION
N483CT

TOP SPEED
200 MPH

RANGE
775 NM

FUEL CAPACITY
42 GAL

ENGINE
MATTITUCK IO-360

HORSEPOWER
180 HP

2016 AVC SPEED
209.43 MPH

✈ EXPERIMENTAL

**JOHN & PATTI
STAHR**
RV-8

FORMULA
RV
BLUE

707

John has been a pilot since 1991, flying a Cessna 172 until just before N707AA was ready for flight. He acquired a partially completed RV-8 project in 2007 and flew it for the first time in the late spring of 2012. Before she flew, the American Angel was on display in the spring of 2011 as a flyin' hot rod at both the Eugene and Portland, Oregon Roadster Shows. Awards include: 2011 Outstanding Paint & Outstanding Display, Portland Roadster Show, 2012 Bronze Lindy - Kit Built at OSH, 2013 Reserve Grand Champion - Kit Built at Arlington.

A professional artist, designer and illustrator since 1978, John is the designer of this year's race program cover art. As owner of Stahr Design and Artistic Aviation in Eugene, OR, John's 35 plus years of creating large scale, high end vehicle graphic design has created an industry wide influence from coast to coast. He now applies his artistic talent and expertise to creating outstanding custom aircraft visual design. He is an Artist Member of the American Society of Aviation Artists (ASAA) and graduate of the Ringling College of Art and Design in Sarasota, Florida. His career as an artist led to his best day of flying in 1993 - the back seat of Blue Angel #7! His second best day of flying was taking their American Angel to the skies for her maiden flight.

John's GIB (girl-in-back) is his wife, Patti, an excellent navigator. They attended a great forum at Sun-n-Fun 2017 about the race to OSH, which inspired their participation this summer. 2017 marks the Angel's sixth flight from Oregon to OSH - first year participating in the race, and they are excited to be here!



REGISTRATION
N707AA

TOP SPEED
195 MPH

RANGE
1,200 NM

FUEL CAPACITY
58 GAL

ENGINE
LYCOMING O-360

HORSEPOWER
180 HP

**AIRVENTURE
CUP ROOKIES**

✈ EXPERIMENTAL

**PETER
FONTAINE**
RV-8

FORMULA
RV
BLUE

844

Biography unavailable at press time.



REGISTRATION
N844P

TOP SPEED
195 MPH

RANGE
1,200 NM

FUEL CAPACITY
58 GAL

ENGINE
LYCOMING O-360

HORSEPOWER
180 HP

**AIRVENTURE
CUP ROOKIE**

✈ EXPERIMENTAL

**KEVIN PHELPS
& DAVID WALSH**
RV-7A

FORMULA
RV
BLUE

Pi

Flying race # Pi (3.14 for you non-math folks reading this) this year is David Walsh and Kevin Phelps. Race Pi is a Vans RV-7A built by Dave Walsh, Kevin Phelps, and John Thielges over a seven year period. The airplane's first flight was December 17, 2011 (two other guys flew on this same date 108 years earlier) and so far has made five trips to AirVenture. Kevin holds an ATP, is a former Part 135 instructor/check-airman, and is an active flight instructor. Flying co-pilot with Kevin is Dave Walsh. Dave has been flying since college, and is a CFI in both Rotorcraft and ASEL/AMEL; he also holds seaplane ratings. Both Kevin and Dave work for Sikorsky Aircraft. The AirVenture Cup is the one aviation event they look forward to each year. This will be the fifth year in the AirVenture Cup for this team.



REGISTRATION
N782WP

TOP SPEED
195 MPH

RANGE
700 NM

FUEL CAPACITY
42 GAL

ENGINE
LYCOMING O-360

HORSEPOWER
180 HP

2016 AVC SPEED
211.52 MPH

EXPERIMENTAL

**GLENN PARINGER
& BEN GULTCH**
RV-6

FORMULA
RV
RED

168

RV N68EM was built by Ed Pfau in 1996. Glenn purchased it from Ed in March of 2012. Ed has since "gone west" shortly after the purchase. The Lycoming IO-320 engine was built by Ly-Con and has been trouble free. The propeller is fixed pitch. The airframe and engine have about 650 hours. This is the second AVC event for both Glenn and the aircraft.

Glenn earned his private license at Capital Drive Airport in 1974, built a hangar at Hartford Municipal airport (KHXF), and currently owns the RV6 and a Cessna 140.

Copilot, Ben Gultch, is inches away from getting his private license out of West Bend KETB and may have earned it by race time. Ben recently graduated from college (Platteville, WI) and works in the field of Geographical mapping which includes flying drones. Ben's dad, Dale, is a pilot, owns a hanger at Hartford (KHXF), a C172, C170B, and is currently restoring an Aeronca Champ.



REGISTRATION
N68EM

TOP SPEED
190 MPH

RANGE
600 NM

FUEL CAPACITY
38 GAL

ENGINE
LYCOMING O-320

HORSEPOWER
160 HP

2016 AVC SPEED
206.54 MPH

EXPERIMENTAL

**JEFF & KAELYN
LANGE**
RV-6

FORMULA
RV
RED

647

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.

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.

*2016 AirVenture Cup flown in a Sonerai.



REGISTRATION
N2733J

TOP SPEED
200 MPH

RANGE
500 NM

FUEL CAPACITY
38 GAL

ENGINE
LYCOMING O-320

HORSEPOWER
160 HP

2016 AVC SPEED
192.11 MPH*

EXPERIMENTAL

**PAT
PFAFFLE**
RV-6

FORMULA
RV
RED

P2

N641RM is an RV-6 designed by Richard "Van" Van Grunsven and built from a quick build 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 has less than 500 hours on it. 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 500+ hours of flight experience, most of that in the Ercoupe. He looks forward to expanding his flying abilities with the RV-6.



REGISTRATION
N641RM

TOP SPEED
210 MPH

RANGE
800 NM

FUEL CAPACITY
38 GAL

ENGINE
LYCOMING O-320

HORSEPOWER
160 HP

2016 AVC SPEED
194.55 MPH*

EXPERIMENTAL

**JOE
CORAGGIO**
GARAGGIO EZ

FORMULA
FX
BLUE

61

Race 61 is a modified Long Ez called the Garaggio Ez. Of the many modifications, most notable are blend-winglets, O-360 powerplant, long nose, and custom cowl with belly NACA induction and armpit cooling. The airplane took 7.5 years to build starting from an abandoned project. The airplane was built knowing it was to fly in the AirVenture Cup, so attention was given to making it fast. The airplane is named Betty.

Betty had her first flight Nov 2, 2015 and the phase 1 flight testing was flown (without heat) in Minneapolis between Nov and February. After phase 1, Betty and Joe have been on their victory tour. They have already flown over 3,500 miles together with the major stops in Ft. Worth, Phoenix, Mojave, Denver, and Oshkosh. The highlight of the victory tour was when Joe got to give his 89 year old grandfather a ride in Betty. Followed closely by winning an award at the Mojave Experimental Fly In for "Best Build." Last year Betty and Joe made it to Oshkosh prior to the AirVenture Cup and due to a mechanical couldn't race.

Joe has been a pilot for over 20 years. He got his start young at the age of 12 when AirVenture Cup Founders/volunteers Eric Whyte, Erik Anderson, and Ken Whyte were running an aviation day camp for kids and he got his first Young Eagle ride. Since then he has become an Airline Transport Pilot flying the Airbus 320 series for a major US airline. This will be Joe's first race as a racer, he has been on the race staff since 1998.



REGISTRATION
N1614J

TOP SPEED
225 MPH

RANGE
1,000 NM

FUEL CAPACITY
56 GAL

ENGINE
LYCOMING O-360

HORSEPOWER
180 HP

**AIRVENTURE
CUP ROOKIE**

EXPERIMENTAL

**STEVE
HAMMER**
GLASAIR ITD

FORMULA
FX
BLUE

73

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 six years, flew for Delta Airlines for 24.5 years and has recently retired from Air Tran after 10+ 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.



REGISTRATION
N73SH

TOP SPEED
250 MPH

RANGE
1,000 NM

FUEL CAPACITY
44 GAL

ENGINE
LYCOMING IO-360

HORSEPOWER
180+ HP

2016 AVC SPEED
255.67 MPH

EXPERIMENTAL

**BRUCE
HAMMER**
GLASAIR ITD

FORMULA
FX
BLUE

91

Bruce built this Glasair over a 3 year period and has not stopped working on changing and trying different mods to increase speed and utility.

Glasair built many different models; Bruce was lucky enough to start out with the original TD-1: the first Glasair TD-1 is the smallest and has the least drag of all the fixed gear models. With close detail to gear leg fairings, wheel pants, cowling design, cooling drag, air gap seals, the proper prop (after 12 props in 18 years, he is running a Catto 66" x 92" pitch), and a lot of testing, Bruce was able to increase the top speed from 220 MPH to 268 MPH. In March of 2006, Bruce set a new World Transcontinental Speed Record in the C-1.b class flying nonstop from San Diego, CA to Jacksonville, FL between 17,000- 21,000 ft; time was 8 hours, 5 mins, 21 sec with an average speed of 258.27 MPH. Bruce is on year 41 of flying helicopters in the Gulf of Mexico with Petroleum Helicopters, Inc. servicing the offshore oil platforms, and currently flies the S-76 and the AW-139. Bruce has only missed the first two AVC races. Bruce is as excited about this race as his very first AVC back in 2000!

Currently, Bruce is working on a supercharger installation and a Catto three-bladed prop to attempt another Transcontinental record next spring.



REGISTRATION
N91LH

TOP SPEED
268 MPH

RANGE
1,800 NM

FUEL CAPACITY
75 GAL

ENGINE
LYCOMING O-360

HORSEPOWER
180+ HP

2016 AVC SPEED
284.19 MPH

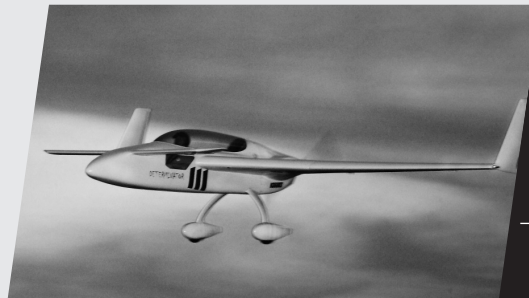
✈ EXPERIMENTAL

**KLAUS SAVIER &
JENNY TACKABURY**
LONG EZ

FORMULA
FX
BLUE

111

This Long EZ was built by Klaus Savier of Santa Paula, CA over a 27 year period. It has a Dual Light Speed Engineering Plasma III CDI Electronic Ignition (designed by the builder) and a high pressure, timed sequential, electronic fuel injection. Klaus has built his aviation career on speed and efficiency. He holds 3 FAI world speed records and has won more than 35 race competitions. In 1985, Klaus founded Light Speed Engineering- pioneering the development of electronic ignition and speed modifications for experimental aircraft. His co-pilot, Jenny Tackabury, was raised in a flying family (her parents are racing in the Unlimited category) and has attended and crewed in rallies and races since her childhood.



REGISTRATION
N360KS

TOP SPEED
265 MPH

RANGE
1,200 NM

FUEL CAPACITY
48 GAL

ENGINE
LYCOMING O-360

HORSEPOWER
230 HP

2016 AVC SPEED
279.39 MPH

✈ EXPERIMENTAL

**MATT & EVAN
BUNCH**
COZY MKIV

FORMULA
FX
BLUE

498

Matt Bunch bought this flying Cozy MKIV in 2009. The designer is Nat Puffer. His Cozy was built by Gary Juergens from Sullivan, MO, in 2000. Matt completely rebuilt it in 2009-2013 with a new FW stainless steel aft, overhauled Lycoming O-360-A4M with Silver Hawk fuel injection, Lightspeed electronic ignition, 9:1 pistons, with a new 'glass' carbon fiber instrument panel with Dynon Skyview Touch, 2 axis AP, Garmin's GNC-300-XL IFR approach with CDI, coupled to AP, and baggage pods with carbon fiber Hershey Kiss Spinner. Matt has flown the Cozy to KY, MI, MO, WI, OH, IL, IN, NC, FL, GA, TN, and the Great Exuma Islands in the Bahamas, which is across the street from Cuba. This is Matt's second experimental airplane. He built his first, which was a Cozy III built from plans. He has 400+ hours in the Cozy (600 total). He was a guest speaker at OSH 2013 at the Cozy Forum.



REGISTRATION
N9825W

TOP SPEED
230 MPH

RANGE
1,000 NM

FUEL CAPACITY
50 GAL

ENGINE
LYCOMING O-360

HORSEPOWER
180 HP

**AIRVENTURE
CUP ROOKIES**

✈ EXPERIMENTAL

**JERRY
PECK**
LONG EZ

FORMULA
FX
RED

3

This will be Jerry Peck's third time flying in the AirVenture Cup - this year with his Long EZ, race #3. While the airplane was built 'mostly stock' in his basement and garage, its workmanship has made it a stand out, having won numerous Grand Champion, Lindy and local awards. Jerry has incorporated a few modifications including a ram air box, engine cooling modifications, a wider fuselage for more shoulder room, high compression pistons, more efficient wheel pants and gear fairings and adding a "Silver Bullet" prop. In addition to the Long EZ Jerry has also built an Onan powered Quickie, and is currently building a GP4. Jerry has been a private pilot since 1973, and has flown the Long EZ on many long trips from his home airport in Kansas, but even so, he says flying in the AirVenture Cup has been on his bucket list for some time.

*In the 2014 race this Long Ez was equipped with a Lycoming O-235.



REGISTRATION
N12NC

TOP SPEED
180 MPH

RANGE
1,285 NM

FUEL CAPACITY
50 GAL

ENGINE
LYCOMING O-320

HORSEPOWER
160 HP

2014 AVC SPEED
190.93 MPH*

✈ EXPERIMENTAL

**BEN & DENISE
MITCHELL**
LONG EZ

FORMULA
FX
RED

41

This Long EZ was built by Daniel Wagner of Illinois in 1992. Ben purchased the aircraft shortly after graduating college in 2011. It was a flying aircraft when purchased, but quickly underwent a few upgrades. The original engine and propeller configuration were swapped for the larger O-320 and a Hertzler propeller; additionally electronic ignition and an upgraded panel were installed. The aircraft has a real-time horsepower instrumentation system to quantify a variety of engine and aerodynamic upgrades. This year is going to be Ben's second Airventure Cup race. This will be the first race with his wife and copilot, Denise. The plane has not had any significant mods, but they are looking to have a lot of fun racing.



REGISTRATION
N989DW

TOP SPEED
226 MPH

RANGE
1,400 NM

FUEL CAPACITY
44 GAL

ENGINE
LYCOMING O-320

HORSEPOWER
160 HP

2016 AVC SPEED
218.22 MPH

✈ EXPERIMENTAL

**JEFF
MALLIA**
COZY III

FORMULA
FX
RED

46

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 Fight Instructor specializing in Air Combat, Weapons, Delivery and Carrier Qualification. He is currently a principal in Northeast Aviation & Marine, a family-owned insurance brokerage specializing in aviation risks. Following his naval service, Jeff joined EAA and built his Cozy with his father, also a former Naval Aviator. This is Jeff's 11th AirVenture Cup and 18th year at AirVenture.



REGISTRATION
N46WM

TOP SPEED
237.47 MPH

RANGE
1,000 NM

FUEL CAPACITY
50 GAL

ENGINE
LYCOMING O-320

HORSEPOWER
160 HP

2016 AVC SPEED
238.13 MPH

✈ EXPERIMENTAL

**DOUG
KOURI**
LONG EZ

FORMULA
FX
RED

51

Doug Kouri has been flying his LongEZ since 1991 and has made countless modifications over the years. Currently, a fresh paint job is being done on the fuselage in hopes of looking nicer and flying a little faster. The LongEZ has flown Doug countless times across the country: from Montauk Pt, NY to San Diego, from Seattle to Key West, and points between. Doug is based in Romeo, MI D98. He considers it his efficient time machine. With Light Speed Engineering dual ignitions, it will cruise along at 180 mph sipping 5.2 gph, an EZ way to get from D98 to Denver to have dinner with his siblings. Doug is self-employed and lives on 11 acres in Ray Twp near D98. His Kubota tractor, ATV, and ZTR mower keep him busy with maintenance (his wife Michelle does all the mowing, lucky guy).



REGISTRATION
N3260K

TOP SPEED
224 MPH

RANGE
1,200 NM

FUEL CAPACITY
50 GAL

ENGINE
LYCOMING O-320

HORSEPOWER
168 HP

2016 AVC SPEED
218.09 MPH

✈ EXPERIMENTAL

**JAY
SKOVBJERG**
COZY III

FORMULA
FX
RED

65

N655DK is built by Jay and first flew in January of 1999. It now has accumulated over 1,000 airborne hours flying to destinations from La Paz in Mexico, First Flight NC and Nome AK. Aircraft efficiency and speed became a passion early on, spurred by inspirations of fellow fliers from the canard community, and the aircraft has undergone a plethora of modifications aiming at increased efficiency and top speed.

This will be the 3rd AirVenture Cup Race after having enjoyed the Centennial two-day race in 2003 and then the 2005 race. Jay is looking forward to coming back and meeting a new crowd of speed enthusiasts.



REGISTRATION
N655DK

TOP SPEED
214 MPH

RANGE
1,000 NM

FUEL CAPACITY
45 GAL

ENGINE
LYCOMING O-320

HORSEPOWER
160 HP

2005 AVC SPEED
197.07 MPH

✈ EXPERIMENTAL

**RICH LAMB
& AIDYN WALSH**
LONG EZ

FORMULA
FX
RED

93

Race # 93 is a Long EZ based in Stuart, FL. It was built by Tim Trainer and Rich Lamb. No stranger to strange aircraft, Rich is a flight test engineer with Sikorsky Aircraft where he helps develop the world's most advanced rotorcraft and is currently the Lead Flight Test Engineer on the CH-53K King Stallion. 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 15th AirVenture Cup and his 21st trip to Oshkosh. In 2010 & 2012 Rich and a team 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! Returning as co-pilot is Rich's 13 year old grandson, Aidyn. Aidyn first flew on his 8th birthday in the Long Ez and loves spending flying time with his PaPa. It is Aidyn's 2nd race and 2nd trip to Oshkosh. He is the 7th different co-pilot for Race 93.



REGISTRATION
N893LT

TOP SPEED
229 MPH

RANGE
1,200 NM

FUEL CAPACITY
52 GAL

ENGINE
LYCOMING O-320

HORSEPOWER
160 HP

2016 AVC SPEED
229.99 MPH

✈ EXPERIMENTAL

**CURTIS MARTIN
& DAVE FIFE**
LONG EZ

FORMULA
FX
RED

112

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 first flight was in September 2011. Curtis Martin, a retired Battalion Chief from Waterford, MI, earned his pilot's license in 1991. At the time of 12LZ's first flight, 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' fifth AirVenture Cup.

David Fife is the co-pilot and fellow builder of 12LZ. He got his private pilot in 1978. He is now retired after 32 years as a commercial property adjuster. Their friendship began in the flying club and has made flying that much more fun. His perseverance and love of sanding resulted in the beautiful finish on their aircraft! He is an avid fisherman and also builds Horner style wing tips for the Murphy Rebel. This will be David's fourth AVC.



REGISTRATION
N12LZ

TOP SPEED
225 MPH

RANGE
1,100 NM

FUEL CAPACITY
54 GAL

ENGINE
LYCOMING O-320

HORSEPOWER
160 HP

2016 AVC SPEED
232.22 MPH

EXPERIMENTAL

**SAM
HOSKINS**
QUICKIE Q200

SPRINT

22

This is a big year for Sam Hoskins at AirVenture. It is the 30th anniversary of his Q-200's first flight, his 13th entry into the AirVenture Cup Race, and the 25th time he has flown his little Quickie to the Oshkosh convention.

Having built the Q-200 over a five year period, Sam and his homebuilt have now accumulated more than 1,950 hours of flight time. The Q-200 is powered by a highly 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 and few parts remain of the original build. In hopes of gaining an extra knot or two, Sam completely revamped the wheel pants and the engine cooling inlets, installed high compression pistons, electronic ignition, and electronic fuel injection. Inspired by his father, who served in WWII as a Navy pilot and navigator on PB4Y and PBYS, Sam joined the Civil Air Patrol during the 1960s as a teenager. He 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. He also was a long-time volunteer for the now-retired Rich's Incredible Pyro team, helping set up the huge fireballs you have seen here at AirVenture.



REGISTRATION
N202SH

TOP SPEED
210 MPH

RANGE
800 NM

FUEL CAPACITY
32 GAL

ENGINE
CONTINENTAL O-200

HORSEPOWER
100+ HP

2016 AVC SPEED
219.05 MPH

EXPERIMENTAL

**LEIF
JOHNSON**
VARI EZ

SPRINT

25

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 his 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 5th AirVenture Cup Race for Leif in Race #25.

Leif was awarded the 2016 Spirit of the Wright Brother's Award last year for outstanding airmanship, under trying circumstances, during the 2016 AirVenture Cup Race.

*2016 AirVenture Cup speed was the average speed for the first segment of the race.



REGISTRATION
N92EZ

TOP SPEED
193 MPH

RANGE
650 NM

FUEL CAPACITY
27 GAL

ENGINE
CONTINENTAL O-200

HORSEPOWER
100 HP

2016 AVC SPEED
181.00* MPH

EXPERIMENTAL

**JAMIE
HICKS**
VARI EZ

SPRINT

36

This VariEze was built by Wayne Johnson of Corona, CA in 1981. Jamie purchased race #36 in April of 2015. Jamie has worked on speed modifications since then and has added 25 knots to airplane. This will be his 2nd AVC race and he is looking forward to seeing what the plane can do. Jamie is a First Officer with PSA Airlines. He has 150 of hours in race 36. Jamie currently lives in Dayton, OH and is originally from Bowling Green, OH.



REGISTRATION
N725EZ

TOP SPEED
185 MPH

RANGE
750 NM

FUEL CAPACITY
28 GAL

ENGINE
CONTINENTAL C85

HORSEPOWER
85 HP

2016 AVC SPEED
184.15 MPH

EXPERIMENTAL

GIL HUTCHISON
VARI EZ

SPRINT

79

N2077W was built by Gil Hutchingson of Salem, OR over a period of 6 1/2 years in his garage and hanger. The first flight was in 1989 and the airplane now is kept at Aurora OR, just south of Portland OR.

Gil started flying at the Visalia, Calif. Airport where he worked as hanger sweeper and all around helper. One day of work was one hour flight time with his instructor Sol Sweet – What a great mentor.

Gil raced the canard race series for 15 years and participated in the 2006, 2007, 2008, and 2016 Air Venture Cup Races.



REGISTRATION
N2077W

TOP SPEED
215 MPH

RANGE
1,000 NM

FUEL CAPACITY
28 GAL

ENGINE
CONTINENTAL O-200

HORSEPOWER
210 HP

2016 AVC SPEED
221.93 MPH

EXPERIMENTAL

DAVE ADAMS
LONG EZ

SPRINT

83

David Adams is flying Race #83, a Long-EZ. An Electrical Engineer by day, David works at the largest power plant West of the Mississippi. David and his wife, Matilda, built the Long-EZ in 11 years starting in 1984, with the first 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 hooked. He has flown in more than 60 SARL races to date, won SARL Bronze in Experimental in 2016, and took First Place in the SARL Sprint Class in 2009, 2010, 2012, 2015, and 2016. David has been in the AirVenture Cup every year since 2009 where he has won First in 2009, 2012, and 2014 in the Sprint Class. He has been a private pilot since 1983 with over 2,500 hours of flight time. David usually has one of the smallest engines in the race field, but usually finishes 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 and giving it good performance on low power (exactly the way the designer, Burt Rutan, intended).



REGISTRATION
N83DT

TOP SPEED
210 MPH

RANGE
1,500 NM

FUEL CAPACITY
54 GAL

ENGINE
LYCOMING O-235

HORSEPOWER
125 HP

2016 AVC SPEED
220.73 MPH

EXPERIMENTAL

JOHN KEICH
MIDGET MUSTANG

SPRINT

98

The Midget Mustang, designed by Piper Chief Engineer Dave Long, started as a Goodyear Racer in 1948. After its Formula One racing career faded, Bob Bushby popularized the Midget Mustang design as a sport plane. John calls Race # 98 a vintage formula one racer, and enjoys carrying on its racing heritage 69 years later. Stan Mankovich, Sr. built this Mustang, finishing it in 1988. It was subsequently owned, enjoyed, and improved by a succession of five pilots before being acquired by John in 2006. John learned to fly in 1956, and in his 61 years of aviating has enjoyed many flying adventures. He recently retired from Boeing, where he was a military aircraft design engineer, and has set up a simulator facility in St. Louis featuring the Redbird MCX. This is John's eighth AirVenture Cup (two Seconds and two Thirds in Sprint Class). He has also competed in numerous SARL races since 2008.



REGISTRATION
N825J

TOP SPEED
190 MPH

RANGE
350 NM

FUEL CAPACITY
15.8 GAL

ENGINE
CONTINENTAL O-200

HORSEPOWER
100 HP

2016 AVC SPEED
192.21 MPH

✈ EXPERIMENTAL

GREG STRUVE
LONG EZ

SPRINT

123

The Schwendeman-Struve Special (i.e. "Becky's Love") was completed by Steve Schwendeman and Greg in 1988 as a Long EZ with no variations to Rutan's original design. It was flown by the two partners until 2009. Steve Schwendeman, Greg's partner in the plane and best friend, died suddenly in 2016. Although not flying, Steve continued to be involved with "Becky's Love" and provided regular encouragement and advice until his passing. The name on the front access cover is in honor of Steve's wife Becky, who provided support and encouragement through construction.

Greg has been flying since 1975, but Aviation remained only an expensive hobby interrupted by Life, Wife, Kids, and a non-aviation Career. Since his retirement in 2012, Aviation has become a major passion with much time at the airport, or on trips in the Long EZ or a 1978 Grumman Tiger.

This is his second race which he will fly alone, but Steve will still be along in spirit.



REGISTRATION
N23X

TOP SPEED
150 MPH

RANGE
1,250 NM

FUEL CAPACITY
51 GAL

ENGINE
LYCOMING O-235

HORSEPOWER
115 HP

2016 AVC SPEED
178.72 MPH

✈ PRODUCTION

JEFF & JENNIFER EDWARDS
GREAT LAKES

HEAVY METAL BIPLANE

161

Jeff started flying in New Jersey in 1967 as a sophomore in High School. The legal driving age in the state was 17 and he soloed a Cessna 150 at 16 years old. After a family move, he got his Private license in Chicago at Palwaukee airport which had parallel runways. Throughout college at the University Wisconsin – Superior he continued flying. With about 300 hours he entered the Navy in 1974 where he flew the T-34 Mentor, T-2C Buckeye, and TA-4J Skyhawk during training. Jeff received his wings after carrier Qualifying aboard the USS Lexington. After being trained in the S-3 Viking, he cruised the Mediterranean aboard the USS Forrestal. Upon returning from cruise, Jeff was a Naval Flight Instructor in the T-2C where he instructed in Instrument, Formation, and the Carrier Qualification stages. After leaving the Navy Jeff was a Test Pilot for a civilian contractor flying the T-2C and T-34B. In 1982 Jeff was hired by USAirways and has flown the BAC 1-11, B-737, MD-80 and the Airbus 319/320/321. Jeff retired from flying for American Airlines after reaching his 65th birthday and currently has over 30,000 flight hours. After his retirement he led a friend around the country in a 1940 Waco UPF. They went West to California, then North to Seattle, back South to Catalina, then Vegas and home. 41 days and over 90 hours of flight time. Jeff resides in Spruce Creek, Daytona Beach, Florida. He has taught formation to various pilot residents and currently lead a group of 18 different aircraft for various local flyers.



REGISTRATION
N161GL

TOP SPEED
120 MPH

RANGE
250 NM

FUEL CAPACITY
26 GAL

ENGINE
LYCOMING O-360

HORSEPOWER
180 HP

AIRVENTURE CUP ROOKIES

✈ PRODUCTION

NORM HOWELL
AEROSTAR

TWIN 1

425

Norman Howell is the owner of this Ted Smith Aerostar 601P. It was built in Santa Maria, California and was the serial number 425, so it is N425CA and Race 425. The Aerostar was the fastest general aviation production piston twin ever built, and continues to enjoy a devoted following today. Norman is currently an engineering test pilot with The Boeing Company, flying the KC-46 (767) Pegasus tanker. He also flies the T-33 chase plane for Boeing, and has previously flown engineering test on a number of military and military derivative airplanes. He flew the first flight of the Cirrus ST-50 airplane and the Boeing/NASA X-48B Blended Wing Body remotely piloted vehicle. Norman is a Boeing Associate Technical Fellow and an Associate Technical Fellow in the Society of Experimental Test Pilots. In EAA, Norman built a single-seat Quickie in the 1980s and flew the airplane to Oshkosh twice. He won a Bronze Lindy for the Rotax-powered version of the Quickie in 1988.



REGISTRATION
N425CA

TOP SPEED
286 MPH

RANGE
1,024 NM

FUEL CAPACITY
165 GAL

ENGINE
LYCOMING IO-540

HORSEPOWER
2X 290 HP

2014 AVC SPEED
285.99 MPH

✈ PRODUCTION

**GLENN & BRADY
ORNAT**
PA39 TWIN COMANCHE

TWIN 2

44

Glenn Ornat and his son Brady will be piloting the family's 1969 Piper Twin Comanche in this year's Air-Venture Cup.

Glenn has been involved in aviation since a very young age. His parents would take him to many airshows across the Midwest, where his love of aviation took hold. He began flying at age 17 and is currently a Captain for a major U.S. airline.

Glenn's "Co-Captain" is his 12 year old son Brady. Brady has a deep passion for aviation and has become an accomplished R/C pilot, after teaching himself how to fly R/C two years ago. When the family goes flying, Brady will usually file the flight plan, check the weather and help with preflight duties on the airplane. When asked what he wants to do for a living his reply is: "That's easy, I want to be an airline pilot".



REGISTRATION
N8844Y

TOP SPEED
204 MPH

RANGE
1,150 NM

FUEL CAPACITY
120 GAL

ENGINE
LYCOMING IO-320

HORSEPOWER
2X 160 HP

**AIRVENTURE
CUP ROOKIES**

✈ PRODUCTION

**MIKE & TRACI
FARLEY**
DA42 TWIN STAR

TWIN 3 T

116

Race # 116 is a Diamond DA42, an all composite 4 place aircraft with G1000 glass cockpit and new Continental CD-135 Turbocharged Diesel Engines that burn Jet-A fuel. The airplane has FADEC engine control and is certified for flight into known icing as well. Michael is a Sales Representative for Premier Aircraft Sales as well as a pilot for Virgin America Airlines. He has over 17,000 hours total time. Traci, the co-pilot is a pilot for Southwest Airlines with over 6,000 hours total time.



REGISTRATION
N197TS

TOP SPEED
195 MPH

RANGE
1,000 NM

FUEL CAPACITY
76 GAL

ENGINE
CONTINENTAL CD135

HORSEPOWER
2X 135 HP

2016 AVC SPEED
197.45 MPH

✈ PRODUCTION

**CHARLES CLUCK
LORRETTA RAMIREZ**
M35 BONANZA

FAC 1 RG

35

This classic V Tail Bonanza, Niner Eight Eight Viki Tango, rolled off the Beech assembly line in December of 1959. Her history includes stints as a corporate aircraft as well as private operations, based in the PNW and California. For several years, she was fitted with hand controls for rudder and brakes, to accommodate a previous owner's disabilities. Along the way, she has been gussied up and infused with extra oomph, now sporting a host of mods and a 300 horsepower IO-550 engine. The present caretaker and pilot, Charles Cluck, came over to fixed wing aviation just five years ago, after a decade of occasionally puttering about in an E-LSA gyrocopter. With three years and several hundred hours experience in a Cessna C150, Charles and co-pilot Dove Ramirez moved up to the high performance world of Bonanzas, purchasing Viki Tango in September of 2014 and bringing her to her present home at KDWH, just outside of Houston, TX. A chance meeting at a grass strip fly-in with 2016 S.A.R.L. Champions Mike and Linda, of Team Ely, led to Viki Tango's recent debut into racing - fast airplanes need to be exercised, and Viki T has proven herself to be a credit to her builders.



REGISTRATION
N988VT

TOP SPEED
210 MPH

RANGE
940 NM

FUEL CAPACITY
64 GAL

ENGINE
CONTINENTAL IO-550

HORSEPOWER
300 HP

**AIRVENTURE
CUP ROOKIE**

✈ PRODUCTION

**JOHN
SECOND
MEYERS 200C**

FAC 1 RG

47

This is John's 6th AirVenture Cup . He is flying a rare classic, Race 47 a 1964 Meyers 200C. John was honored to have acquired Race 47 and to now have the opportunity to bring the Meyers to AVC and other SARL events for folks to enjoy. The Meyers was considered "one of the best built aircraft" and garners much ramp respect among true aviation aficionados. Race 47 was owned by only two people over its 52 year history and has been featured in many articles and news features including Flying Magazine. John has posted a 223 MPH time at the Sunshine Express 400 in the FAC1RG class and also took 1st place overall 2016 FAC1RG and 3rd Place 2016 overall Production Winner.

John is a full-time professional pilot and began his passion for aviation at a young age learning how to fly at the age of 16 with his father, a retired Air Force Major General and aviation enthusiast. This bond and love of aviation has and continues to be a driving force with John and his father who still flies at the age of 84 years young.



REGISTRATION
N247M

TOP SPEED
245 MPH

RANGE
1,000 NM

FUEL CAPACITY
80 GAL

ENGINE
LYCOMING IO-520

HORSEPOWER
285 HP

2016 AVC SPEED
209.85 MPH

✈ PRODUCTION

**DANE & JIMMY
PRUITT
MEYERS 200D**

FAC 1 RG

200

Flying race 200, a Meyers 200, is Dane Pruitt. This airplane is a 2 time FAC1RG class winner in Airventure Cup, having been flown by his brother Jamon the last two years. Dane started flying with his father Jimmy when he was in diapers. Dane started taking flying lessons at Central's Flying school earning PPL in 2014, amassing over 500 hrs in 3 years. Dane currently is an Instrument rated PPL working on his Multiengine commercial. Dane currently is Manager of Saline County Regional Airport in Bryant, AR.

Dane's co-pilot this year is his father Jimmy who received his PPL in 1970 and is a commercial rated pilot. Jimmy inspired several family members in aviation with both sons having pilot licenses as well as both of his brothers getting pilots licenses. Jimmy's enthusiasm for aviation continues to this day at age 79.

This is the second year this duo is teaming up to race. Both Dane and Jimmy flew in last year's AirVenture Cup together in their Cessna 120.

*2016 AirVenture Cup speed flown in a C-140.



REGISTRATION
N259M

TOP SPEED
239 MPH

RANGE
1,100 NM

FUEL CAPACITY
80 GAL

ENGINE
CONTINENTAL IO-520

HORSEPOWER
285 HP

2016 AVC SPEED
131.14 MPH*

✈ PRODUCTION

**ROSS
WARNER
MEYERS 200D**

FAC 1 RG

298

Ross has owned N2988T, his Meyers200D since 2000. Starting with a stock aircraft, he has updated the panel and installed a Cont. IO550F engine last fall. Ross has attended every Airventure since the year 2000 usually in his Meyers, sometimes with a Swift that he recently sold. A professional pilot for the last 41 years, he is looking forward to retirement next year.



REGISTRATION
N2988T

TOP SPEED
210 MPH

RANGE
1,000 NM

FUEL CAPACITY
80 GAL

ENGINE
CONTINENTAL IO-550

HORSEPOWER
300 HP

2016 AVC SPEED
209.85 MPH

✈ PRODUCTION

**KENT
AITCHISON**
MEYERS 200D

FAC 1 RG

409

Kent Aitchison has been flying since early 2004, after a very forward dinner host heard him say offhand "I've always dreamed of learning to fly." Said host replied: "If it's a dream, why haven't you done it yet?" Hard to argue with that; flew the next morning.

2016 was a year of many aviation firsts, including his first AirVenture Cup race. Kent is an instrument rated ASEL pilot with some tailwheel and limited float experience.



REGISTRATION
N409AC

TOP SPEED
230 MPH

RANGE
1,000 NM

FUEL CAPACITY
80 GAL

ENGINE
CONTINENTAL IO-550

HORSEPOWER
360 HP

2016 AVC SPEED
205.17 MPH

✈ PRODUCTION

**STEVE APPLEBAUM
TAMMY BAITMAN**
MOONEY M20-E

FAC 3 RG

76

Affectionately known as "Stevie Two Dogs", this CAP Lt Col and member of the Chicago DoDo Chapter of the Tuskegee Airmen has been a private pilot since 1970. Often referred to as "an imaginary author created by his characters", Steve is a psychotherapist by profession. As a pilot, his accomplishments include over 2,000 Young Eagles flown and years of service flying CAP missions. As a racer, Steve is a veteran of the Sun 60 with one Second Place finish. This this will be Steve's fifth appearance in the AirVenture Cup, now flying a beautiful 200HP Mooney M20-E, specially equipped with a singular quantum multiplier courtesy of Beaver Aviation and Skycom Avionics, he calls "Grace".



REGISTRATION
N3414X

TOP SPEED
185 MPH

RANGE
900 NM

FUEL CAPACITY
52 GAL

ENGINE
LYCOMING IO-360

HORSEPOWER
200 HP

2016 AVC SPEED
183.66 MPH

✈ PRODUCTION

**DENNIS & BONNIE
POWELL**
MOONEY M20-J

FAC 3 RG

149

Dennis Powell and his wife have spent 33 years sailing around the world's oceans in their sailboats, which really have vertically-mounted, adjustable lifting wings, and have now converted to fixed horizontal wings. In other words, they have been demoted from SAILBOAT TRASH to HANGAR SCUM!

In the race they are flying their Mooney M20J, but they also built/fly a Van's RV-12 (maybe next year's race). They live in the flying nirvana of the world, Spruce Creek Fly-In Community in Florida, and therefore life is very good and they are looking forward to the fun of this trip. They are lifetime EAA members and keep involved in their local Chapter 288.



REGISTRATION
N1149T

TOP SPEED
200 MPH

RANGE
710 NM

FUEL CAPACITY
64 GAL

ENGINE
LYCOMING IO-360

HORSEPOWER
200 HP

**AVC ROOKIE
YEAR**

PRODUCTION

JAMON PRUITT
MEYERS 145

FAC 3 RG

75

Dr Jamon Pruitt will be racing a 1954 Meyers 145 flying in the FAC3RG class in this year's Airventure Cup. The MAC 145 is a rare plane; only 19 were ever built, probably only 9 are still registered. This plane sports a tailwheel with retractable mains. The airplane is currently getting an upgraded panel. The power plant is a Continental IO 360, the six cylinder version that is rated at 210hp. She will be wearing race #75.

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. In addition to race 75, Jamon currently has a Cessna 120 and Meyers 200 and is working on a Stewart S51 Mustang.

*2016 AirVenture Cup Speed in a Meyers 200.



REGISTRATION
N34375

TOP SPEED
207 MPH

RANGE
640 NM

FUEL CAPACITY
49 GAL

ENGINE
CONTINENTAL IO-360

HORSEPOWER
210 HP

2016 AVC SPEED
221.78 MPH*

PRODUCTION

ROLAND BIBER & RICHARD ZACHARIAS
CESSNA 177

FAC 4 FX

68

This is the pilot's second year in the race, (First place in 2016, FAC4FX class). Roland has been flying since age 16 when he obtained his glider pilot's license (now Silver-C) and at 21 a commercial power license. He was busy as an IT consultant for 27 years followed by 17 more in real estate. Along the way he found time to setup Air Algoma Inc., a charter company which kept him on the flying side. He flew in the Arctic of Canada for 3 years, participated with CASARA Manitoba (CAP in the USA) as chief navigator and pilot. Now, after 54 years of flying and retired (somewhat) he purchased a C-177B, a hidden jewel in the stable of Cessnas and although 45 years old, is still the most modern looking airplane Cessna ever made.

This year, his longtime buddy Richard will join him as co-pilot. Richard received his private pilot's license in 1972, initially enjoying his flying as a hobby, then also using it within his construction business, flying employees and colleagues to projects across Ontario, Manitoba, as well as Saskatchewan. At that time in life it was also a great past-time to share with his wife and 4 wonderful children. Now Richard and his wife are the proud grandparents of 15 grandchildren, so other interests have become a priority! Richard sold his construction business in the late 1990's and is currently involved in the manufacture and sale of processed flaxseed throughout the world.

His interest in flying is still peaked by the passion that Roland has for flying, and he loves to be a passenger/ navigator/co-pilot on their flying excursions.



REGISTRATION
C-FEIJ

TOP SPEED
150 MPH

RANGE
775 NM

FUEL CAPACITY
49 GAL

ENGINE
LYCOMING O-360

HORSEPOWER
180 HP

2016 AVC SPEED
151.15 MPH

PRODUCTION

JOE CONLON & HOWARD BUCK
PA-28-180

FAC 4 FX

86

Joe Conlon has enjoyed four previous Airventure Cup experiences from the back seat of Race 93 and the right seat of Race Pi. 2017 will mark his first appearance as PIC thanks to the inclusion of the production classes. He and his airplane partner Howard Buck will be scorching the skies in their PA28-180 competing in the FAC4FX class.

Joe holds a commercial certificate with SEL, MEL, Helicopter, and Instrument ratings. He is an Aerospace Engineer with 35 years at Sikorsky Aircraft's Development Flight Center testing the world's finest helicopters. Joe has been married to his wife Carol for 32 years. They have four children, the oldest of which flies an E-2D Hawkeye for the US Navy and a DR-107 One Design for fun.

Howard also works at Sikorsky Aircraft as a designer. He holds a commercial single & multi engine certificate with an instrument rating. He also holds a private helicopter certificate & is a fixed wing CFI. This will be the first race experience for him. Let the adventure begin.



REGISTRATION
N4386T

TOP SPEED
125 MPH

RANGE
560 NM

FUEL CAPACITY
50 GAL

ENGINE
LYCOMING O-360

HORSEPOWER
180 HP

AIRVENTURE CUP ROOKIES

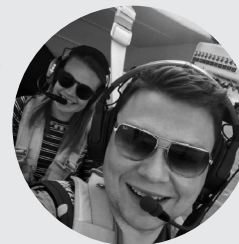
PRODUCTION

**PETE MUNTEAN
& KATIE WALSH**
8KCAB DECATHOLON

FAC 4 FX

88

Pete Muntean of Washington, D.C. was easily talked into this. Promised a finish line dessert table “big enough to land on,” this is the 29-year-old’s first cross-country air race. His childhood dream of owning a P-51 by age 30 doesn’t seem to be panning out, so he’s proudly competing in an American Champion Super Decathlon. What it lacks in speed it makes up for in style. The blue and yellow starburst paint scheme is 1999 original from the factory in Rochester, Wisconsin, as is almost everything else. With a modest cruise speed of 130 miles per hour, this airplane was not made to race. “The D” shines in regional aerobatic contests. In May, Pete took first place in the sportsman category at Wildwood Acroblast. A special thank you to co-pilot and chief morale officer Katie Walsh, of Lancaster, Pennsylvania, team owner Melissa Courtney, of San Diego, California, and Pete’s late parents Nancy Lynn and Scott Muntean, who would most definitely approve of this.



REGISTRATION
N946SC

TOP SPEED
200 MPH

RANGE
400 NM

FUEL CAPACITY
40 GAL

ENGINE
LYCOMING IO-360

HORSEPOWER
180 HP

**AIRVENTURE
CUP ROOKIE**

PRODUCTION

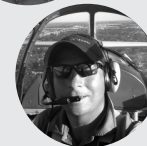
**ROBERT SCHMIDT
JEREMY KEYES**
BEECH C23 SUNDOWNER

FAC 4 FX

282

Bob Schmidt earned his Private Pilot certificate in 1990 in a Cessna 152, and bought into his current 1973 Beech Sundowner partnership in 1991. He has accumulated over 1100 hours in the Sundowner and flown it to 37 States, including Alaska, and to Canada many times, including Hudson Bay on a fishing and Polar Bear watching trip. He enjoys airplane camping, which he did on the Alaska trip as well as trips to Glacier and Yellowstone National Parks. He was also a member of a Lancair 360 flying club and has 150 hours in the 360. Bob retired from IBM as a Networking Systems Engineer in 1998 after 30 years with the company, and formed his own consulting company, Networks Unlimited, Inc. He still consults on a limited basis. Bob is a past Regional Director and Executive Vice President of the Beech Aero Club, the type club for Beech Aero Center aircraft.

Jeremy Keyes has always wanted to fly since he was knee high to a grasshopper. By the ripe age of 20 he earned his Private Pilot. He continued to progress getting his Instrument and Commercial license shortly after that. In 2000 he joined the Air National Guard and went to Joint Undergraduate Pilot Training at Vance Air Force Base in 2004, training in the T-37 “Tweet” and T-1 “Jayhawks”. Upon graduation he flew Special Ops in the EC-130J, then later transferred to the KC-135 Stratotanker (Boeing 707). Currently, he is flying for Kalitta Air, piloting a cargo 747-400 worldwide, often times circling the globe. Additionally, last year he achieved his Flight Instructor rating and is enjoying teaching and helping others during his time off. He has been part owner in a Sundowner for the last five years and one day hopes to own a warbird capable of acrobatic flight.



REGISTRATION
N282G

TOP SPEED
135 MPH

RANGE
550 NM

FUEL CAPACITY
60 GAL

ENGINE
LYCOMING O-360

HORSEPOWER
180 HP

**AIRVENTURE
CUP ROOKIES**

PRODUCTION

**DAVE & AMBER
STAMSTA**
CESSNA 177 RG

FAC 4 RG

17

David Stamsta got his private pilot license in September of 1999 and is currently training for his instrument rating. His wife, Amber Stamsta is currently studying for her private pilot written. They are flying a 1975 Cessna Cardinal RG that they purchased in 2014.

One of their favorite things to do is load up their mountain bikes and fly to destinations like Cable, WI and ride the trails.

They are also building a Wittman Tailwind that they hope to fly in next’s year Airventure cup.



REGISTRATION
N177AR

TOP SPEED
180 MPH

RANGE
575 NM

FUEL CAPACITY
61 GAL

ENGINE
LYCOMING IO-360

HORSEPOWER
200 HP

**AIRVENTURE
CUP ROOKIES**

✈ PRODUCTION

**VERN
KOKOSA**
GRUMMAN AA5

FAC 5

898

Vern has been flying for 17 years and has accompanied his cousin, Jeff Mallia, at AVC Races into Oshkosh since 2007 as a copilot in Jeff's Cozy III, or flying the Grumman in a support role. Vern has owned this Grumman since 2010 and has enjoyed flying to all parts of the country chasing aviation adventures and visiting family. Vern placed 1st in the FAC5FX Class in the 2013 Mt. Vernon 100 Air Race. Vern lives in Nashua, New Hampshire and is a practicing civil engineer involved with construction of new commercial buildings in metro Boston. This is Vern's 1st AirVenture Cup race as a competitor.



REGISTRATION
N898JR

TOP SPEED
158 MPH

RANGE
430 NM

FUEL CAPACITY
38 GAL

ENGINE
LYCOMING O-320

HORSEPOWER
150 HP

**AIRVENTURE CUP
ROOKIE**

✈ PRODUCTION

**WILLIAM & RIO
DUBOIS**
ERCOUPE 415

FAC 6

53

This unlikely race plane was purchased and renovated by the Dubois family in 2014 and holds the distinction of being the fastest Ercoupe on the planet, setting both National and World Speed Records in the summer of 2015. Last year, the family raced the aircraft in the Sport Air Racing League, taking home the Second Place National Champion slot. Pilot William is a professional aviation writer whose work has appeared in AOPA Pilot, EAA Sport Aviation, FAA Safety Briefing, Flight Training, Flying Magazine, and Smithsonian Air & Space. He is documenting the air racing experience in a multi-part series for General Aviation News. He is a commercial pilot and ground instructor, has a degree in aviation, and teaches AOPA Rusty Pilot Seminars. Co-Pilot Rio is William's 15-year-old son. He's the proud holder of a student pilot certificate and flies both gliders and powered aircraft. Rio has taken an interest in speed-mods and has come up with a number of ideas that have helped improve the racing dynamics of the family plane. This is William and Rio's second AirVenture Cup.



REGISTRATION
N3976H

TOP SPEED
116 MPH

RANGE
300 NM

FUEL CAPACITY
24 GAL

ENGINE
CONTINENTAL C85

HORSEPOWER
85 HP

2016 AVC SPEED
118.95 MPH

✈ PRODUCTION

**WAYNE
WOLDT**
CESSNA 152

FAC 6

152

Wayne Woldt acquired his Cessna A-152 Aerobat in 2010. N7187C is the first Cessna 152 built, and came with all of the original log books detailing the test flights. 7187C was born as a Cessna 150M at the Wichita factory, and was taken off the production line to be modified into the new 152. It was first modified into a standard 152, and then, once certified, modified again into the first 152 Aerobat. Thus, N7187C is three airplanes in one. Wayne is the fourth owner of 7187C, and is on the engineering faculty at the University of Nebraska, where he is leading an unmanned aircraft research team. His primary focus is on application of unmanned aircraft in agriculture, and was initiated about 5 years ago. Wayne has earned Private Pilot, Sport Pilot, Hot Air Balloon and Glider certificates. Since achieving his first Pilot's license at the age of 17, Wayne has been active in general aviation with a focus on having fun.



REGISTRATION
N7187C

TOP SPEED
100 MPH

RANGE
550 NM

FUEL CAPACITY
39 GAL

ENGINE
LYCOMING O-235

HORSEPOWER
110 HP

**AIRVENTURE CUP
ROOKIE**

✈ PRODUCTION

KARL HENNING
LUSCOMBE 8A

VINTAGE

8

This is Karl's second AVC Race. Karl has owned NC2900K since 1993, and over the years has found it to be an efficient, fun flying machine. He has been flying for about 26 years and has CFI, LSA, Private, and Instrument ratings.



REGISTRATION
NC2900K

TOP SPEED
100 MPH

RANGE
275 NM

FUEL CAPACITY
14 GAL

ENGINE
CONTINENTAL A65

HORSEPOWER
65 HP

2016 AVC SPEED
107.65 MPH

✈ PRODUCTION

DICK KEYT
RYAN PT22

VINTAGE

178

Long-time AirVenture Cup veteran Dick Keyt is racing a 1942 Ryan PT-22. The primary trainers from World War II were the Boeing PT-17 Stearman, the Fairchild PT-19 and the Ryan. Of the three, the Ryan is probably the most challenging to fly. The engine is a five cylinder radial built by the Kinner company. It is unusual in that it has a cam shaft for each cylinder. It is considered a "modern engine" because the cylinder heads have engine oil pressure fed to them. The older engines had grease fittings for the rockers that needed to be greased every 10 hours of flight. The plane has limited range because of its role as a trainer. It burns 11 gallons an hour, and holds 24 gallons. On a cross-country, at the blistering pace of 100 miles per hour, Dick is constantly looking for fuel stops.

Dick flew civilian planes while in College before beginning Air Force flight training in Columbus, Mississippi. He then flew F-4s and OV-10s during the Vietnam Conflict. He was hired by American Airlines in 1978, and enjoyed an easy breezy furlough free career which included time in the 727, 757, 767, DC-10 and 777. He has flown and raced the one-of-a-kind Polen Special which still holds a world speed record. He is active in the Young Eagles program, and mentors students through the Polen Foundation.



REGISTRATION
N53071

TOP SPEED
104 MPH

RANGE
1,000 NM

FUEL CAPACITY
24 GAL

ENGINE
KINNER R-56

HORSEPOWER
170 HP

2015 AVC SPEED
91.90 MPH

✈ PRODUCTION

ROBERT KRUEGER
AERONCA 65-TC

VINTAGE

336

This is the first entry in the AirVenture Race for both plane and pilot. The plane is a 1940 Aeronca Tandem which is a civilian aircraft designed to meet the requirements of the Civilian Pilot Training Program (CTP) prior to US involvement in WWII. The CTP was renamed the War Training Service (WTS) in 1941 and the plane now bears those markings. The Tandem was specifically designed for pilot training with the back seat being 5" higher than the front, enabling the back seat to have better visibility. It was affectionately known as the "high chair Aeronca". This airplane was recently restored by the Spirit of Tulsa Squadron of the Commemorative Air Force and was returned to service just a few months ago. The restoration is close to original with no electrical system or gyroscopic instruments. Bob, the current owner is a private pilot with various ratings and endorsements who flies only for fun. He enjoys the aesthetics of flight, often with his wife Mary, who together can view the world from above in awe of the beauty of creation. Bob is retired from Tanis Aircraft Products and is happy to have more time to enjoy his hobby of flying and obsessing over his airplane. He keeps his Aeronca at the nostalgic Stanton Airfield in Minnesota where it can frolic with other airplanes of its generation.



REGISTRATION
N27336

TOP SPEED
80 MPH

RANGE
250 NM

FUEL CAPACITY
12 GAL

ENGINE
CONTINENTAL A65

HORSEPOWER
65 HP

AIRVENTURE CUP ROOKIE

✈ PRODUCTION

CARL HOUGHTON
GOBOSH 700

LIGHT SPORT

18

2017 is Carl's fourth 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 in the US Air Force onboard RC-135 and EC-130 aircraft as an Airborne Crypto-Linguist. He has over 600 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 USAF F-16, Eclipse 550, Cirrus SR-22, Gobosh 700, Remos G3, Sting Sport, Cessna 172, 177, Tiger Moth, Stearman, and Zlin aerobat.

This is the Gobosh's fifth 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. In addition to flying his Gobosh 700, Carl is also building a Vans RV-14.



REGISTRATION
N721RB

TOP SPEED
132 MPH

RANGE
225 NM

FUEL CAPACITY
18 GAL

ENGINE
ROTAX 912 ULS

HORSEPOWER
100 HP

2016 AVC SPEED
139.33 MPH

✈ PRODUCTION

NORM HENDERSIN
RV-12

LIGHT SPORT

99

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 fourth AirVenture Cup Race; last year Norm took First 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. This past year Norm disassembled Deke Slayton's Williams 17 Stinger race plane to be moved to the local museum. Once in the museum, he re-assembled the plane and assisted with the hanging of the plane in the museum. Race #99 is an RV-12 built by Norm from a Van's Aircraft kit. It took nearly five 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 300 hours on it. Most of the flying is local western Wisconsin, flying with an occasional flight to Colorado.



REGISTRATION
N12099

TOP SPEED
131 MPH

RANGE
472 NM

FUEL CAPACITY
19.8 GAL

ENGINE
ROTAX 912 ULS

HORSEPOWER
100 HP

2016 AVC SPEED
161.58 MPH

✈ PRODUCTION

JOSEPH RYAN
EVEKTOR HARMONY

LIGHT SPORT

197

Joseph purchased N1971A in July of 2014 and has flown it since. He transitioned from a Cessna 182 to this SLSA and has enjoyed it very much. The aircraft came with 5 hours of training and it was nice to have that time to get used to it. Very different from his 182, and in some ways more challenging to fly. The aircraft was built in the Czech Republic, and came over on a boat. It was assembled in Pennsylvania USA, and a ferry pilot flew it to Oshkosh in 2014 where he picked it up. The aircraft is powered by the Rotax IS Sport engine, fuel injected and computer controlled ignition. The engine makes 100 HP and cruises at 104 kts at 75% power. Prop is a warp drive composite with nickel leading edges. It has a complete Dynon panel with two ten inch displays. The aircraft feels solid in the air and gives the feel of a larger aircraft. The Harmony is an upgrade of the Sportster with improvements in cross wind and ground handling. This is one of the few flying in the United States not owned by a flight school or a dealer. Joseph loves the aircraft and really enjoys it.



REGISTRATION
N1971A

TOP SPEED
120 MPH

RANGE
700 NM

FUEL CAPACITY
31.7 GAL

ENGINE
ROTAX 912

HORSEPOWER
100 HP

2016 AVC SPEED
145.33 MPH



PRODUCTION

**MIKE PHILLIPS
& TOM GODFREY**
XIMANGO AMT-200

MOTORGLIDER
LG

37

Michael is a 6 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 my older brother, Tim received his private pilot license. This is the 3rd race that all three of Phillips' have competed in together. All 3 men have been in numerous races independently over the years.

*2015 AirVenture Cup speed in a Pitts Model 12.



REGISTRATION
N137XS

TOP SPEED
150 MPH

RANGE
750 NM

FUEL CAPACITY
20 GAL

ENGINE
ROTAX 912

HORSEPOWER
80 HP

2015 AVC SPEED
164.66 MPH*

Oh I have slipped the surly bonds of earth,
And danced the skies on laughter-silvered wings;

IN MEMORIUM

✈ EXPERIMENTAL

**BOB
VASEY**
RV-3

FORMULA
RV
RED

63

Robert K. "Bob" Vasey was a long-time participant (and repeat champion) of the AirVenture Cup in his RV-3 - "RACE 63". Bob passed away September 17, 2016 at the end of a battle with Alzheimer's. He was born March 29, 1932 on a farm near Cozad, Nebraska. He obtained his Veterinary doctorate at Colorado State University, where he shined as a star tackle on the football team during the 1950's.

He learned to fly - in a J-3 Cub - shortly after he established his veterinary practice in Stafford, Kansas in 1962. His instructor (Orville Hickman) obtained his training from Charles Lindbergh. Bob quickly found EAA and in 1972 began building his first airplane - a plans-built, P-51 replica with a wood wing and a steel tube fuselage. His first flight with that Ford-V8 powered project was the first known flight of a P-51 replica - on June 29, 1986.

In the early 80's he paused his veterinary career, when he and his wife Skip moved to Homer, Alaska where he flew bush planes for 3 years, before. That experience gave him many great hair-raising adventures that stayed with him for the rest of his story-telling days.

In 2003 he completed his RV-3 with a Lycoming O-320. He flew it that year - and many years after - in the AirVenture Cup. Many of his fondest memories in his 84 years involved the people and machines that make up the annual race to Oshkosh.

He kept pilot logs that amassed more than 11,000 hours. Nearly all his entries were in single-engine piston aircraft at less than 2,000' AGL. Bob was an adventurer, a tinkerer, a singer, a performer and a story-teller. He loved an audience and he rarely disappointed.



✈ EXPERIMENTAL

**DENNIS
PURDUSKI**
VARI EZ

SPRINT

17

Dennis passed away at his home in February of 2017. Originally from Kansas, he spent the last several years living in Jackson Ms, where he was a mechanical engineer. His love for aviation helped him to acquire his single engine private pilot and Glider CFI. Dennis was a rookie racer of the Airventure Cup in 2016 where he flew his Rutan VariEze; however, he was unable to finish due to engine issues. The former auto racer and 4 time US Nationals Radio Control Helicopter winner, was inspired and looked forward to AVC 2017. He had also planned on racing other Sport Air Racing League events as well in 2017. The fun and caring Dennis was always there to help someone in need, or give them their first flight. His estate raised money for Youth in Aviation programs and the Soaring Society of America. He is greatly missed by many.



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