



AVC

airventure cup

CROSS COUNTRY AIR RACE

21ST RUNNING

July 22, 2018

Mitchell, SD - Oshkosh AirVenture

AIRVENTURE CUP

MEMORIES

Over the 21 year history of the AirVenture Cup a lot of memories have been made across many thousands of miles flown. Lets take a look back at our archives.

TOP RIGHT: From the first AirVenture Cup in 1998 until 2003, the official starting line was the Wright Brother's Memorial in Kitty Hawk, NC. Pictured is Lee Behel, Race 5, and Bruce Bohannon, Race 89. LOWER RIGHT: Race 93, Rich Lamb passes the finish line which for many years was a private airport in Lomira, WI. LOWER LEFT: Bob Wolstenholme passes the original finishline, Wendt's Marina on Lake Winnebago. MIDDLE LEFT: Formula FX racers on a photo mission over the Dayton Ohio area prior to race day. Race 78, Jay Blum, Race 56, Scott Jordan, Race 52, Don Saint, and Race 93, Rich Lamb.



WELCOME

"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"

To all AirVenture Cup participants:

I wish all of you the best in this year's race and welcome you to EAA AirVenture Oshkosh 2018, 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.

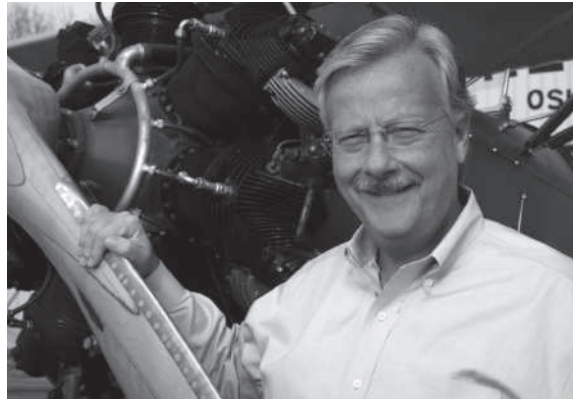
Special thanks go to all of the volunteers who make this event possible, whether they are the volunteer organizers or those in the community where the race begins and finishes. Those volunteers are dedicated to making your experience the best possible one for you.

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. It's a week of memorable "Only at Oshkosh" moments. 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



"The support, energy, enthusiasm and camaraderie of the race teams plays a huge part in keeping the event going year after year."

WELCOME

Participants, volunteers, and air race fans:

Welcome to the 21st 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 21st 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 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 21st Running of the Race we are excited to once again have Mitchell, South Dakota 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. 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, many of the teams refer to the AVC as the "Super Bowl" of Cross Country Racing.

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 this year's running of this historic race.



ERIC WHYTE
CHAIRMAN, 2018 AIRVENTURE CUP



RACE CLASSES

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

Any experimental category aircraft with

EXPERIMENTAL

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 FX RED

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

UNLIMITED

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

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 RG RED

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

FORMULA RV GOLD

open to any Van's RV-series aircraft with over 361 cubic inches, or with significant airframe structural modifications.

SPRINT

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

BIPLANE UNLIMITED

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

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 FX BLUE

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

Any production category aircraft with

PRODUCTION

TWIN 3T

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

FAC 3 RG-T

200 - 239 HP, turbo/super-charged (any forced induction) with retractable landing gear.

FAC 5

130 - 179 HP.

LIGHT SPORT

any Experimental or ASTM compliant light sport aircraft.

FAC 1 RG

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

FAC 3 RG

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

FAC 6

less than 130 HP

FAC 3 FX

200-239 horsepower engine, normally aspirated, with fixed landing gear.

FAC 4 FX

180 - 199 HP, normally aspirated with fixed landing gear.

VINTAGE

includes aircraft manufactured prior to August 31, 1945.

007

RENE DUGAS

EXPERIMENTAL - TURBINE

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. Rene has about 370 hours in the plane, which was completed in 2007. A new dual Dynon SkyView panel was installed three years ago. It is Dynon's only turbine installation. The plane took 3 years to build. It is delightful to fly. It performs 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 two experimental aircraft projects: a Velocity XLRG with 185 knot 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 Sport Air Racing League (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.



TURBINE LEGEND



REGISTRATION N95007	TOP SPEED 300+ MPH	RANGE 900 SM	FUEL CAPACITY 140 GAL	ENGINE WALTERS 601D	HORSEPOWER 730 HP	2017 AVC SPEED 306.56 MPH
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104

MARTY ABBOTT

EXPERIMENTAL - TURBINE

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 Vietnam vets flying in the AVC.



TURBINE LEGEND



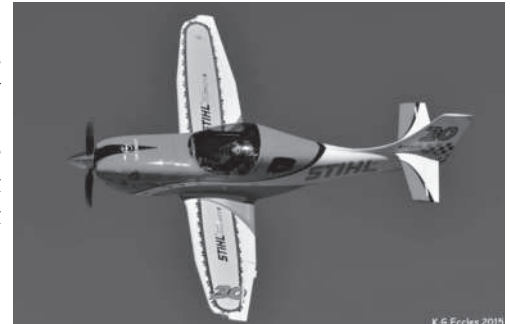
REGISTRATION C-GUTT	TOP SPEED 460 MPH	RANGE 1,150 SM	FUEL CAPACITY 160 GAL	ENGINE GARRETT DASH10	HORSEPOWER 1,200 HP	2017 AVC SPEED 386.23 MPH
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30C

ANDREW FINDLAY

EXPERIMENTAL - UNLIMITED

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 he has flown 44 different types of aircraft. He has a background in engine development at BRP (Evinrude), and currently works for STIHL Inc. The race team has been built from a network of people created from different travels and jobs he has experienced. Overall, it is a team of people who enjoy life and work with a passion.



LANCAIR LEGACY



REGISTRATION N115YP	TOP SPEED 371 MPH	RANGE 1,000 NM	FUEL CAPACITY 66 GAL	ENGINE CONTINENTAL TS10-550	HORSEPOWER 350 HP	2017 AVC SPEED 275.59 MPH
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701

DOUG EASTMAN & LISA GALLEGOS

EXPERIMENTAL - BIPLANE UNLIMITED

This Sorrell Hiperbipe, flying as race #701, is flown by Doug Eastman and Lisa Gallegos, from Denver Colorado. Built in 1982, this Hiperbipe has accumulated 900 hours of flight time by its previous owners. Doug purchased the aircraft in 2008 and spent the last 10 years completing an extensive restoration. Doug has been flying for 33 years and has accumulated over 20,000 hours in more than 60 different aircraft. Lisa is a flight attendant for a major airline and is an excellent co-pilot. This is their 1st AirVenture Cup race.



HIPERBIPE



REGISTRATION
N278HB

TOP SPEED
225 MPH

RANGE
500 SM

FUEL CAPACITY
34 GAL

ENGINE
LYCOMING IO-360

HORSEPOWER
200 HP

AIRVENTURE CUP ROOKIE

3A

STEVE HAMMER

EXPERIMENTAL - SPORT

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.



LANCAIR IV

Pilot Steve Hammer flew C130 aircraft in the USAF. Steve retired early from Delta Air Lines in 2005, then flew and retired from AirTran Airways/SWA in 2015.

This aircraft was built by Craig and Kirt Wheeler and first flew in 1996. Steve is the third owner having purchased it from Carl McIntyre.

This year Steve will be flying his Lancair IV in the AVC race. This is the only Lancair IV that Steve knows of that has a Continental IO-520 engine. He typically cruises at 210 KTAS burning 12.5 gph which gives an absolute range of 1500 nm or 1500 sm with IFR reserves. Steve and his wife, Anita, use the plane to fly everywhere including Florida, Key West, the Bahamas, Puerto Rico, and many trips to Iowa to visit family.

*2017 race speed in a Glasair I-TD



REGISTRATION
N3XD

TOP SPEED
270 MPH

RANGE
1,500 SM

FUEL CAPACITY
90 GAL

ENGINE
CONTINENTAL IO-520

HORSEPOWER
300 HP

2017 AVC SPEED
217.29 MPH*

50

CHARLES BRACKEN & MARIANNE BARIL

EXPERIMENTAL - SPORT

Charles Bracken is the pilot and builder of Lancair Legacy N550BL. His Legacy is one of six all carbon Legacy kits manufactured. The carbon structure provides improved strength and lighter weight. The plane's avionics panel includes two Advance Flight/Dynon Avionics 3400 screens and a Garmin center stack. The center stack was upgraded in 2018 with Garmin products: GTN 750, SL30, and GTX 345 with ADS-B for traffic and weather. The plane includes creature comforts to ease midwestern weather extremes - heated seats and air-conditioning. Ah!

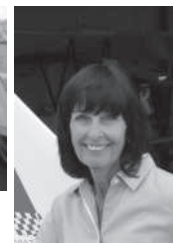


LANCAIR LEGACY

Charles is a private pilot with single engine land and instrument ratings. He is a veteran of the 1999 AirVenture Cup, where he finished second in the Unlimited Category flying his IO-540 powered Berkut. In the 2000 AirVenture Cup Race, he placed third in the Sport Class flying the same Berkut.

Charles lives in Detroit, Michigan and is the founder and CEO of a healthcare billing outsourcing company. His co-pilot is Marianne Baril an education professional. Marianne is a native of Canada and resides in Windsor, Ontario. 2018 is Marianne's first airplane race and her second trip to Oshkosh. Marianne is a family friend and obviously a good sport.

*2000 AirVenture Cup speed in a Berkut.



REGISTRATION
N550BL

TOP SPEED
280 MPH

RANGE
1,000 SM

FUEL CAPACITY
60 GAL

ENGINE
CONTINENTAL IO-550

HORSEPOWER
350 HP

2000 AVC SPEED
268.13 MPH*

54

TROY & JESSICA PAGGEN

N540BK is a Berkut that was built from 2008 to 2011 by Gary Myers, Burrall and Sean Sanders of Freeflight Composites out of Meadow Lake Airport, Colorado. It has an IO 540 with 260 HP, and it was a 2014 Air Venture Outstanding Workmanship Award Winner.



BERKUT 540

EXPERIMENTAL - SPORT

Troy Paggen (Pilot) and Jessica Paggen (Co-Pilot) are US Air Force Veterans who live in Denver, Colorado. They purchased the Berkut in 2016 after selling their first plane, a Long EZ. Since then, they have taken the Berkut on many trips across the United States. They fly the Berkut to make quick trips to visit family; trips that would otherwise be impossible with their busy schedules. This is their first Air Venture Cup Race, and they are excited to meet new people and be part of this honorable tradition.



REGISTRATION
N540BK

TOP SPEED
260 MPH

RANGE
1,000 SM

FUEL CAPACITY
52 GAL

ENGINE
LYCOMING IO-540

HORSEPOWER
260 HP

AIRVENTURE
CUP ROOKIE

182

ERIC HANSEN

Eric Hansen is the 3rd owner of "Ruby", built by aeronautical engineer David Rakestraw and completed in 2001. Over 1800 hours, Eric rebuilt and overhauled the airplane in preparation for racing at the 2017 Reno National Championship Air Races, where he placed second in the Sport Bronze class.



GLASAIR III

EXPERIMENTAL - SPORT

Eric started flying at the age of 14, in the NJ C.A.P. in a J-3 on skis. Since then, he has flown over 110 makes and models with type ratings in the MD80 and B-777. He flew his way through college as a CFI, teaching aerobatics, post production test and ferry pilot for Piper, and bush pilot in Alaska. He has flown in the USN, A-10s in the USAF, with tours at NASA Ames and Johnson Space Center, where he accumulated many hours in the zero-g "vomit comet."

Eric lives in Denton, Texas, where he teaches formation and preparatory training for aspiring Reno race pilots.



REGISTRATION
N829DR

TOP SPEED
255 MPH

RANGE
1,500 SM

FUEL CAPACITY
83 GAL

ENGINE
LYCOMING IO-540

HORSEPOWER
300 HP

AIRVENTURE
CUP ROOKIE

540

SCOTT GUSAKOV & LISA HAMIDI

This will be Scott "Tumbling Goose" Gusakov's 5th AirVenture Cup Race. The Glasair III he is flying 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 was used extensively in the owner's business to get to job sites ahead of the competition prior to his retirement in 2017. His fastest non-stop cross country trip was Ann Arbor, MI to Clearwater, FL in 3.4 hours averaging 289 mph. Scott has flown this Glasair III in four AirVenture Cup Races (2012, 2013, 2015, 2017) and flew as a rookie in the 2017 Reno National Championship Air Races with a 3rd place finish in the Sport Bronze class. He has also participated in several regional Sport Air Racing League (SARL) races. Scott used to fly a Pitts S2B biplane in IAC aerobatic competitions. He won 2002 Intermediate and 2004 Advanced Mid America Championship titles. He won the 2012 SARL Northwoods 100 race, 2013 MERFI race, 2015 Indy race, and was first place overall for the 2013 and 2015 SARL Sport Class.



GLASAIR III

EXPERIMENTAL - SPORT



REGISTRATION
N540GL

TOP SPEED
275 MPH

RANGE
1,000 SM

FUEL CAPACITY
67 GAL

ENGINE
LYCOMING IO-580

HORSEPOWER
315 HP

2017 AVC SPEED
252.73 MPH

611

JOE CORAGGIO

Race 611 is a Lancair Legacy. It was built in 2005 and is a stock Legacy with a Continental IO-550. The airplane has a full Chelton EFIS system, TruTrack Autopilot, and Garmin GNS530W. The airplane also has a full airframe deice system. Joe recently acquired the airplane, and took delivery of it in June.

EXPERIMENTAL - SPORT

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. Joe has nearly 10,000 hours of flight time in 80 plus different types. This will be Joe's first race.



LANCAIR LEGACY



REGISTRATION
N385AS

TOP SPEED
280 MPH

RANGE
1,000 NM

FUEL CAPACITY
66 GAL

ENGINE
CONTINENTAL IO-550

HORSEPOWER
310 HP

AIRVENTURE
CUP ROOKIE

9

TONY CRAWFORD

Tony Crawford is from the Spruce Creek Fly-In community and is racing his Questair Venture in his 12th AirVenture Cup. His Questair was built by Arlon Guinn of Smithfield, SC, and the original retractable gear was modified to a fully fixed gear. Tony has also raced this Questair Venture multiple times in Reno, where he has finished from 1st Silver to 4th Gold in 4 different years. To date, his fastest speed in the Reno races was 304 mph. Tony is an active flight instructor in both helicopters and airplanes and has been flying for over 50 years, with flights to Alaska and through many of the western states. Tony is unique among the race pilots in that he is rated to fly airplanes, helicopters, gliders and even hot air balloons.

EXPERIMENTAL - SPORT FX



QUESTAIR VENTURE



REGISTRATION
N94Y

TOP SPEED
264 MPH

RANGE
650 SM

FUEL CAPACITY
50 GAL

ENGINE
CONTINENTAL IO-550

HORSEPOWER
280 HP

2017 AVC SPEED
254.33 MPH

57

BILL BEATON

This 1998 Harmon Rocket II was built by Gary Banducci of Bakersfield, CA and acquired by Bill in 2007. For the past 900 hours, the Rocket has been Bill's chariot for crossing North America and parts of Mexico. In 2012, Bill participated in the Sport Air Racing League and found some early success in the Sport FX. In the past six years, over 60 performance modifications have been made including adding an 80" blended airfoil prop, prop extension, a supercharger and a custom-carbon cowl in 2014. The customized Lycoming SEO-540 engine now has full electronic direct-port fuel injection and dual electronic ignitions, with the ability to tune the engine map from the cockpit. When required for maximum performance, the engine also automatically ingests up to 11 gph of water/methanol. September 2016 was the third year of participation in the Sport Class of the Reno Air Races. This will be the 2nd Air Venture Cup for the Canadian Griffin Air Racing team, pilot Bill Beaton, but just one of many memorable Oshkosh visits.

EXPERIMENTAL - SPORT FX-T

*2016 AirVenture Cup race speed in a Lancair 360-540



HARMON ROCKET II



REGISTRATION
C-GRLO

TOP SPEED
280 MPH

RANGE
800 SM

FUEL CAPACITY
56 GAL

ENGINE
LYCOMING SEO-540

HORSEPOWER
400 HP

2016 AVC SPEED
273.63 MPH*

10**KEITH & TIM PHILLIPS**

Race #10 is a Swearingen SX-300, 1 of 3 Homebuilt Aircraft constructed 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 1700 hours of flight time. Keith has flown it coast to coast several times and has led three groups of SX's to Alaska. Keith has been flying for over 60 years and has participated in the AirVenture Cup since 2000. He is a retired USAF fighter pilot and has worked as an Aerospace Consultant. Keith is past 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 is the recipient of the 2016 Tony Bingelis Award and the 2017 Lee Behel Excellence in Air Racing Award.

Flying with Keith is his #2 son, Tim, a multi-AVC race veteran, racing with his father in race #10. He 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 Lifetime EAA member. Tim is an Instructor Loadmaster for L3Com, teaching USAF students how to be loadmasters in the C-17 at Altus AFB, OK. He is retired from the USAF and has logged over 5000 flying hours as a C-17/ C-5 Loadmaster.



SX300

**REGISTRATION**
N53SX**TOP SPEED**
300 MPH**RANGE**
1,000 SM**FUEL CAPACITY**
66 GAL**ENGINE**
LYCOMING IO-580**HORSEPOWER**
315 HP**2017 AVC SPEED**
291.27 MPH**30****HARRY HINCKLEY**

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 he 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.



SX300

REGISTRATION
N301E**TOP SPEED**
300 MPH**RANGE**
700 SM**FUEL CAPACITY**
66 GAL**ENGINE**
LYCOMING IO-580**HORSEPOWER**
315 HP**2016 AVC SPEED**
326.91 MPH**60****JAMES & GWEN CIANCI**

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.



SX300

**REGISTRATION**
N6L**TOP SPEED**
310 MPH**RANGE**
960 SM**FUEL CAPACITY**
66 GAL**ENGINE**
LYCOMING IO-540**HORSEPOWER**
300 HP**2017 AVC SPEED**
270.56 MPH

62

TUCK MCATEE

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 America's 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.



SX300

REGISTRATION
N58SXTOP SPEED
330 MPHRANGE
800 SMFUEL CAPACITY
64 GALENGINE
LYCOMING IO-580HORSEPOWER
300 HP2017 AVC SPEED
276.63 MPH

14

WAYNE HADATH

"Little Bit" was built by Wayne Hadath and is the only F1 Rocket flying that was built from a slowbuild kit. The first flight was in September 2005. Wayne has been a private pilot since 1990, and has been racing recreationally since 2007. He has raced with both SARL and the AirVenture Cup. Race #14 was ranked the "Fastest Rocket in the Known Universe" for 2016. In the AirVenture Cup he has a number of first place finishes in his class and a third overall finish. Wayne's other planes include a Cessna 150, RV-10, and a Pitts S2E.



F1 ROCKET

REGISTRATION
C-FAUHTOP SPEED
245 MPHRANGE
1,150 SMFUEL CAPACITY
52 GALENGINE
LYCOMING IO-540HORSEPOWER
260 HP2017 AVC SPEED
231.24 MPH

39

JOHN ANDERSEN

Team Rocket F1 was built by John Andersen of Kenosha, WI, over a 6 year period. It was first flown in 2006 on the 103rd Anniversary of Powered Flight and it was the best day of John's life flying in his own creation. The airplane was built completely stock per the plans and had all of the original steam gauges. The project was started in John's basement and then moved to his 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 3 miles away. Over the past year, John made a few upgrades to his machine and installed a Grand Rapids EFIS Hxr and an engine monitor. This year marks 11 years of flying his machine and also bringing it to Oshkosh for the fly-in. John has attended AirVenture 42 years in a row and this is his 7th AirVenture Cup Race. He has flown over 25 types of different homebuilts and has been the pilot for first flights on 8 experimental aircraft. In his spare time, he loves to help others with their homebuilt projects from building, first flights, to pilot check outs. John also teaches conventional gear transitions, upset recovery and aerobatics. John is an ATP with almost 10,000 hours of flying. In addition to flying his own machine, John is a corporate pilot and has air charter and air ambulance flight experience.



F1 ROCKET

REGISTRATION
N39EJTOP SPEED
250 MPHRANGE
800 SMFUEL CAPACITY
52 GALENGINE
LYCOMING IO-540HORSEPOWER
260 HP2017 AVC SPEED
222.67 MPH

550

CURTIS BLUNDELL

Curtis Blundell was content with his Turbo Aztec until noticing a Hawker Hunter in a "fly a fighter jet" ad in a Cape Town SA tourist magazine. The next day strapped into a Martin Baker seat he was accelerating down CPT 01 with a former Rhodesian army PIC. 100 feet off the runway the PIC said "you have controls" and Blundell continued the shallow accelerating climb.

Airspeed rapidly climbed past 350 kts and the PIC reminded Blundell of the 250 kt class C speed limit suggesting a turn to the west and slightly lower altitude would hide them from ATC radar. The rest of the hour was a blast, the Cape, Table Mountain, loops, rolls over the South Atlantic, way too much fun. Flying suddenly turned from transportation back to the fun it started out as, the Aztec had to go and be replaced by something fun. Research and head scratching lead to the experimental world, Mark Frederick and the F1 Rocket kit. Contact with builders in his area confirmed the Rocket advertising along with offers of test rides from happy builders which sold the deal. A full time day job and desire to get into the air sooner rather than later led to the search for building assistance and Jerry Wilcox who was building his 6th RV. The beauty of experimental aircraft is you can do what you want, in this case the standard IO540 wasn't powerful enough, the 520 he remembered from a former T210 was turbine smooth so why not. To maximize power he and Jerry developed a tuned constant runner length exhaust system that was a bit of a challenge given the tight cowling and 550 cradle engine mount. Test flights were painless, a testament to Jerry's skill, attention to detail and perhaps some luck on the engine cooling baffle design. The final product is as advertised and he has spent the last 8 years exploring the Canadian Rockies west of Calgary and the occasional cross-country as far as Texas and New Brunswick.

Blundell's relationship with aviation began in a US army helicopter repair school and progressed through a stint as a Huey crew chief to Tech inspector and Maintenance supervisor for the 173rd Airborne's Casper Flight Platoons UH1H and OH58 fleet. After leaving the army he studied Mechanical engineering spending the last three summer breaks fixing helicopters in the Canadian arctic. He is presently the owner and president of Compact Compression and has spent his engineering career developing and building innovative equipment for exploration and production of oil and gas including a number of Helicopter Portable designs which have seen service in 20+ countries.



F1 ROCKET



EXPERIMENTAL - ROCKET F1

REGISTRATION
C-GVVE

TOP SPEED
258 MPH

RANGE
690 SM

FUEL CAPACITY
52 GAL

ENGINE
CONTINENTAL IO-550

HORSEPOWER
330 HP

AIRVENTURE
CUP ROOKIE

21

HARRY MANVEL

Harry Manvel is flying his Rutan Defiant in his sixth AirVenture Cup. He began construction of his Defiant in 1985 and its first flight was in 2000. The Defiant has modified (further outboard) ailerons, an all glass panel version 3.0, and two new Titan engines. Harry has flown N2HM from Utah to Boston, to Key West, to San Antonio, and all points in between. He won outstanding workmanship for his Defiant at AirVenture 2001; and flew it in the AirVenture Cup in 2003 and then again in 2012, 2015, 2016, and 2017. In 2016 his average speed was 232.93 mph. Harry holds a multi-instrument rating and a seaplane rating. He has been the president of Manvel Machinery since 1981.



DEFIANT



EXPERIMENTAL - SPORT MCT

REGISTRATION
N2HM

TOP SPEED
220 MPH

RANGE
1,200 SM

FUEL CAPACITY
118 GAL

ENGINE
2X TITAN X-320

HORSEPOWER
167 HP

2017 AVC SPEED
198.33 MPH

403

JIM & JAN RODRIAN

Jim Rodrian, with the help of his family, 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 mold-less 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 18 US patents and numerous foreign patents because 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 a flight to the Bahamas



DEFIANT



EXPERIMENTAL - SPORT MCT

REGISTRATION
N403R

TOP SPEED
220 MPH

RANGE
1,150 SM

FUEL CAPACITY
104 GAL

ENGINE
2X LYCOMING O-360

HORSEPOWER
2X 180 HP

2016 AVC SPEED
227.14 MPH

EXPERIMENTAL - FORMULA RG BLUE

33

ALLEN FLOYD

Race #33 is a Berkut owned by Tom Darden and is based in Falcon Colorado. Modified for mission specific purposes by Freeflight Composites, this Berkut 360 first flew in 2004. Among the modifications is a installed Ballistic Recovery System. She has good performance and sleek ramp appeal. A pilot by profession, Allen was bit by the speed bug while competing in a SARL race. 2018 will be his first appearance with the AVC and looks forward to making new friends, seeing old ones and sharing the camaraderie associated with the event.



BERKUT 360



REGISTRATION
N360BK

TOP SPEED
210 MPH

RANGE
1,200 SM

FUEL CAPACITY
52 GAL

ENGINE
LYCOMING IO-360

HORSEPOWER
180 HP

AIRVENTURE CUP ROOKIE

EXPERIMENTAL - FORMULA RG BLUE

35A

ERNIE CHAUVIN & CLAUDIA HANSON

This red and white Lancair 360 was built according to specs over 5,000 hrs, and 5 years. It has long range tanks, holding 60 gal, forward-tilting canopy and a composite 3-blade prop. It has a 1200 mi range and cruises at 180. At 8-10,000 feet it's sipping 9 gph.



LANCAIR 360

Ernie is celebrating 25 years of flying in Race 35 and has accumulated over 1400 hrs. Adventures include cross-country flights from coast to coast in Canada and the U S, light aerobatics training, Airshow fly-bys, 2-5 ship formation flights, over 100 Young Eagle flights and 5 Air Venture Cup Races from 1999-2003. The next challenge will be to attend Pylon Racing School June 2019 to qualify for the Reno Air Races in that September.

Claudia Hanson is a retired teacher and will be co-piloting Race 35. In 1985, Ernie flew Claudia's son in a Young Eagles event. After the flight, he offered Claudia an older eagles flight, which she emphatically declined with, "I NEVER get in a tiny plane like that!" A few months ago, however, perhaps sensing the accelerating passing of time, she steeled herself and took him up on that initial offer. She now enjoys cross-country flights and, occasionally, light aerobatics in that tiny plane, and is looking forward to the adventure of cross-country racing in the Air Venture Cup Race. "NEVER say never," is her reinforced mantra.



REGISTRATION
C-FXTZ

TOP SPEED
270 MPH

RANGE
1,000 SM

FUEL CAPACITY
60 GAL

ENGINE
LYCOMING IO-360

HORSEPOWER
180 HP

2013 AVC SPEED
206.44 MPH

EXPERIMENTAL - FORMULA RG BLUE

38

MARK QUINN

Race #38 was built on the weekends over a period of 8 1/2 years by Mark Quinn of Port Orange, FL. The first 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 360's 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.



LANCAIR 360



REGISTRATION
N3QU

TOP SPEED
265 MPH

RANGE
1,000 SM

FUEL CAPACITY
55 GAL

ENGINE
LYCOMING IO-360

HORSEPOWER
180 HP

2017 AVC SPEED
233.43 MPH

DAVE & ALICE NELSON

222

EXPERIMENTAL - FORMULA RG BLUE

Dave Nelson completed his Velocity STD-RG in 1997, and has flown it for over 1500 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 Ez, 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!



VELOCITY STD-RG



REGISTRATION
N22DN

TOP SPEED
220 MPH

RANGE
1,000 SM

FUEL CAPACITY
60 GAL

ENGINE
LYCOMING IO-360

HORSEPOWER
200 HP

2015 AVC SPEED
209.94 MPH

777

EXPERIMENTAL - FORMULA RG BLUE

CRAIG & JORDAN SCHULZE

Craig Schulze is an extreme aviation enthusiast; his blood cells are actually airplane-shaped. He has been building model airplanes since he was three and took his first flight when he was six. 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.



LANCAIR 360



REGISTRATION
N73S

TOP SPEED
MACH .417

RANGE
1,100 SM

FUEL CAPACITY
44 GAL

ENGINE
LYCOMING IO-360

HORSEPOWER
200 HP

2017 AVC SPEED
234.86 MPH

24

EXPERIMENTAL - FORMULA RG RED

BOB JAMES

Flying this award-winning Lancair 320 is Bob James. This aircraft was built in 1999 by Jim Cullison of Canby, OR, 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 3,000 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 fifth AirVenture Cup; in the four 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.



LANCAIR 320



REGISTRATION
N324C

TOP SPEED
235 MPH

RANGE
850 NM

FUEL CAPACITY
42 GAL

ENGINE
LYCOMING IO-320

HORSEPOWER
160 HP

2017 AVC SPEED
221.95 MPH

EXPERIMENTAL - FORMULA FX BLUE

91

BRUCE HAMMER

A veteran of the AirVenture Cup, Bruce Hammer only missed the first annual race and is as excited about this one as much as his first AirVenture Cup in 1998! He will be flying his Glasair 1-TD, which he built over a three-year period, and hasn't stopped modifying it since then in order to increase speed and utility. Glasair built many different models, and Bruce was lucky enough to start out with the original 1-TD. The first Glasair 1-TD was the smallest and has the least drag of all the fixed-gear models. While paying close attention to detail with gear leg fairings, wheel pants, cowling design, cooling drag, air gap seals, the proper Catto 66" x 92" pitch prop (12 props in 18 years) and a lot of patience and 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. His time was 8 hours, 5 mins, 21 sec, with an average speed of 258.27 mph. On March 19, 2018, Bruce once again departed from San Diego, CA, and headed to Jacksonville, FL, for an attempt to recapture his Transcontinental Speed Record. Cruising at 23,000 ft, he was 82 miles short of the finish line in Jacksonville when the supercharger failed and the engine quit. His Glasair landed too short to claim the Transcontinental Record, but he was able to claim a world speed record of 334.52 mph from San Diego, CA, to Waycross, GA. Bruce is currently working on another supercharger installation and a Catto three-bladed prop in yet another attempt at the Transcontinental record next spring. Bruce flies S-76 and AW-139 helicopters for Petroleum Helicopters, Inc. He has flown for them the past 41 years, servicing their offshore oil platforms over the Gulf of Mexico.



GLASAIR 1-TD



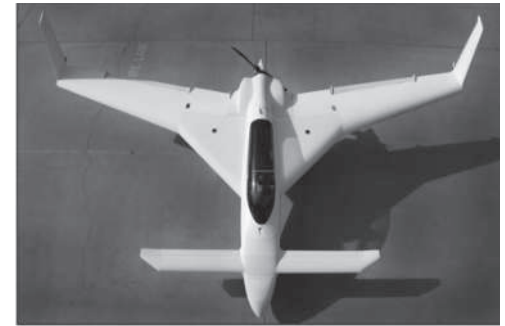
REGISTRATION N91LH	TOP SPEED 268 MPH	RANGE 1,800 SM	FUEL CAPACITY 75 GAL	ENGINE LYCOMING O-360	HORSEPOWER 180+ HP	2017 AVC SPEED 245.23 MPH
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EXPERIMENTAL - FORMULA FX BLUE

111

KLAUS SAVIER & JENNY TACKABURY

This Long EZ, the "Determinator", was built by Klaus Savier of Santa Paula, CA over a 27 year period. It has a parallel valve 360 with Dual Light Speed Engineering Plasma III CDI Electronic Ignition (designed by the builder) and a high pressure, timed sequential, electronic fuel injection that delivers into a tuned carbon fiber intake system designed and built at LSE. The Determinator's propeller is designed and built by Klaus for efficient xc speeds. It is a 68 diameter and 99 pitch carbon fiber and wood construction. All airfoil profiling is done by hand. In 2016, the Long EZ had a "strake-lift", which incorporated a new airfoil and twist distribution in order to test aerodynamic ideas and prepare the plane for future shape-shifting. Klaus has built his aviation career on speed and efficiency. He set 4 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 have raced in the Unlimited category) and has attended and crewed in rallies and races since her childhood.



LONG EZ



REGISTRATION N360KS	TOP SPEED 270 MPH	RANGE 1,380 SM	FUEL CAPACITY 44 GAL	ENGINE LYCOMING O-360	HORSEPOWER 230 HP	2017 AVC SPEED 250.61 MPH
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EXPERIMENTAL - FORMULA FX BLUE

819

RONALD NELSON & RHONDA ANDERSON

Ron acquired a Cozy IV project in 2006. The airframe looked mostly complete. However, after several years of 'fixing' airframe build errors, he was able to move on to new construction. After an additional 4 years of new construction, Ron came across the opportunity to buy a flying Cozy IV (N8191V) and purchased it.

N8191V was a solid airframe but the systems needed a little TLC. After rebuilding the brakes, cleaning up some wiring and excessive scat tubing, fuel system improvements, rudder cabling and return-spring issues and a variety of other improvements he began to start flying it in late 2016.

He has nearly 125 hours in this aircraft since and numerous cross-country trips between his home base in Longmont, Colorado to Northern Minnesota for ice fishing, Minneapolis area, Las Vegas, Kanab, and Saratoga, WY.

Ron's Co-pilot, Rhonda Anderson was spooked by a ride in a small aircraft when she was younger. Rhonda has overcome her anxiety of flying and now enjoys traveling by air.

Her favorite trips so far include: The Kanab Rutan Fly-in, sightseeing in the Rockies along the Continental Divide and trips to Las Vegas.



COZY MKIV



REGISTRATION N8191V	TOP SPEED 190 MPH	RANGE 1,035 SM	FUEL CAPACITY 52 GAL	ENGINE LYCOMING O-360	HORSEPOWER 180 HP	AIRVENTURE CUP ROOKIE
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932**EXPERIMENTAL - FORMULA FX BLUE****BURRALL & JOYCE SANDERS**

Burrall and Joyce Sanders completed their Cozy III in 2008 after having previously built and flew a Q1 Quickie, followed by a Vari EZ that they flew for nearly a thousand hours. The Cozy III has flown to the Bahamas twice and all over the continental US. The Cozy III is capable of speeds up to 225 mph and has competed in several races over the years. Since 2008, it has accumulated over 1,200 flying hours. The original Cozy III design was modified to have a wider cockpit, carry extra weight, and have extra horsepower (thus designating the model number with the "X" distinction). Joyce has owned and flown a Piper Tri-Pacer and is a dedicated right seater. She retired in 2015 and eagerly anticipates the numerous aviation events she is able to attend. The Sanders live in Colorado where they own and operate Freeflight Composites, LLC, a composite repair and builder assist center.

**COZY III****REGISTRATION**
N932BJ**TOP SPEED**
225 MPH**RANGE**
1,200 SM**FUEL CAPACITY**
47 GAL**ENGINE**
LYCOMING O-360**HORSEPOWER**
180 HP**AIRVENTURE CUP ROOKIE****3****EXPERIMENTAL - FORMULA FX RED****JERRY PECK**

Jerome Peck lives in Paola, KS. The airplane is based at New Century Air Center, near Olathe, KS. He has been a pilot for 46 years, and is a retired Lutheran minister. Jerome has 2 sons. The oldest is a music minister. The youngest is a pilot with Southwest Airlines. He finished building the airplane from plans (not a kit) in 1994, after a build that lasted 10 years, 10 months, and 3 days. In 2000, the airplane won a Bronze Lindy at Air Venture Oshkosh.

Jerome was involved in SARL racing for about 1 1/2 years during 2013-2014 and received a third place and second place, respectively, in the Sprint Class of the Air Venture Cup, using a mostly stock Lycoming O-235 118 hp engine. In April of 2015, while preparing for the first race of the season, the engine blew a crankshaft seal and seized, requiring him to do a dead-stick landing in a cornfield. Fortunately, there was only minor airframe damage that was repairable, but he decided to replace the destroyed engine with a larger Lycoming O-320 engine with 160 HP. This required building new cowls and baffles, and resolving a multitude of issues. This subsequently led to re-wiring the airplane, updating the avionics, re-painting the airplane, and installing a new cockpit interior. After 2 1/2 years of work (approximately 5,000 hours), it is essentially a new airplane. This will be the first race since the completion of the re-build. Because of the increased horsepower, it will now be racing in the FX Red Class.

*2014 AirVenture Cup flown with Lycoming O-235

**LONG EZ****REGISTRATION**
N12NC**TOP SPEED**
220 MPH**RANGE**
960 NM**FUEL CAPACITY**
48 GAL**ENGINE**
LYCOMING O-320**HORSEPOWER**
160 HP**2014 AVC SPEED**
190.93 MPH***51****EXPERIMENTAL - FORMULA FX RED****DOUG KOURI**

Doug Kouri has been flying his Long EZ 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 Long EZ 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, at 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, and is 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 Township near D98. His Kubota tractor, ATV, and ZTR mower keep him busy with maintenance (his wife Michelle does all the mowing, lucky guy!).

**LONG EZ****REGISTRATION**
N3260K**TOP SPEED**
224 MPH**RANGE**
1,200 SM**FUEL CAPACITY**
50 GAL**ENGINE**
LYCOMING O-320**HORSEPOWER**
168 HP**2015 AVC SPEED**
218.09 MPH

65**JORGEN SKOVBJERG**

N655DK project started in Denmark in the summer of 1987 and after spending 11 years completing the 3-year plan, Jorgen, "Jay" could finally take the Cozy flying the skies over California in January of 1999. It now has accumulated over 1,100 airborne hours flying, about 200 Young Eagles, many old hawks, aspiring canard test pilots, as well as 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 4th AirVenture Cup Race after having enjoyed the Centennial two-day race in 2003, the 2005 race, and last year's race. Jay is looking forward to coming back and meeting a new crowd of speed enthusiasts.

**COZY III****REGISTRATION**
N655DK**TOP SPEED**
214 MPH**RANGE**
1,150 SM**FUEL CAPACITY**
45 GAL**ENGINE**
LYCOMING O-320**HORSEPOWER**
160 HP**2017 AVC SPEED**
200.36 MPH**93****RICH & LYNN LAMB**

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 16th AirVenture Cup and his 22nd trip to Oshkosh. In 2010 & 2012 Rich and a team won the Miami Red Bull Flugtag, both with canard configured aircraft. The Long-EZ took 11 years to build with construction taking place in four different garages! Co-pilot this year is Rich's lovely and talented wife, Lynn. This will be her 3rd AVC race and can hopefully keep Rich on the straight line, Direct To course (Eric claims that's the shortest distance. Might try it this year.) Lynn is the seventh different co-pilot for Race 93. Race93 takes first place in that category at least.

**LONG EZ****REGISTRATION**
N893LT**TOP SPEED**
229 MPH**RANGE**
1,200 SM**FUEL CAPACITY**
52 GAL**ENGINE**
LYCOMING O-320**HORSEPOWER**
160 HP**2017 AVC SPEED**
209.76 MPH**112****CURTIS & MARY MARTIN**

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.

**LONG EZ****REGISTRATION**
N12LZ**TOP SPEED**
225 MPH**RANGE**
1,100 SM**FUEL CAPACITY**
54 GAL**ENGINE**
LYCOMING O-320**HORSEPOWER**
160 HP**2016 AVC SPEED**
229.44 MPH

499**DAVE CONRAD**

Dave built his Tailwind over a 10 year timespan in his garage and basement, it was his second airplane. Along with the basic plans, he bought Jim Clement's mod drawings to change the door shape and Rear spar location making it easier to enter and exit. The plane won an Outstanding Workmanship award at EAA's AirVenture 2013. In addition to the Tailwind, Dave owns the Hatz biplane he finished in 1993. Dave also helped finish EAA founder Paul Poberezney's last project before he passed, the Mechanics Illustrated Baby Ace. It was the thrill of his life to be asked to fly it as the opener of the AirVenture Airshow. Dave is a Design engineer at Ctech Manufacturing.

**W10 TAILWIND****EXPERIMENTAL - FORMULA FX RED****REGISTRATION**
N499DC**TOP SPEED**
200 MPH**RANGE**
500 SM**FUEL CAPACITY**
35 GAL**ENGINE**
LYCOMING O-320**HORSEPOWER**
160 HP**AIRVENTURE CUP ROOKIE****4****DAVE & DIANE ANDERS**

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 Oshkosh 1991, Reserve Grand Champion Oshkosh 1992, and the Wright Brothers Award, Dayton, 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, more specifically, improving his RV's 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. This incredible little plane has taken them from the Arctic Circle to the Bahamas, to Key West, to Bar Harbor Maine, and everywhere in between. It's an amazing time capsule.

**RV-4****EXPERIMENTAL - FORMULA RV GOLD****REGISTRATION**
N230A**TOP SPEED**
240 MPH**RANGE**
1,000 SM**FUEL CAPACITY**
32 GAL**ENGINE**
LYCOMING IO-360**HORSEPOWER**
190 HP**2017 AVC SPEED**
226.15 MPH**117****RICH JANKOWSKI**

Race 117 is an RV-10 piloted by Richard Jankowski. Richard is an EAA technical counselor and lifetime member. He also built an RV-6, before the quick build or pre-punched kits. For work he is an airline captain, and was an airline test pilot. He is type rated in 11 different transport category aircraft. He also received the Wright Brothers Master Pilot Award in 2015.

No stranger to racing, he has won the Sun 100 at Sun N Fun, and is a crew chief on a T-6 team at the National Championship Air Races in Reno, NV. This is Richard's first AirVenture Cup.

**RV-10****EXPERIMENTAL - FORMULA RV GOLD****REGISTRATION**
N8925**TOP SPEED**
214 MPH**RANGE**
1,000 SM**FUEL CAPACITY**
45 GAL**ENGINE**
LYCOMING O-320**HORSEPOWER**
160 HP**2017 AVC SPEED**
200.36 MPH

12**ALAN CARROLL**

Alan Carroll spent 8 ½ years building his Van's RV-8 N12AC which had its first flight on May 16, 2005. This was also a first time project for Alan, who accumulated 1,100 flight hours in his RV-8 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 in Madison. He is an instrument rated commercial pilot and Certified Flight Instructor with over 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 11th AirVenture Cup and he has also competed in several SARL races.



RV-8

**REGISTRATION**
N12AC**TOP SPEED**
230 MPH**RANGE**
800 SM**FUEL CAPACITY**
42 GAL**ENGINE**
LYCOMING O-360**HORSEPOWER**
180 HP**2017 AVC SPEED**
201.03 MPH**44****PETER FONTAINE**

Peter's RV8 and he have been working on their relationship now for 3 years; he thinks of her as his winter therapy.

Upgrades have included a Garmin g3x, auto pilot, engine and prop. Speed of course is what Peter's looking for, but it's an all-around compliant aircraft and a joy to fly. He got the racing bug a few years ago and has enjoyed being a part of the SARL. Great group of folks at SARL.

Peter started flying 26 years ago at the birth of his first child, thinking now or never, what a great decision that has been for him. He has flown very fast aircraft and very slow aircraft and honestly enjoys them all, as long as they behave. Peter currently owns the RV8, a Great Lakes and a Rans Coyote. His farm in Asheville, NC has a nice grass strip, NC67, that a small group fly off of.



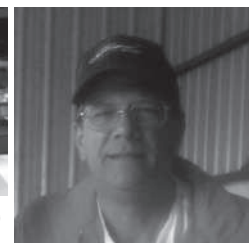
RV-8

**REGISTRATION**
N844P**TOP SPEED**
200 MPH**RANGE**
800 NM**FUEL CAPACITY**
42 GAL**ENGINE**
LYCOMING O-360**HORSEPOWER**
180 HP**2017 AVC SPEED**
199.36 MPH**Pi****DAVE WALSH & KEVIN PHELPS**

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 7 year period. The airplane's 1st flight was December 17, 2011 and so far has made 4 trips to AirVenture. Dave has been flying since college and is a CFI in both Rotorcraft and ASEL/AMEL, he also holds seaplane ratings. Flying co-pilot with Dave is Kevin Phelps. Kevin is an ATP rated pilot and former part 135 instructor and check-airman and is an active flight instructor. Both Kevin and Dave work for Sikorsky Aircraft. "At first we were intimidated by the race and racers. We now know they are folks just like us. This is the one aviation event we look forward to each year." - Kevin Phelps. This will be the 4th year in the AirVenture Cup for this team.



RV-7A

**REGISTRATION**
N782WP**TOP SPEED**
195 MPH**RANGE**
700 SM**FUEL CAPACITY**
42 GAL**ENGINE**
LYCOMING O-360**HORSEPOWER**
180 HP**2017 AVC SPEED**
184.59 MPH

503

ED FACISZEWSKI

EXPERIMENTAL - FORMULA RV BLUE

Ed hails from Bluffton, SC. He acquired his RV-8 as a project in 2015, and took to the skies the following year. When he's not flying or tweaking his RV, he flies for a major aircraft manufacturer as a demonstration pilot. Ed began his 32-year pilot career in the Air Force, flying the F-15C. He has a beautiful family with four children; his son is currently in Air Force pilot training.



RV-8

REGISTRATION
N503EF

TOP SPEED
217 MPH

RANGE
750 SM

FUEL CAPACITY
42 GAL

ENGINE
TITAN IOX-360

HORSEPOWER
180 HP

AIRVENTURE CUP ROOKIE

707

JOHN & PATTI STAHR

EXPERIMENTAL - FORMULA RV BLUE

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.



RV-8

A professional artist, designer and illustrator since 1978, John is the designer of this year's race poster and program cover art. As owner of Stahr Design and Artistic Aviation in Eugene, OR, John 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. Averaging a speed of 192 during last year's race, 2018 marks the Angel's seventh flight from Oregon to OSH - second year participating in the race. We are excited to be here!



REGISTRATION
N707AA

TOP SPEED
225 MPH

RANGE
650 SM

FUEL CAPACITY
42 GAL

ENGINE
LYCOMING O-360

HORSEPOWER
180 HP

2017 AVC SPEED
191.97 MPH

TF

BRENT TRAVIS

EXPERIMENTAL - FORMULA RV BLUE

Brent Travis built this RV-4 in his garage, took it apart and reassembled it in his hangar over a period of 14 years, the first flight of N999BT taking place in 2002. Since completion, the aircraft has been modified to increase top speed and has had several instrument upgrades to increase utility and to allow flight in instrument conditions. Top speed has been increased from 208 mph when N999BT was first finished to near 230 mph by drag reduction on the airframe. Unlike many high-performance airplanes, this aircraft has a carbureted engine and a fixed pitch prop. Brent is a mechanical engineer and is currently owner of Management Recruiters of Coeur d'Alene, an executive search firm that places engineers. His passion for flight began with an airplane ride when he was 5 years old and he received his pilot's license at the age of 19.



RV-4

REGISTRATION
N999BT

TOP SPEED
228 MPH

RANGE
700 SM

FUEL CAPACITY
32 GAL

ENGINE
LYCOMING O-360

HORSEPOWER
180 HP

2012 AVC SPEED
239.74 MPH

129

TED MILLER & CARLOS ALMAGUER

EXPERIMENTAL - FORMULA RV RED

Vans RV-9 "Race 129" N129BR was built by retired Delta Airlines Captain, Rolly Clark, and build partner, Bobby Reynolds, from Madison, GA. These gentlemen did an outstanding job on the build and created a beautiful aircraft that is not only fast, but efficient. Ted Miller is the owner/pilot of Race 129 and has been competing in the SARL air-race series for the last two years. Ted was the SARL points leader in the RV Red class last year. Ted holds commercial, instrument and multi-engine ratings and has been flying since 1992. During that period, he has accumulated time in over 30 different piston powered aircraft from Cubs to DC-3s. Ted's avocation is aviation and he can usually be found at the hangar trying out new things to make his plane go faster traveling the country in Race 129. 2018 will be Ted's rookie year in the AirVenture Cup. Carlos Almaguer is the co-pilot of Race 129. He has been flying since 2010 and holds private and instrument ratings. Although Carlos is a busy physician, he truly enjoys working on and flying his RV-10. When Carlos needed a mentor during his flight training, he went to Ted and they became close friends and flying partners. Carlos will be navigating and handling the plane when he is not looking out for traffic.



RV-9



REGISTRATION
N129BR

TOP SPEED
197 MPH

RANGE
750 SM

FUEL CAPACITY
36 GAL

ENGINE
LYCOMING O-320

HORSEPOWER
160 HP

AIRVENTURE CUP ROOKIE

11

LES BURRIL

EXPERIMENTAL - SPRINT

Les Burril received an airworthiness certificate for his Bushby Midget Mustang "RatRod" in 2012 and has flown it in Sport Air Racing League races ever since. Les has flown the RatRod in Sport Air Race events in TX, AL, TN, IL, FL and OH, and has flown into AirVenture several times.



MIDGET MUSTANG

He recently installed a 2-blade Catto prop. With the tip tanks, the RatRod has 26 gallons of useable fuel. It also has a nice-sized baggage compartment, electric flaps and trim, and a one piece canopy that Les wasn't sure would work. It is a dream to fly, and it's fast and economical. Les is a retired police officer with the US Forest Service and has over 1,800 hours of flight time. He received his instrument rating in a Mustang II and his wife routinely flies with him on trips, mostly to the south.

REGISTRATION
N23LM

TOP SPEED
195 MPH

RANGE
460 SM

FUEL CAPACITY
26 GAL

ENGINE
CONTINENTAL O-200

HORSEPOWER
100 HP

2017 AVC SPEED
184.59 MPH

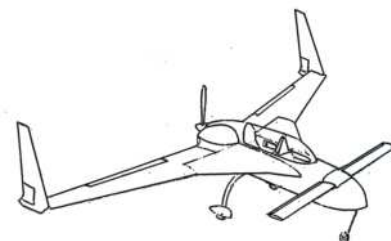


17

KURT WEGGE

EXPERIMENTAL - SPRINT

Kurt Wegge soloed a Piper Cherokee on the morning of his 16th birthday and has loved airplanes and flight ever since. He has rebuilt and updated both Varieze and Long Ez type aircraft and enjoys the flight characteristics of canards. With retirement perhaps not too far off, he will be doing more work on interesting aircraft types. Lets go racing!



LONG EZ

REGISTRATION
N85LD

TOP SPEED
195 MPH

RANGE
1,200 SM

FUEL CAPACITY
48 GAL

ENGINE
LYCOMING O-235

HORSEPOWER
115 HP

AIRVENTURE CUP ROOKIE

25**LEIF JOHNSON**

Leif Johnson's Rutan Vari Eze was built by Donald Morgan of Salem, IN, and its first flight was 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. Leif is currently a Boeing 737 Captain for Southwest Airlines. This is Leif's fifth AirVenture Cup Race.



VARI EZE

**REGISTRATION**
N92EZ**TOP SPEED**
193 MPH**RANGE**
650 SM**FUEL CAPACITY**
27 GAL**ENGINE**
CONTINENTAL O-200**HORSEPOWER**
100 HP**2017 AVC SPEED**
170.83 MPH**36****JAMIE HICKS**

This Vari Eze 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 second AVC race, and he is looking forward to seeing what the plane can do. Jamie is a First Officer with PSA Airlines. He has 200 hours in race 36. Jamie currently lives in Cincinnati, OH and is originally from Bowling Green, OH.



VARI EZE

**REGISTRATION**
N725EZ**TOP SPEED**
185 MPH**RANGE**
750 SM**FUEL CAPACITY**
28 GAL**ENGINE**
CONTINENTAL C85**HORSEPOWER**
85 HP**2016 AVC SPEED**
184.15 MPH**83****DAVE ADAMS**

David Adams is flying Race #83, a Long-EZ. An Electrical Engineer by day, David works on turbine controls 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 a spare 10'x 12' bedroom of their home and then assembled in their garage. David started racing in 2008 and is hooked. He has flown in more than 70 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, 2016, and 2017. 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 2,700 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).



LONG EZ

**REGISTRATION**
N83DT**TOP SPEED**
210 MPH**RANGE**
1,500 SM**FUEL CAPACITY**
54 GAL**ENGINE**
LYCOMING O-235**HORSEPOWER**
125 HP**2017 AVC SPEED**
196.52 MPH

98

JOHN KEICH

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.



MIDGET MUSTANG



PILOT: JOHN KEICH
COW CHIEF: AMANDA LANCE

EXPERIMENTAL - SPRINT

REGISTRATION N825J	TOP SPEED 190 MPH	RANGE 350 SM	FUEL CAPACITY 15.8 GAL	ENGINE CONTINENTAL O200	HORSEPOWER 100 HP	2017 AVC SPEED 167.56 MPH
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123

GREG STRUVE

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.



LONG EZ

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.



EXPERIMENTAL - SPRINT

REGISTRATION N23X	TOP SPEED 149 MPH	RANGE 1,250 SM	FUEL CAPACITY 51 GAL	ENGINE LYCOMING O-235	HORSEPOWER 115 HP	2017 AVC SPEED 156.64 MPH
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292

VINCENT HOMER

Vince Homer lives at the Independence, OR, Air Park, along with 175 other aviation enthusiasts' homes. He started flying in 1979 and after a 30 year hiatus got recurrent and, at his wife's suggestion, moved to the Airpark in 2013. Vince acquired a Sonex from Merle Reppert of Paradise, CA, in 2012 and a Onex from him in 2017. Since acquiring the Onex, several upgrades have been added, including lights, a smoke system, and an auxiliary fuel tank, just for the Air venture Cup race. Vince is very active in the Independence EAA Chapter 292 and several aircraft-related projects in the airpark. His hangar is referred to as the "Museum," and has a complete machine shop. Vince spent his working career as an aero/mechanical engineer in the oil industry as a fire protection/safety engineer and in the aerial fire tanker business. This is Vince's first Air Venture Cup race.



ONEX



EXPERIMENTAL - SPRINT

REGISTRATION N362DV	TOP SPEED 160 MPH	RANGE 450 SM	FUEL CAPACITY 22 GAL	ENGINE JABIRU 3300	HORSEPOWER 120 HP	AIRVENTURE CUP ROOKIE
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116

MIKE & TRACI FARLEY

PRODUCTION - TWIN3-T

Race # 116 is a Diamond DA42, an all-composite, four-place aircraft, with G1000 glass cockpit and 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. Mike is a Sales Representative for Premier Aircraft Sales, as well as a pilot for Alaska 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.



DA42



REGISTRATION
N197TS

TOP SPEED
195 MPH

RANGE
1,000 SM

FUEL CAPACITY
76 GAL

ENGINE
CONTINENTAL CD135

HORSEPOWER
135 HP

2017 AVC SPEED
166.30 MPH

35

CHARLES CLUCK & DOVE RAMIREZ

PRODUCTION - FAC1RG

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.



M35 BONANZA

The present caretaker and pilot, Charles Cluck, purchased Viki Tango in September of 2014, and brought her to her present home at KDWH, just outside of Houston, TX.

Charles, and Co-Pilot Dove Ramirez, campaigned Viki Tango in the Sport Air Racing League throughout 2017, garnering a First Place Championship in Class and Category - including a FAC1RG First Place in the AirVenture Cup Race. Fast airplanes need to be exercised, and Viki Tango has proven herself to be a credit to her builders.



REGISTRATION
N988VT

TOP SPEED
220 MPH

RANGE
940 SM

FUEL CAPACITY
64 GAL

ENGINE
CONTINENTAL IO-550

HORSEPOWER
300 HP

2017 AVC SPEED
205.06 MPH

200

JAMON PRUITT

PRODUCTION - FAC1RG

Dr. Jamon Pruitt will be flying a Meyers. Race 200 is a two-time FAC1RG class winner in AirVenture Cup. Jamon works as a cardiologist in Bentonville AR but his first love is aviation. Jamon started flying with his father at an early age in a Cessna 120, and still flies one today. He hopes to some day to fly his current project, a Stewart S51 mustang, in the AirVenture Cup.



MEYERS 200



REGISTRATION
N259M

TOP SPEED
239 MPH

RANGE
1,100 SM

FUEL CAPACITY
80 GAL

ENGINE
CONTINENTAL IO-520

HORSEPOWER
285 HP

2017 AVC SPEED
165.13 MPH

298

ROSS III & ROSS IV WARNER

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

PRODUCTION - FAC1RG



MEYERS 200

REGISTRATION N2988T	TOP SPEED 210 MPH	RANGE 1,150 SM	FUEL CAPACITY 80 GAL	ENGINE CONTINENTAL IO-550	HORSEPOWER 300 HP	2017 AVC SPEED 191.26 MPH
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555

TOM & TOM CURRIE

Tom and Tom Jr are flying their Bonanza A36. Between them they have spent 50 Years in the Air Force in and around aircraft and now enjoy flying together in a more relaxed environment.

PRODUCTION - FAC1RG



A36 BONANZA

REGISTRATION N36PS	TOP SPEED 149 MPH	RANGE 1,250 NM	FUEL CAPACITY 51 GAL	ENGINE LYCOMING O-235	HORSEPOWER 115 HP	2017 AVC SPEED 156.64 MPH
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456

ANNELISE BENNETT & CAROL HASKIN

Racing her beloved factory-built and totally restored 1965 Cessna 182, "X-Ray", in the AirVenture Cup Race for the first time, AnnElise Bennett is no stranger to air racing. After participating in her first air race in the U.S. Air Race 2005, AnnElise was hooked on air racing! She has raced X-Ray nearly 40 times with the Sport Air Racing League, winning four year-end points championships. AnnElise recently sold her country acreage with a grass runway, packed up X-Ray and moved to a large air park near Granbury, TX, where she hopes to be able to spend more time aviating and less time mowing. AnnElise's beautiful assistant in this race will be her amazingly witty, resourceful and musically talented sister, Carol Haskin. After driving with AnnElise to Oshkosh (which she calls the "world's largest widget convention") in 2016, and loving every minute of it, Carol is ready to expand and preface her Oshkosh experience with a really long but thrilling air race. Both AnnElise and Carol are happily self-employed can-do women, tackling and conquering whatever life throws their way. They are very much looking forward to getting their race on!

PRODUCTION - FAC3FX



C-182



REGISTRATION N2456X	TOP SPEED 169 MPH	RANGE 500 SM	FUEL CAPACITY 55 GAL	ENGINE CONTINENTAL O-470	HORSEPOWER 225 HP	AIRVENTURE CUP ROOKIE
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82

JONATHAN HUDIK

Jon Hudik is currently a Captain at Envoy Airlines (The Real American Eagle). Jon caught the aviation bug when his parents introduced him to their Piper Arrow (Race 82) at the age of 8 and has been into flying and aviation ever since. He went to the University of Dubuque and majored in the aviation program. From there, he has worked his way up the career ladder from ramp rat at the FBO to being a CFI and now to Envoy Air as a Captain. He plans on continuing his way up the ladder in the future (American, United, Etc.). When not working, he can be found traveling someplace new via non-revving or in the Arrow, spending time at the family farm and or riding his motorcycle.

This Arrow was built in 1982 in Vero Beach Florida. It was originally a dealer demo aircraft equipped with extended range tanks (77 gals.) and a built-in Oxygen system. It was purchased in 1985 by the current owner. The aircraft has been left in stock conditions except for a few avionics, cosmetic and practical upgrades over the years.



ARROW



PRODUCTION - FAC3RG-T

REGISTRATION
N82301

TOP SPEED
222 MPH

RANGE
1,000 SM

FUEL CAPACITY
77 GAL

ENGINE
CONTINENTAL TS10360

HORSEPOWER
200 HP

2016 AVC SPEED
185.25 MPH

76

STEVE APPLEBAUM & SEBASTIAN ZABA

Often referred to as "an imaginary author created by his characters", psychotherapist Steve "Stevie Two Dogs" Applebaum's accomplishments include flying thousands of Young Eagles and service as a CAP mission pilot. 2018 marks Steve's seventh appearance in the AirVenture Cup, flying a beautiful 200HP Mooney M20-E, he calls "Grace". Joining Steve this year is internationally known geocoding and visualization guru Sebastian Zaba. Sebastian has been bringing people closer together worldwide for decades and this year they hope to shrink the map and shorten the course though the power the mind and software engineering by channeling Leon Russell, the master of space and time, manipulating ForeFlight in ways yet unknown to mere mortals in order to attain record speeds for Team A-Z and Race 76.



MOONEY M20E



PRODUCTION - FAC3RG

REGISTRATION
N3414X

TOP SPEED
180 MPH

RANGE
900 SM

FUEL CAPACITY
52 GAL

ENGINE
LYCOMING IO-360

HORSEPOWER
200 HP

2017 AVC SPEED
156.74 MPH

662

STEVE & ROBERT DIECK

N6620C is a 1966 Mooney M20C owned by Steve Dieck. Purchased in 2004, Steve has been restoring and updating it since then. The most visible modifications include a 201 cowl and windshield, gap seals on the control surfaces and an updated instrument panel. Originally issued N6078Q, the new N number N6620C was obtained to show the year and model of the airplane. Steve grew up in northern Wisconsin, close to his copilot cousin Bob, who introduced him to Mooney airplanes via his family's 201. Bob is an instrument rated pilot with significant Mooney experience. The two of them have remained close, camping together at Airventure for over 40 years. People frequently refer to them as brothers, to the point where they have quit correcting the error. Steve attended Lewis University, obtaining his A&P and Private Pilot ratings. He worked at a Piper Service Center and in corporate aircraft maintenance before moving into the cockpit and becoming a corporate pilot. Currently flying the Falcon 2000 EASy, he has 6 type ratings and over 10,500 hours of flight time. He is an ATP, IA, and CAM.



MOONEY M20C



PRODUCTION - FAC4RG

REGISTRATION
N6620C

TOP SPEED
170 MPH

RANGE
650 SM

FUEL CAPACITY
52 GAL

ENGINE
LYCOMING O-360

HORSEPOWER
180 HP

AIRVENTURE
CUP ROOKIE

68**ROLAND & JUDITH BIBER**

This is this pilot's second time 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 set up Air Algoma, Inc., a charter company which kept him on the flying side. He flew in the Arctic of Canada for three years, participated with CASARA Manitoba (CAP in the USA) as chief navigator and pilot. Now, after 55 years of flying and retired (somewhat), he purchased a 1972 Cessna -177B, a hidden jewel in the stable of Cessnas and, although 46 years old, is still the most modern looking airplane Cessna ever made.

**C177**

This year, his wife will join him as co-pilot. Judith is not a pilot but has jumped off dunes in Mexico with a Rogallo wing on her back (and crashed same in a spectacular fashion), flew aerobatics in gliders, loves to fly open cockpit biplanes, has been towed on a parasail behind a motorboat, soared the skies in a hot air balloon and did paragliding in Switzerland around mountaintops that Roland would not try. She is a great co-pilot, keeps the plane on a steady keel and has been known to fall asleep on the stick, however bumpy it was. Her interest in flying is still peaked by the passion that Roland has for flying, and she loves to be a passenger/navigator/co-pilot on their flying excursions.

**PRODUCTION - FAC4FX****REGISTRATION**
C-FEIJ**TOP SPEED**
150 MPH**RANGE**
775 SM**FUEL CAPACITY**
49 GAL**ENGINE**
LYCOMING O-360**HORSEPOWER**
180**2016 AVC SPEED**
150.86 MPH**86****JOE CONLON & HOWARD BUCK**

Joe Conlon has enjoyed four previous AirVenture Cup experiences from the back seat of Race 93, and the right seat of Race Pi. Last year was 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 for the second time this year in their PA28-180, competing in the FAC4FX class.

**CHEROKEE 180**

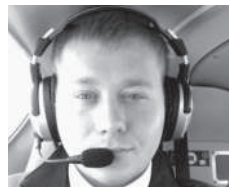
Joe holds a commercial certificate with SEL, MEL, Helicopter, and Instrument ratings. He is an Aerospace Engineer with 36 years at Sikorsky Aircraft's Development Flight Center, testing the world's finest helicopters. Joe has been married to his wife, Carol, for 33 years. They have four children, the oldest of whom flies an E-2D Hawkeye for the US Navy.

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

**PRODUCTION - FAC4FX****REGISTRATION**
N4386T**TOP SPEED**
133 MPH**RANGE**
560 SM**FUEL CAPACITY**
50 GAL**ENGINE**
LYCOMING O-360**HORSEPOWER**
180 HP**2017 AVC SPEED**
133.25 MPH**144****TYSON WHITNER & KANE SAYLOR**

Competing for the Indiana State Flying Sycamores are Pilot Tyson Whitner and Co-Pilot Kane Saylor. Tyson is a senior Professional Flight Student Currently working toward his instrument rating. His first flight was a Young Eagles Ride at age 12 and ever since he has been hooked.

Kane is a Senior Flight Instructor at Indiana State University and holds a CFI, CFII, and MEI certificate. He is working towards reaching 1500 hours and hopes to join a regional airline early next year. Kane began flying in 2012 during his senior year of high school and graduated ISU in 2015. This will be the first AVC race for both members and first trip to Oshkosh for Tyson.

**DA40****PRODUCTION - FAC4FX****REGISTRATION**
N464TH**TOP SPEED**
173 MPH**RANGE**
825 SM**FUEL CAPACITY**
40 GAL**ENGINE**
LYCOMING O-360**HORSEPOWER**
180 HP**AIRVENTURE CUP ROOKIE**

166

DEIRDRE DREGER & SIEGFRIED NOLTE

Dee Dreger has been flying for 12 years, training in Tomahawk, WI. She trained in the Classic 1956 Cessna 172, N6094A, which is the airplane she will be flying and is now the KTKV Flyers, Inc. Club airplane. She wanted to learn to fly more than her husband, so he said, "If you do it, I will, too." They trained together and now continue to fly together in their Cessna Turbo 210.

PRODUCTION - FAC5

However, she won't be flying with her husband in her first AVC race. Her co-pilot will be Siegfried Nolte, another member of the KTKV Flyers, Inc. Club. Siegfried hails from Berlin, Germany and has been a pilot since 1995. He comes back to the USA every year just to fly N6094A and to see his many American friends. He has flown several different planes over the years: most single engine Cessnas, Piper 28, Cortana DA20, and most currently a Fuji FA-200. Siegfried LOVES to fly but has been grounded by some medical issues. Dee wanted to give Siegfried a special adventure by entering this race and flying together.

The KTKV Flyers just finished compounding and polishing this Classic Cessna 172. N6094A went from very dull to VERY shiny and will really shine during this race. Both Dee and Siegfried look forward to this new adventure.



C172



REGISTRATION
N6094A

TOP SPEED
131 MPH

RANGE
430 SM

FUEL CAPACITY
37 GAL

ENGINE
CONTINENTAL O300

HORSEPOWER
145 HP

AIRVENTURE
CUP ROOKIE

898

VERN KOKOSA & JACK MALLIA

Vern has been flying for 18 years and accompanied his cousin, the late Jeff Mallia, at AVC Races into Oshkosh from 2007 to 2017 as a copilot in Jeff's Cozy Mark 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 has raced the Grumman in the FAC5 Class and finished first in the 2013 Mt. Vernon 100 Air Race and first in the 2017 AirVenture Cup 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 second AirVenture Cup race as a competitor.

PRODUCTION - FAC5

Jack Mallia is the co-pilot and son of Jeff Mallia. Jack is a licensed private pilot with most of his flight time in a Piper Archer. Jack has accompanied his father and Vern at the AVC races and Oshkosh for six of the past eight years. Jack flew as a co-pilot with his father last year in the 2017 AVC Race in their Cozy Mark III, when they won the Experimental Formula FX Red Class. Jack lives in Schenectady, New York, and works as an independent aviation insurance broker at Northeast Aviation & Marine. Jack is also an accomplished ski racer.



AA5



REGISTRATION
N898JR

TOP SPEED
155 MPH

RANGE
437 SM

FUEL CAPACITY
38 GAL

ENGINE
LYCOMING O-320

HORSEPOWER
150 HP

2017 AVC SPEED
135.70 MPH

152

WAYNE WOLDT

AirVenture Cup 2018 is Wayne Woldt's debut race. Wayne 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. N7187C 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 originally modified into a standard 152; and then, once certified, it was modified again into the first 152 Aerobat. Thus, N7187C is three airplanes in one. Wayne is the fourth owner of N7187C, 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 6 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.

PRODUCTION - FAC6



C152



REGISTRATION
N7187C

TOP SPEED
115 MPH

RANGE
632 SM

FUEL CAPACITY
39 GAL

ENGINE
LYCOMING O-235

HORSEPOWER
110 HP

AIRVENTURE
CUP ROOKIE

99B

LAURA NOEL

Laura Noel has owned her 1948 Luscombe Silvaire 8F four years. The Luscombe is her first airplane, although she has been flying other people's planes for 20 years. Laura has multiple certificates, endorsements, and ratings, ...although her favorite endorsement is the tailwheel. This will be Laura's first time flying into Oshkosh as pilot in command.



LUSCOMBE 8F



VINTAGE

REGISTRATION
N1499B

TOP SPEED
110 MPH

RANGE
450 SM

FUEL CAPACITY
30 GAL

ENGINE
CONTINENTAL 90

HORSEPOWER
90

AIRVENTURE CUP ROOKIE

178

DICK KEYT & MICHELE SONIER

Michele Sonier and Dick Keyt plan to race 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 of fuel. On a cross-country, at the blistering pace of 100 miles per hour, they are constantly looking for fuel stops.



PT-22

VINTAGE

Michele left a 25 year career on Wall Street to pursue things that sounded like a lot more fun. She has been working on her airplane ratings and recently became a board certified practitioner of holistic medicine. She is a private pilot and hopes to be instrument rated by the time you are reading this. This is her first time at Oshkosh and her first AirVenture Cup race with retired Boeing 777 Captain Dick Keyt.

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, is the President of his local EAA Chapter, and mentors students through the Polen Foundation.

REGISTRATION
N53071

TOP SPEED
104 MPH

RANGE
237 SM

FUEL CAPACITY
24 GAL

ENGINE
KINNER R56

HORSEPOWER
160 HP

2017 AVC SPEED
89.47 MPH

18

CARL HOUGHTON

This year marks Carl's fifth 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.



GOBOSH 700

LIGHT SPORT

This is the Gobosh's sixth 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.



REGISTRATION
N721RB

TOP SPEED
132 MPH

RANGE
225 SM

FUEL CAPACITY
18 GAL

ENGINE
ROTAX 912ULS

HORSEPOWER
100 HP

2017 AVC SPEED
108.02 MPH

197

JOSEPH RYAN

Joseph purchased N1972A 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. It's 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. Assembled in Pennsylvania, USA, a ferry pilot flew it to Oshkosh in 2014, where Joseph picked it up. The aircraft is powered by the Rotax IS Sport engine, and has a fuel injected and computer controlled ignition. The engine makes 100 HP and cruises at 104 knots 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 crosswind 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 flying it.

LIGHT SPORT



EVEKTOR HARMONY



REGISTRATION
N1971A

TOP SPEED
138 MPH

RANGE
805 SM

FUEL CAPACITY
31.7 GAL

ENGINE
ROTAX 912

HORSEPOWER
100 HP

2016 AVC SPEED
142.40 MPH

AIRVENTURE CUP

MEMORIES

South Dakota has been a part of the AirVenture Cup since 2008. This is the sixth race starting from Mitchell, and our archives are full of memories from our past races here.

TOP RIGHT: The Sport SX Class on a photoshoot over the Mitchell Municipal Airport. LOWER RIGHT: The ramp filled with race planes AirVenture Cup Weekend in front of Wright Brothers Aviation Hangar. Wright Brothers Aviation has been a gold sponsor of the AirVenture Cup since 2008. LOWER LEFT: Captain Sal arrives in his Race 6 Twin Comanche. Sal has been our traveling mechanic helping broken down racers for more than a decade. UPPER LEFT: Long time race volunteer, Todd Shannon giving a Young Eagle ride as part of our AirVenture Cup Open-House. The AirVenture Cup participants have been long time supporters of the Young Eagles program flying well over 500 missions.



*Flight is freedom in its purest form,
To dance with the clouds which follow a storm;
To roll and glide, to wheel and spin,
To feel the joy that swells within;*

*To leave the earth with its troubles and fly,
And know the warmth of a clear spring sky;
Then back to earth at the end of a day,
Released from the tensions which melted away.*

*Should my end come while I am in flight,
Whether brightest day or darkest night;
Spare me your pity and shrug off the pain,
Secure in the knowledge that I'd do it again;*

*For each of us is created to die,
And within me I know,
I was born to fly.*

-Gary Claud Stokor

IN MEMORIAM

**It is with heavy hearts that the staff,
volunteers, and racers of the AirVenture Cup
remember our friends who have gone west.**

46

Jeff Mallia was an eleven time participant in the AirVenture Cup with 7 first place victories in the Formula FX Red class. He was also a long time sponsor of the AirVenture Cup. His family-run insurance agency, Northeast Aviation and Marine, sponsored the post race party for the better part of a decade, buying a drink for all his compatriots flying or volunteering for the AirVenture Cup. Jeff passed away suddenly on January 27th, 2018. He was only 62.

Jeff was a native of Schenectady, NY and graduated from St. Lawrence University. After college Jeff completed Officer Candidate School and graduated as a regimental commander of his class, earning his commission as a Naval officer. He attended flight training in Corpus Christi, TX. He spent eight years as a winged Naval Aviator flying A4 Skyhawks and A7 Corsairs off the USS Midway and other carriers.

After his Naval career, he returned home and joined his brother and father working for Sykes-Mallia Associates, Inc., and was a partner in the firm for over 30 years. Jeff also served on advisory boards and volunteered for organizations within his business community.

Jeff was a very active aviator. He and his father constructed their Cozy Mark III, Race 46, and Jeff did the first flight and test flying of the airplane. It took them 5 years to build and when they brought it to Oshkosh in 1999, they were awarded an Outstanding Workmanship Award. The airplane incorporates many modifications which made it the fastest Cozy Mark IIIs to participate in the AirVenture Cup to date.

Jeff's passions not only included general aviation, but also alpine skiing and golf. Jeff was an avid alpine ski racer, and also served more than 17 years teaching youth to ski. Many of his students went on to win state and national championships as well as one of his students going on to participate in the 2014 Olympics. As a golfer, Jeff won many amateur titles and championships.

The entire AirVenture Cup family will remember Jeff fondly. He will be remembered for his professionalism and dedication to excellence in his flying and racing, but mostly for the way he always seemed to enjoy himself and did so with a smile.



JEFF MALLIA

352

John Parker has raced airplanes for more than 40 years and was a three time participant in the AirVenture Cup. John took two first place victories in the Experimental Unlimited class in his Blue Thunder II Thunder Mustang. He flew west on May 3, 2018 in an unfortunate forced landing precipitated by an engine failure. He was 80 years old.

John is a US Air Force veteran, and once he was placed on reserve status joined American Airlines as a pilot in 1965. He and his wife Jan lived in Reno and shortly thereafter, John started building engines for Formula One airplanes racing at the National Championship Air Races at his home airport. John's expertise and passion soon turned into a business and in 1967 he started "American Air Racing." John and his business assisted racers as a, "Speed Merchant."

To say he was enamored with aviation is an understatement. "I sometimes say I was born with 1,000 hours," Parker told the Reno Gazette Journal in 2016. "I've been doing this all my life. It's part of my DNA. I enjoy everything about it – the history, the mechanics, the metallurgy, the people – all of it."

John was a four time class champion in Reno. His first gold was in 1977 in the formula one class, and won again in 1978 and 1980. He also took the gold in the sport class in 2015. His original, scratch-built formula one racer is now on display in the AirVenture Museum in Oshkosh, WI.

There is no doubt that John did a lot for air racing. He was a steadfast competitor for nearly half a century, but was there when fellow racers needed help or a spare part. His contributions to air racing and the community of people who are participants are will be a long lasting memory for those who knew John.



JOHN PARKER

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