

WELCOME: AIRVENTURE CUP PARTICIPANTS

Air racing has a history almost as long as aviation itself.

To all AirVenture Cup participants:

I wish all of you the best in this year's race and welcome you to EAA AirVenture Oshkosh 2019, the "World's Greatest Aviation Celebration." Air racing has a history almost as long as aviation itself. The AirVenture Cup, now in its 22nd year, is an opportunity to showcase the safety and variety of aircraft in a fun way with fellow aviators.

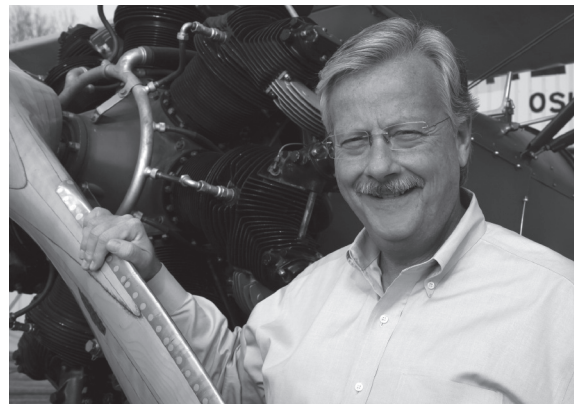
Special thanks go to all of the volunteers who make this event possible, whether they are the volunteer organizers or those in the community where the race begins and finishes. Those volunteers are dedicated to making your experience the best possible one for you.

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 – especially this year, as we celebrate EAA's 50th consecutive fly-in at Oshkosh. 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 AirVenture Cup, now in its 22nd year, is an opportunity to showcase the safety and variety of aircraft in a fun way with fellow aviators.

Participants, volunteers, and air race fans:

Welcome to the 22nd Running of the EAA AirVenture Cup Race! Whether you are a race veteran, a first-time participant, one of the many volunteers who dedicate so much of their time to make this event happen, or one of the many fans who come out to support cross country air racing, I thank you for being a part of this year's 22nd Running of the AVC.

It's been a fantastic journey since dreaming up the idea for the AirVenture Cup, more than two decades ago. That first running of the AirVenture Cup in July, 1998, 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 who 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, as the race couldn't happen without them.

For the 22nd Running of the Race, we are excited to once again have Mt Vernon, IL, for the host city of the Race Start, and Wausau, WI, hosting the Race finish. Both of these cities have been highly supportive of the event, and we appreciate their efforts.

I also need to thank all of the race teams taking part in this year's race. Several of the teams have raced more than 15 times; two pilots, Keith Phillips and Steve Hammer, are tied for the record for the most races, and both will be racing for the 20th time this year. The support, energy, enthusiasm, and camaraderie of the race teams plays a huge part in keeping the event going, year after year. When we started the first AVC race in 1998, we were one of two cross country races in the country. Today, there is a race practically every weekend, but for most of the teams, the AVC is the premier event of the season.

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



ERIC K. WHYTE
CHAIRMAN, AIRVENTURE CUP



RACE CLASSES

Racers are divided into classes by their status as experimental or certified, then on their engine size & landing gear configuration.

Any experimental category aircraft with

EXPERIMENTAL

JET

Non afterburning turbojet or turbo fan powered aircraft.

SPORT

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

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.

TURBINE

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

SPORT SX

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

ROCKET F1

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

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.

FORMULA RG BLUE

a displacement of 360 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.

Any production category aircraft with

PRODUCTION

FAC 1 RG

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

FAC 3 FX

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

FAC 5

130 - 179 HP.

LIGHT SPORT

any Experimental or ASTM compliant light sport aircraft.

FAC 3 RG

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

FAC 4 RG

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

TWIN 1

twin-engined aircraft with 280 HP and above per engine, normally aspirated.

FAC 3 RG-T

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

FAC 4 FX

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

TWIN 3T

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

84

JET

SCOTT GUSAKOV AERO VODOCHODY L-39



This will be Scott "Tumbling Goose" Gusakov's 5th AirVenture Cup Race but his first in a jet. Scott has previously flown a 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. This will be his rookie year at Reno in the Jet Class. He has also participated in several regional Sport Air Racing League (SARL) races and used to fly a Pitts S2B biplane in IAC aerobatic competitions. He won 2002 Intermediate and 2004 Advanced Mid America Championship titles. The Aero Vodochody L-39 Albatros he is now flying was built in 1984 and restored in 2010 by Adam Grosser. Race #84 is one of the best examples in the world of a top notch restoration of a classic military jet, with an unmatched level of workmanship and attention to details. Rather than operating as a traditional restored military aircraft with camouflage paint and trim, it is enjoying a flashy second life as a racer and airshow performer, with details that emphasize performance, utility, and fun through modern avionics upgrades, weight reduction, and other performance and reliability enhancements.

*2017 AVC speed in a Glasair III



TOP SPEED	RANGE	FUEL CAP	ENGINE	THRUST	2017 AVC SPEED
470 MPH	700 SM	384 GAL	IVCHENKO AI25-TL	3,792 LBS	252.73 MPH*

007

EXPERIMENTAL - TURBINE

RENE DUGAS TURBINE LEGEND



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 four years ago. The plane took 3 years to build with Lanny Rundell as co-owner. It is delightful to fly. It performs big, smooth aerobatics very nicely, 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 goes faster but burns more. She climbs at 5500 ft/min and descends even faster and stalls at 68 knots.. Truly a delightful aircraft to fly. Rene' Dugas is a retired Ear, Nose, & Throat surgeon and commercial, instrument-rated, multiengine, CFII-A, AGI. Rene' has been flying for 22 years and has completed two experimental aircraft projects-a Velocity XLRG with 185 kts. cruise, and this faster Turbine Legend. Rene' flies for pleasure, as well as a contract commercial charter pilot and Tailwheel / Acro instructor and an acro competitor in a Super Decathlon. He is a factory Transition Trainer for Velocity Aircraft. He races for pleasure and competition. His wife, Donna, of 44 years is supportive of his passion and they have two children and four grandchildren. Rene' also races in the SARL when possible and enjoys the fellowship of other pilots and racers. As a Cajun ambassador of aviation, he enjoys the camaraderie of aviation and racing, and is a new Texan in the North Dallas area. Come fly with us.



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2018 AVC SPEED
400 MPH	900 SM	140 GAL	WALTERS 601D	730 HP	306.48 MPH

104

EXPERIMENTAL - TURBINE

MARTIN ABBOTT TURBINE LEGEND



This Turbine Legend is a carbon fibre 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 CF-104 Starfighter, "a 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.

TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2018 AVC SPEED
460 MPH	1,150 SM	160 GAL	GARRETT DASH 10	1,200 HP	384.52 MPH

ANDREW FINDLAY

LANCAIR LEGACY

EXPERIMENTAL - UNLIMITED

30C

Andrew has raced his entire life: downhill skiing, snowmobiles, motorcycles, and now air racing. His educational background includes a BSME, a MSME, a MBA, and he has flown 52 different types of aircraft. He has a background in engine development at BRP (Evinrude), and currently works for STIHL Inc. The plane is supported by an amazing team that loves to race and fly airplanes.

Sponsors: STIHL, McCauley, Airframes Inc., Turbonetics Turbochargers, Pinnacle Engines, Thermodynamic Sciences, Dynon Avionics, Geoquip, Advanced Aviation, Beringer, Air Capital Insurance, SDSEFI, Lift Aviation



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2017 AVC SPEED
402.7 MPH	1,000 SM	66 GAL	CONTINENTAL TSIO-550	350 HP	275.59 MPH

STEVE HAMMER

LANCAIR IV

EXPERIMENTAL - SPORT

3

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.

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

This year Steve will be flying his Lancair IV in the AVC race .This aircraft was built by Craig and Kirt Wheeler and first flew in 1996. Steve is the the third owner having purchased it from Carl McIntyre. The airplane has 2200 hrs. total time. This is the only Lancair IV that Steve knows of that has a Continental IO-520 engine. Steve typically cruises at 210 KTAS burning 12.5 gph which gives him 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.



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2018 AVC SPEED
270 MPH	1,500 SM	90 GAL	CONTINENTAL IO-520	310 HP	256.90 MPH

CHARLES BRACKEN & MARIANNE BARIL

LANCAIR LEGACY

EXPERIMENTAL - SPORT

50

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 planes 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!

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. In 2018 Charles and his co-pilot, Marianne Baril, finished first in the Sport Class.

Charles lives in Detroit, Michigan and is the founder and CEO of a healthcare billing outsourcing company. Co-pilot Marianne Baril is an education professional. Marianne is a native of Canada and resides in Windsor, Ontario. Her first airplane race and third trip to Oshkosh was in 2018.



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2018 AVC SPEED
280 MPH	1,000 SM	60 GAL	CONTINENTAL IO-550	350 HP	268.13 MPH

611

EXPERIMENTAL - SPORT

JOE CORAGGIO & KEVIN VERNON-HARRIS

LANCAIR LEGACY



Race 611 is the Ramp Rat Racing team Lancair Legacy. It was built in 2005 and is a stock Legacy with a Continental IO-550. The airplane underwent a complete instrument panel upgrade and now sports a full Bendix/King panel with xVueTouch, AeroPoint 200, xCruze 100, AeroNav 800/900, KMA30, KT75, KGX150, and KI300.

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 over 10,000 hours of flight time in 80 plus different types. This past June, Joe attended Pylon Racing Seminar and earned his racing license. He will be racing in the National Championship Air Races in September in Reno, NV.



Flying co-pilot in Race 611 is Kevin Vernon-Harris. Kevin has been flying in the right or back seat with Joe for more than ten years. He has taken some flying lessons and may finish his pilots license one of these days. For his day job he runs the revenue cycle for a large ambulance company.

Ramp Rat Racing is sponsored by Bendix/King and would like to thank them for their dedicated support of their racing efforts this year.

TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2018 AVC SPEED
280 MPH	1,000 SM	66 GAL	CONTINENTAL IO-550	300 HP	DNF

10

EXPERIMENTAL - SPORT SX

KEITH & TIM PHILLIPS

SX-300



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 Flight Safety, 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.



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2018 AVC SPEED
300 MPH	1,000 SM	68 GAL	LYCOMING IO-580	315 HP	284.68 MPH

30

EXPERIMENTAL - SPORT SX

HARRY HINCKLEY

SX-300



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 13 years now. Harry Hinckley spent most of his free time from junior high through college at airports and drag strips. He has been flying for over 30 years. His first airplane was a Maule and since then has owned a Twin Comanche, AeroStar, Super Viking and the SX-300. Harry has accumulated several thousand flight hours, additional ratings, and most of all, the memories of trips and meeting other aviation minded people around the country. Harry has been involved in automotive, aviation, and real-estate businesses. This is Harry's 13th AirVenture Cup Race.

TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2016 AVC SPEED
300 MPH	700 SM	66 GAL	LYCOMING IO-580	300+ HP	326.91 MPH

JAMES CIANCI & MELISSA WILSON

SX-300

EXPERIMENTAL - SPORT SX

60

This SX-300 based at Spruce Creek, FL was built by Frank Curry between 1985 and 1990 in San Diego, CA and its 1st flight was in August of 1990. This was one of the first Swearingen SX-300 kits available. James purchased N6L in April 2009. Jim is a former Naval Aviator with over 17,000 hours of flight experience. He flew the A-4E Skyhawk light attack aircraft and the A-7E Corsair II aircraft aboard the USS Bon Homme Richard and the USS Coral Sea aircraft carriers. He left active duty in 1973 and joined Delta Airlines, where he flew for 32 years in the B727, B777, B767 B757, MD88 and MD11s. This is his 10th appearance in the AirVenture Cup.

Melissa obtained her private pilot license in her Cessna 150 about five years ago. Shortly after getting her license, she placed 1st and got a rookie pilot award in the 2011 Spruce Creek 100. Melissa has been a AirVenture Cup co-pilot for her late husband four times and we are glad to have her back this year as co-pilot for Jim.



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2018 AVC SPEED
310 MPH	960 SM	66 GAL	LYCOMING IO-540	300 HP	269.63 MPH

TUCK MCATEE

SX-300

EXPERIMENTAL - SPORT SX

62

This SX300 was built by JK Kennedy with the help of Keith Phillips and Doug Poli. The project spanned 5 years from the mid-90s to 2000. Most of the work was accomplished at Spruce Creek but a fair share of the metal work was done in Fort Worth, TX where Doug Poli operates his shop. This will be Tuck's fourth AirVenture Cup. Tuck McAtee has over 4,000 hours in America's front line fighters, completed 265 combat missions in Vietnam and was awarded two 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 1,600 flying hours.



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2018 AVC SPEED
330 MPH	800 SM	64 GAL	LYCOMING IO-580	300 HP	266.84 MPH

ELWOOD & MARJORIE MENEAR

SX-300

EXPERIMENTAL - SPORT SX

70

At 63 years old. Elwood has been flying since 1969, starting in gliders. For work, he flies for a major airline. Elwood used to restore/modify Bucker Jungmann biplanes as a side business. He's owned about 75 airplanes over the years. He has built eight complete homebuilts and restored more than 25 antique/classic and other airplanes. Elwood used to own and run Sky Classics Restorations, a restoration company. He's logged about 28,000 hours and still sort of enjoys flying. . . although not nearly as much as he did 20 years ago.

His wife, Marge, and he have three grown kids and four grandkids. Marge isn't a licensed pilot, but is an excellent aviator and loves Piper J-3 Cubs more than any other airplane!

N70SX was built by Elwood and first flew on March 31st, 1999. It is powered by a 300HP Lycoming IO-540L1C5 engine. The propeller is a Hartzell. The instrumentation is all Garmin: two G3X Touch 10" screens, a GTN 650 Nav/Com/GPS, a Garmin 3-axis autopilot, and a G5 standby attitude indicator.



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	AIRVENTURE CUP
300 MPH	800 SM	64 GAL	LYCOMING IO-540	300 HP	ROOKIES



Medford Bragg started flying September 21, 1961 in Murfreesboro, Tennessee. This was in an Aviation program at MTSU. He instructed for a couple of years in the MTSU aviation program.

Medford was hired by TWA September 21, 1964, and was checked out as captain on the B-727 September 21, 1968. He flew for TWA until American Airlines bought TWA. Then he flew for American Airlines for a couple of years. Medford was a member of the Tennessee Air National Guard for six years. In 2000, he moved to Spruce Creek Fly-In Community in Florida from California, so he could live on an airport and have his own airplane and hangar. Medford flies with several Gaggle Flights in Spruce Creek.

Medford's first airplane was a Hartman Rocket, which is a good formation airplane. Medford just bought a 300SX in December. The SX 300 is a much faster airplane and a good cross country airplane.

Some of the aircraft Medford has flown include most all of the light airplanes, J-3, Pa-12 etc. For the airlines, he has flown the Constellation 749, 749A, 1049, 1649, B-727, B707, B747, B-757, B-767, L-1011, Convair 880 and small Cessna jets, 550, 560xl. This will be Medford's first race in Air Venture Cup.

TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	AIRVENTURE CUP
280 MPH	800 SM	66 GAL	LYCOMING IO-580	315 HP	ROOKIE



Tony Crawford is from the Spruce Creek Fly-In community and is racing his Questair Venture in his 13th 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.



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2018 AVC SPEED
264 MPH	650 SM	50 GAL	CONTINENTAL IO-550G	280+ HP	246.92 MPH



This will be the first AVC race for Marv & Sarah Wessel. Marv purchased a severely damaged Lancair ES project in 2009. A group of aeronautical friends helped assess the project and the engineering decision was made to build a retractable nose gear version of the Lancair ES, with the hopes of achieving greater efficiency and speed with the retractable nose gear, years before the new Lancair Owners decided to build the Mako. Several partial kits were purchased to obtain the needed parts. Late in the build, a structural failure was discovered on a spar bulkhead from the original damaged kit. The project was almost scrapped until a hangar neighbor (literally 200 ft. away) donated wing and bulkhead parts from another unfinished kit. A jig was fabricated to remove and reinstall the damaged bulkhead. The airplane made its first flight and trip to Oshkosh in 2014, five years after the start of the project in rough form. Final modifications and paint were completed a week before Oshkosh 2017, and it won a Bronze Lindy for kit built aircraft. It was Marv's first fixed wing project, but he has completed several gyroplane rotorcraft projects over the years. The aircraft was also used in support of Hurricane Harvey relief efforts, transporting supplies to survivors in Houston, TX. Marv uses the aircraft for business travel as a consultant to the wireless industry and has flown the aircraft almost 500 hours. Marv's co-pilot is his wife of 40 years, Sarah Wessel. Sarah is not a pilot, but enjoys traveling and flying around the country in their airplane. One of the most memorable trips was flying the path of the total eclipse in 2017. Sarah is also the partner in the consulting business that supports the financial aspects of Marv's aviation addiction.



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	AIRVENTURE CUP
240 MPH	1,050 SM	78 GAL	CONTINENTAL IO-550	310 HP	ROOKIES

HARRY MANVEL

DEFIANT

EXPERIMENTAL - SPORT MCT

21

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, and 2016, when 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.



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2017 AVC SPEED
220 MPH	1,200 SM	118 GAL	LYCOMING/TITAN X320	167 HP	198.33 MPH

WAYNE HADATH

F1 ROCKET

EXPERIMENTAL - ROCKET F1

14

"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.



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2018 AVC SPEED
245 MPH	1,000 SM	52 GAL	LYCOMING IO-540	260 HP	236.31 MPH

JOHN ANDERSEN

F1 ROCKET

EXPERIMENTAL - ROCKET F1

39

Team Rocket F1 was built by John Andersen of Kenosha, WI, over a six-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. John has since made a few upgrades to his machine and installed a Grand Rapids EFIS Hxr and an engine monitor. This year marks 12 years of flying his machine, as well as bringing it to Oshkosh for the fly-in. John has attended AirVenture 43 years in a row and this is his eighth AirVenture Cup Race. He has flown over 25 types of different homebuilts and has been the pilot for first flights on eight experimental aircraft. In his spare time, he loves to help others with their homebuilt projects—from building, to 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.



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2018 AVC SPEED
250 MPH	800 SM	52 GAL	LYCOMING IO-540	260 HP	218.59 MPH

35A

EXPERIMENTAL - FORMULA RG BLUE

ERNIE CHAUVIN & CLAUDIA HANSON

LANCAIR 360



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 it's at 8-10,000 ft sipping 9 gph.

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, a retired teacher, will be co-piloting Race 35. In 1985, Ernie flew Claudia's son in a Young Eagles event. After the flight, he offered Claudia another Eagles flight, which she emphatically declined with, "I'll 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 Ernie 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.



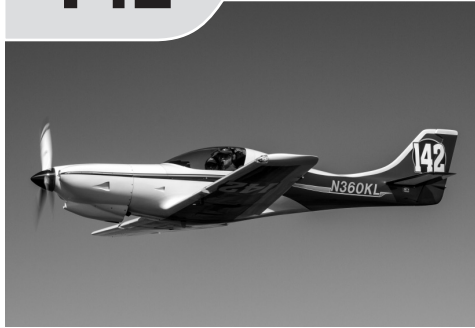
TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2018 AVC SPEED
270 MPH	1,000 SM	60 GAL	LYCOMING IO-360	180 HP	207.83 MPH

142

EXPERIMENTAL - FORMULA RG BLUE

WESLEY PARKER

LANCAIR 360



This Lancair 360 will be flying this year's AirVenture Cup Race as # 142, and will be flown Wesley Parker.

Wes Parker has been involved in aviation for the past 50 years, having grown up in a flying family where both parents were pilots. Banner towing was a family business when he was a teen.

Wes began flight training before he had a driver's license. He would wash airplanes for the local flying club in exchange for flying lessons. While in the military, he continued flying gliders and fixed wing aircraft and ultimately acquired his commercial, multi-engine and instrument ratings. He is also an Airframe and Powerplant mechanic and works as an Avionics/Electrical engineer.

Wes has worked in the Aerospace industry for the past 40 odd years. He has completed a Zodiac 601XLB and presently owns a Lancair 360 If that's not enough... he also has an RV-3 in the build process.



Wes flew in the 2016 AirVenture Cup Race in the RG Blue class and took 3rd place with an average speed of 228mph.

TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2016 AVC SPEED
235 MPH	1,050 SM	53 GAL	LYCOMING O-360	180 HP	228 MPH

222

EXPERIMENTAL - FORMULA RG BLUE

DAVE & ALICE NELSON

VELOCITY STD-RG



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, and slow Varieze, completed in the early 80's and flown all over the country (i.e., don't ever give up! No matter what your project is, it'll be FUN!). While he's also participated in several other Cozy and canard type projects, his own third, a past Wright Brothers Award-winning Long-eze, is under refurbishment in his shop.

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



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2018 AVC SPEED
220 MPH	1,000 SM	60 GAL	LYCOMING IO-360	200 HP	DNF

CRAIG & JORDAN SCHULZE

LANCAIR 360

EXPERIMENTAL - FORMULA RG BLUE

777

Craig Schulze is an extreme aviation enthusiast. Some may diagnose that as a mental condition. 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, this year with a little extra spank on the motor. Owner of a software company Craig is also a professional builder just finishing up his third Lancair 360 project. 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.



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2017 AVC SPEED
MACH .417	1,100 SM	44 GAL	LYCOMING IO-360	200 HP	234.86 MPH

BRUCE HAMMER

GLASAIR I TD

EXPERIMENTAL - FORMULA FX BLUE

91

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. 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 flies S-76 and AW-139 helicopters for Petroleum Helicopters, Inc. He has flown for them the past 43 years, servicing their offshore oil platforms over the Gulf of Mexico.



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2018 AVC SPEED
268 MPH	1,800 SM	75 GAL	LYCOMING O-360	180+ HP	245 MPH

KLAUS SAVIER & JENNY TACKABURY

LONG EZ

EXPERIMENTAL - FORMULA FX BLUE

111

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 103 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.



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2018 AVC SPEED
270 MPH	1,380 SM	44 GAL	LYCOMING O-360	230 HP	248.75 MPH

321

EXPERIMENTAL - FORMULA FX BLUE

BOB BITTNER

COZY MK IV



Bob Bittner found inspiration in his father's R/C flying as soon as he could look up. After a couple decades building and flying classic competition aerobatics in R/C, the desire to climb in and fly somewhere (fast) would be met by building a Cozy MkIV. That was started in 2001. Quickly, though, instead, a few years' effort was saved by taking over a local project of the same design up on its gear. Bob's Cozy MkIV is to the plans with only a few tweaks, the most notable is a self-developed aircraft-specific electronically controlled secondary fuel injection. That project was a key enabler of the performance he's hoping for in this, his first race, 2019. Bob's day job is leading a team of software engineers in GE to create a combined PET and MRI medical scanner. Recently, he's 3D-printing a plethora of his own designs for convenience and speed/efficiency on the plane. Bob grew up barely outside the shadow of Oshkosh, in Appleton, and threads of aviation run in the family, so this sort of behavior is reasonably normalized.



TOP SPEED
212 MPH

RANGE
1,500 SM

FUEL CAP
55 GAL

ENGINE
LYCOMING XO-360

HORSEPOWER
180 HP

AIRVENTURE CUP
ROOKIE

51

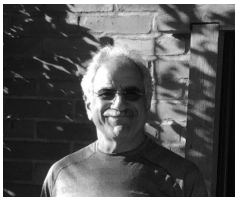
EXPERIMENTAL - FORMULA FX RED

DOUG KOURI

LONG EZ



"Doug will be flying his mostly restored Race 51 LongEZ. After two years of fuselage modifications, some paint, lower cowl redo, and avionics upgrades, he was finally ready to race in the 2018 AVC. Getting weathered out in Michigan (D98) with his twin flying buddy Harry M, they were not able to make it to Mitchell in time for the start of the 2018 race. Due to the crazy weather in Oshkosh and all the delayed weekend plus AVC arrivals, mid-way across Lake Michigan they decided to wait out Sunday night in Sheboygan, WI, and make a Monday morning arrival, in time to make the AVC awards ceremony later that night. To satiate the need for speed and racing, Doug and his wife Michelle flew out to Kanab, UT for the canard fly-in and speed trials. On their way out to Kanab, they spent three nice days in Santa Fe, making the one day trip from Michigan. At the Kanab event, he did manage to earn his "Speeding Ticket". Kudos to Laura Noel and Allen Floyd for putting on such a wonderful event in Kanab. While there, Doug and Michelle hit the lottery; the lottery for the opportunity to hike the Wave, WOW!



TOP SPEED
220 MPH

RANGE
1,200 SM

FUEL CAP
50 GAL

ENGINE
LYCOMING IO-320

HORSEPOWER
160 HP

2015 AVC SPEED
218.09 MPH

59

EXPERIMENTAL - FORMULA FX RED

DAVE ANDERSON

LONG EZ



Dave made his first solo flight in 1985, at age 16, and later earned his PPL, after joining the Air Force in 1989. He spent most of his career as a Flight Engineer flying MC-130 aircraft for Air Force Special Operations, retiring as a Master Sergeant 21 years later. These days he works as an A&P Mechanic and Maintenance Manager for a major flight school in Denton, Texas. Having wanted to build an experimental aircraft since he was a kid, Dave put in 6-1/2 years of work to complete the Long EZ N996DJ, "The Mistress" (named by his wife, Jenn). Under the watchful eye of Ken Miller, James Redmon, and Scott Carter, Dave took his aircraft into the skies for the first time this past January.



TOP SPEED
220 MPH

RANGE
1,000 SM

FUEL CAP
52 GAL

ENGINE
LYCOMING O-320

HORSEPOWER
160 HP

AIRVENTURE CUP
ROOKIE

JORGEN SKOVBJERG

COZY III

EXPERIMENTAL - FORMULA FX RED

65

N655DK project started in Denmark in the summer of 1987. After spending 11 years completing the 3-year plan, Jay could finally take the Cozy flying the skies over California in January of 1999. It now has accumulated over 1,200 airborne hours, flying about 200 Young Eagles, many old hawks, and aspiring canard test pilots 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 5th AirVenture Cup Race, after having enjoyed the Centennial two-day race in 2003, and then the 2005, 2017, and 2018 races. Those four previous races have earned 3 class places as #3. Jay is looking forward to coming back and meeting a new crowd of speed enthusiasts.



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2018 AVC SPEED
214 MPH	1,150 SM	45 GAL	LYCOMING O-320	160 HP	197.85 MPH

RICH & LYNN LAMB

LONG EZ

EXPERIMENTAL - FORMULA FX RED

93

Race # 93 is a Long-EZ based in Stuart, FL. It was built by Tim Trainer and Rich Lamb. No stranger to strange aircraft, Rich is a flight test engineer with Sikorsky Aircraft, where he helps develop the world's most advanced rotorcraft and is currently the Lead Flight Test Engineer on the CH-53K King Stallion. Quite recognizable in his trademark Hawaiian shirts (he claims to have the world's largest collection of tacky Hawaiian shirts), Rich Lamb is returning for his 17th AirVenture Cup and his 23rd trip to Oshkosh. In 2010 & 2012 Rich and a team won the Miami Red Bull Flugtag, both with canard configured aircraft, setting distance records for Miami. 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 4th AVC race and can hopefully keep Rich on the straight line, Direct To course (Eric claims that's the shortest distance. Might try to get it right this year.) Lynn is the seventh different co-pilot for Race 93. Race93 takes first place in that category at least.



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2018 AVC SPEED
229 MPH	1,200 SM	52 GAL	LYCOMING O-320	160 HP	206.08 MPH

CURTIS MARTIN

LONG EZ

EXPERIMENTAL - FORMULA FX RED

112

Race #112 was built by Curtis Martin and David Fife over a period of 12 years in a combination of a garage, hangar, and workshop. It has an extended nose, high performance rudders, a steel roll over cage, and removable baggage pods. The first flight was in September 2011. Curtis Martin, a retired Battalion Chief from Waterford, MI, earned his pilot's license in 1991. At the time of 12LZ's first flight, he was flying a Murphy Rebel that he had built on wheels, completed construction of floats which he installed, and won Reserve Grand Champion Seaplane in 2003. He is the President of a 30 member flying club with a Cessna 172 and 182. He has flown many long cross-countries from his home in Michigan to Maine, Nevada, and Florida. This will be Curtis' sixth AirVenture Cup.



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2016 AVC SPEED
225 MPH	1,100 SM	54 GAL	LYCOMING O-320	160 HP	229.44 MPH

411

EXPERIMENTAL - FORMULA RV GOLD

RV-6



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

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



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2016 AVC SPEED
243.42 MPH	700 SM	38 GAL	LYCOMING O-360	180+ HP	231.41 MPH

RICHARD JANKOWSKI

711

EXPERIMENTAL - FORMULA RV GOLD

RV-10



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 second AirVenture Cup.



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2018 AVC SPEED
214 MPH	1,000 SM	45 GAL	LYCOMING IO-540	260 HP	201.64 MPH

ALAN CARROLL

12

EXPERIMENTAL - FORMULA RV BLUE

RV-8



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 electronic 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.



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2017 AVC SPEED
230 MPH	800 SM	42 GAL	LYCOMING O-360	180 HP	201.03 MPH

PETER FONTAINE

RV-8

EXPERIMENTAL - FORMULA RV BLUE

44

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.

At the birth of his first child 26 years ago, thinking "now or never," Peter started flying. 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, off of which a small group fly.



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2017 AVC SPEED
200 MPH	750 SM	42 GAL	LYCOMING IO-360	180 HP	199.36 MPH

JOHNNIE PAINTER

RV-4

EXPERIMENTAL - FORMULA RV BLUE

51B

Completed in 1992 by former Navy Seal William "Bill" Park, who flew it to AirVenture once. First test flight by former F-16 pilot Jim Pahowski. Family owned until 2016, when it was bought by Johnnie Painter, who still keeps it in its original hangar in Conroe, TX. He flies it all over southeast Texas and Oklahoma. He has raced it many times in the Sport Air Racing League. This year is Johnnie's first trip ever to AirVenture, and also his first AirVenture Cup Race.



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	AIRVENTURE CUP
210 MPH	550 SM	32 GAL	LYCOMING O-360	180 HP	ROOKIE

DON & KATHERINE WINTERS

RV-6

EXPERIMENTAL - FORMULA RV BLUE

114

Don Winters built this RV6 in his garage and hangar over a period of 9 years, completing it in September of 2006. N639RV is his first and only experimental / amateur built aircraft project. While largely a plans built project, this RV a tailwheel aircraft with the sliding canopy option. Throughout his 25+ year professional career, Don has worked as an equipment designer, orthopaedic instrument packaging engineer, Quality Manager, and most recently a Project Manager. His experience spans several industries from timber, medical packaging, aerospace manufacturing, frozen foods, and pharmaceutical manufacturing. Don's co-pilot is his wife Katherine. Katherine routinely accompanies Don when travelling around the country in their RV. Currently she is a production planner for a Fortune 500 company in Indiana. Their longest trips have been from Indiana to Las Vegas, and from Indiana to St. George Utah.



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	AIRVENTURE CUP
210 MPH	720 SM	39 GAL	SUPERIOR XPIO-360	180 HP	ROOKIES

503

EXPERIMENTAL - FORMULA RV BLUE

RV-8



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 34-year pilot career in the Air Force, flying the F-15C. He has a beautiful family with four children; his son is currently in the Air Force, training to fly the F-15C.

TOP SPEED
217 MPH

RANGE
750 SM

FUEL CAP
42 GAL

ENGINE
TITAN IOX-360

HORSEPOWER
180 HP

AIRVENTURE CUP
ROOKIE

PI

EXPERIMENTAL - FORMULA RV BLUE

KEVIN PHELPS & DAVE WALSH

RV-7A



Flying Race Pi (3.14 for non-engineers) this year is David Walsh and Kevin Phelps. Race Pi is a Vans RV-7A built by Dave Walsh, Kevin Phelps, and John Thielges over a seven year period. The airplane's first flight was December 17, 2011 (two other guys flew on this same date 116 years earlier), and so far has made seven trips to AirVenture. Dave has been flying since college, and is a CFI in both Rotorcraft and ASEL/AMEL; he also holds seaplane and glider ratings. Dave is employed by Sikorsky Aircraft and is a Flight Test Engineering Technical Fellow. Flying co-pilot with Dave is Kevin Phelps. Kevin, recently retired from Sikorsky after 37 years, holds an ATP, is an active flight instructor, and is a corporate pilot in Stuart Florida. "The AirVenture Cup Race is the one aviation event we really look forward to each year." This will be the seventh year in the AirVenture Cup for this team.



TOP SPEED
197 MPH

RANGE
700 SM

FUEL CAP
42 GAL

ENGINE
LYCOMING IO-360

HORSEPOWER
180 HP

2018 AVC SPEED
184.32 MPH

TF

EXPERIMENTAL - FORMULA RV BLUE

BRENT TRAVIS

RV-4



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.

TOP SPEED
228 MPH

RANGE
700 SM

FUEL CAP
32 GAL

ENGINE
LYCOMING O-360

HORSEPOWER
180 HP

2018 AVC SPEED
219.64 MPH

TED MILLER & CARLOS ALMAGUER

RV-9

EXPERIMENTAL - FORMULA RV RED

129

Vans RV-9 "Race 129" 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 three years. Ted was the SARL points leader in the RV Red class for the last two years and had the top speed in the RV Red class in his rookie year during the 2018 AirVenture Cup race. 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 or traveling the country in Race 129. 2019 will be Ted's second year participating 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 spending time working on and flying his RV-10. When Carlos needed a mentor during his flight training, he was introduced to Ted and they became close friends and flying partners. Carlos will be navigating and handling the radios during the race when he is not looking out for traffic.



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2018 AVC SPEED
197 MPH	750 SM	36 GAL	LYCOMING O-320	160 HP	171.87 MPH

JUSTIN VON LINSOWE

RV-4

EXPERIMENTAL - FORMULA RV RED

811

Justin von Linsowe is an ATP rated Captain, Ground Instructor, and Line Check Airman on the Douglas DC-9 at USA Jet Airlines out of Willow Run (KYIP) near Detroit, Michigan. His previous experience is flying the Embraer EMB-145 for United Express and Banner Towing along the Maryland and Delaware coastlines. Having been raised on a 2400' grass runway about 15 miles east of Flint, MI, he was fortunate enough to have access to many aircraft from a young age, including soloing the family Cessna 140 on his 16th birthday. Justin purchased his 160hp, Van's RV-4, N249P, as an already-flying airplane and his first owned airplane. A 1996 completion aircraft, 49P is 23 years old, but is always getting a touch of modern. Justin rebuilt the instrument panel over the Winter 2018 with an all-glass GRT EFIS, Garmin radios, and ADS-B IN/OUT. He has installed an EMAG electronic ignition, AVEO LED lighting, a more modern tailwheel steering link, and smoke system for maximum enjoyment. Justin purchased the aircraft with 327 hour total time and has almost doubled that in the two years he's owned it, with the intention of doing even more flying!



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	AIRVENTURE CUP
205 MPH	640 SM	32 GAL	LYCOMING O-320	160 HP	ROOKIE

LES BURRIL

MIDGET MUSTANG

EXPERIMENTAL - SPRINT

11

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, SC, GA, FL and OH, and has flown into AirVenture several times. He has over 400 hours on it since he finished building it and with the tip tanks, the RatRod has 26 gallons of useable fuel. It also has a nice-sized baggage compartment, electric flaps and trim, 2 axis auto pilot 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 2000 hours of flight time. He received his instrument rating in a Mustang II and his wife routinely flies with him on trips, mostly in the South.



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2017 AVC SPEED
195 MPH	460 SM	26 GAL	CONTINENTAL O-200	100 HP	184.59 MPH

17B

EXPERIMENTAL - SPRINT

KURT WEGGE

LONG EZ



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 LongEz type aircraft and enjoys the flight characteristics and economics of the Rutan canards. Lets go racing !

TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	AIRVENTURE CUP ROOKIE
195 MPH	1,200 SM	48 GAL	LYCOMING O-235	115 HP	

25

EXPERIMENTAL - SPRINT

LEIF JOHNSON

VARI EZ



Leif Johnson's Rutan VariEze 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. Leif is the proud recipient of the Wright Brother's award in 2017 after his off field landing and made a great comeback last year with a first place in his class. This is Leif's seventh AirVenture Cup Race.



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2018 AVC SPEED
193 MPH	650 SM	27 GAL	CONTINENTAL O-200	100 HP	171.4 MPH

36

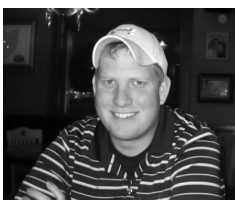
EXPERIMENTAL - SPRINT

JAMIE HICKS

VARI EZ



This VariEze was built by Wayne Johnson of Corona, CA in 1981. Jamie purchased Race 36 in April of 2015. He has worked on speed modifications since then, and has added 25 knots to airplane performance, as well as a complete aircraft restore in 2018. The airplane is one of a kind with a longer nose, strake extensions, lower winglets, new instrument panel, and a new paint job. This will be his second AVC race, and he is looking forward to seeing what the plane can do. Jamie is a Captain with PSA Airlines, flying the CRJ Series. He has 250 of hours in race 36. Jamie currently lives in Cincinnati, OH, and is originally from Bowling Green, OH.



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2016 AVC SPEED
185 MPH	750 SM	28 GAL	CONTINENTAL C85	85 HP	184.15 MPH

DAVID ADAMS & ALLYSSA VANMETER

LONG EZ

EXPERIMENTAL - SPRINT

83

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 74 SARL races to date, won SARL Bronze in Experimental in 2009, 2015, 2016, 2017, and 2018, won SARL Silver in Experimental in 2010, and took First Place in the SARL Sprint Class in 2009, 2010, 2012, 2015, 2016, 2017 and 2018. David has been in the AirVenture Cup every year since 2009 (except 2018), where he has won First in 2009, 2012, and 2014 in the Sprint Class. He has been a private pilot since 1983, with over 3,000 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).



Dave's copilot is Allyssa VanMeter. Allyssa has immersed herself into aviation starting just 2 years ago in 2017. Allyssa is a Private Pilot working toward her IFR and commercial licenses. She loves to share her love for aviation with the youth in her community and encourage them to dream big. Allyssa has a logbook that includes seaplanes, helicopter, and primarily Piper Cherokee time. Her first flight into Oshkosh Airventure was flown at 87 hours with a PPL in her own Piper Cherokee 160 in 2018.



TOP SPEED
210 MPH

RANGE
1,500 SM

FUEL CAP
54 GAL

ENGINE
LYCOMING O-235

HORSEPOWER
125 HP

2018 AVC SPEED
196.52 MPH

GREG STRUVE

LONG EZ

EXPERIMENTAL - SPRINT

123

The Schwendeman-Struve Special (i.e. "Becky's Love") was completed by Steve Schwendeman and Greg Struve in 1988 as a Long EZ with no variations to Rutan's original design. Sadly, Steve passed away suddenly in 2016. The name (on the front access cover) is in honor of Steve's wife Becky, who provided support and encouragement through construction.



Greg has been flying since 1975, limited by life in the first 37 years. Since his retirement in 2012, Aviation has become a second career on trips in the Long EZ or a 1978 Grumman Tiger, which is slower, but a roomy IFR Aircraft.

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

TOP SPEED
150 MPH

RANGE
1,250 SM

FUEL CAP
51 GAL

ENGINE
LYCOMING O-235

HORSEPOWER
115 HP

2018 AVC SPEED
154.48 MPH

JAN GREEN & DANE PRUITT

F33 BONANZA

PRODUCTION - FAC1RG

43

Dane will be copiloting a F33A Bonanza flying in the FAC1RG Class in this year's AirVenture Cup. Dane currently is an instrument rated private pilot, working on his multi engine commercial. Dane is Manager of Saline County Regional Airport in Bryant, AR. Dane has earned 1st place honors as copilot in FAC1RG in 2015 Airventure cup.



1st place as PIC in FAC6 flying the worlds fastest Cessna120 in the 2016 Airventure cup. 2nd place as PIC in 2017 FAC1RG in 2017 Airventure Cup. 2017 & 2018 International Cessna 120/140 association spot landing champion and 2017 flour bombing champions. 3rd place in 2018 Sport Air Race League FAC6 overall season standings.

Dane's pilot this year is his girlfriend Jan Green. Jan started flying at Santa Monica airport in the 1980's. Although she is an accomplished pilot. She has never raced before and her 1st time to fly the Fisk arrival at OSHKOSH. The F33 Bonanza has had extensive modifications by adding all new modern Garmin panel reducing 125 lbs from aircraft. Also Bonanza nick named "Blonde Betty" is cool character with ice cold air conditioning. Having never raced before Dane will have to use extensive racing and competitive knowledge to coach Jan to victory. Our main goal is to fly a safe race and have fun visiting all my friends from racing. Plus Ribbing all your fellow competitors.



TOP SPEED
227 MPH

RANGE
900 SM

FUEL CAP
67 GAL

ENGINE
CONTINENTAL IO-520

HORSEPOWER
285 HP

AIRVENTURE CUP
ROOKIE

43X

FRED ROSCHER & ALEXANDRA HERRINGTON

PRODUCTION - FAC1RG

G36 BONANZA



This is Fred Roscher's second attempt at the Airventure Cup Race. His first try back in 2014 ended in an off airport landing en route to South Dakota for the race that resulted in his home built Thunder Mustang being completely destroyed. This year Fred will be flying his stock 2012 G36 Beechcraft Bonanza with his Granddaughter Lexie Herrington as copilot. He is also partners in a new Thunder Mustang that hopefully will be able to fly in next year's race. Fred is the president and founder of 51 Aero, a high performance telemetry and data recorder company supporting primarily Reno class pylon racers and vintage warbird aircraft. Prior to starting 51 Aero, Fred worked for 40 years in the intelligence community doing advanced digital signal processing, but his passion has always been aviation.

Lexie loves being around airplanes with her grandfather - especially at the Reno Air Races. At 15 years old, she is still focusing on her driver's license before moving onto her Pilot's license. At her STEM high school, she excels at science, math, and soccer.



TOP SPEED
204 MPH

RANGE
938 SM

FUEL CAP
74 GAL

ENGINE
CONTINENTAL IO-550

HORSEPOWER
300 HP

AIRVENTURE CUP ROOKIES

47

PRODUCTION - FAC1RG

JOHN SECORD

MEYERS 200C



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

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



TOP SPEED
245 MPH

RANGE
1,000 SM

FUEL CAP
80 GAL

ENGINE
CONTINENTAL IO-520

HORSEPOWER
285 HP

2016 AVC SPEED
209.85 MPH

298

PRODUCTION - FAC1RG

ROSS III & ROSS IV WARNER

MEYERS 200D



Ross has owned N2988T, their Meyers200D, since 2000. Starting with a stock aircraft, he has updated the panel and installed a Continental IO550F engine. 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 now enjoying retirement from Delta Air Lines. His son, Ross IV, is his co-captain during the race and is an active pilot with Delta Air Lines.

TOP SPEED
210 MPH

RANGE
1,000 SM

FUEL CAP
80 GAL

ENGINE
CONTINENTAL IO-550

HORSEPOWER
300 HP

2018 AVC SPEED
191.99 MPH

JAMON PRUITT

MEYERS 145

PRODUCTION - FAC3RG

75

Dr. Jamon Pruitt will be flying a classic Meyers 145 from 1953. This airplane is one of only 19 built by Al Meyers. There are probably only 10 airworthy examples left in the world. It is a two-seat tailwheel with retractable mains. It uses a hand pump hydraulic system for gear retraction. He flew this plane during the 2017 AVC. It will be competing in the FAC3RG class with 210 hp Continental IO 360, the six cylinder engine. Jamon has become a regular on the Sport Air Racing League circuit and last year took the overall Factory Championship in his Meyers 200D. He is bringing the MAC 145 to Oshkosh this year at the invitation of the EAA, as this plane was one of the original show planes at the First Oshkosh fly-in at Wittman Field. He has been working diligently to update the panel and fuel systems, to get ready for this season. The airplane finished the 2017 race with a speed of 165.13mph. Jamon has multiple airplane "projects." Hopefully, one day he will complete the Stewart S51 in his shop and bring that plane to the show. In the meantime, he has picked up a basket case Cessna 195B to add to his growing list of classics. Jamon will be joined by his brother, Dane, who will be racing in a F33 Bonanza. Dane should get some great pics of the other racers as they all go by him.



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2018 AVC SPEED
239 MPH	1,100 SM	80 GAL	CONTINENTAL IO-360	210 HP	205.7 MPH

STEVE APPLEBAUM & SEBASTIAN ZABA

MOONEY M20E

PRODUCTION - FAC3RG

76

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. This year marks Steve's seventh appearance in the AirVenture Cup, flying a beautiful 200HP Mooney M20-E, he calls "Grace." Once again, joining Steve this year is his son-in-law, internationally known geocoding and visualization guru Sebastian "The Polish Sausage" Zaba. Together, they fly for Team Zabablazabaum and Race 76 in their quest for speed.



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2018 AVC SPEED
180 MPH	900 SM	52 GAL	LYCOMING IO-360	200 HP	165.77 MPH

DENNIS & BONNIE POWELL

MOONEY M20J

PRODUCTION - FAC3RG

149

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

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



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2017 AVC SPEED
201 MPH	1,100 SM	64 GAL	LYCOMING IO-360	200 HP	173.28 MPH

201

PRODUCTION - FAC3RG

JOEL LUDWIGSON

MOONEY M20J



Joel purchased N222BH, a 1978 Mooney M20J/201, in March of 1998. He is the 6th owner, though he has now owned it over half its life. At the time Joel bought it, the panel was as it left the factory, but the previous owner had sent it to a mod shop to have gap seals and spoilers added. He has upgraded the panel over the years. It seems to be marginally faster than other early 201s, though not as fast as the late ones. Joel has found that keeping it rigged properly has made a big difference in keeping it close to book speeds. He and his wife have flown it all over the country to visit friends and relatives and for adventures. Joel's wife refers to the airplane as "our time machine." It allows them to do things that having a fairly fast airplane does. Two examples from their home in Minnesota are seven hours to Florida for Sun N Fun and nine hours to southern California to visit friends and relatives.



TOP SPEED
201 MPH

RANGE
950 SM

FUEL CAP
64 GAL

ENGINE
LYCOMING IO-360

HORSEPOWER
200 HP

AIRVENTURE CUP
ROOKIE

205

PRODUCTION - FAC3RG

PATRICK DOYLE

MOONEY 201



Pat Doyle became the owner and caretaker of N120BD, a 1987 Mooney 205 SE, late last summer. The airplane had suffered from a few years of neglect, so, was flown home to Fond du Lac, WI and was immediately gutted, and has become Pat's winter project to bring it back to flying status. When not working on his Mooney, Pat is Chief Pilot for a Fortune 200 healthcare company in Northern Illinois, and flies worldwide on the Gulfstream 550. This is his first Air Venture Cup Race.

Robert "El Conquistador" Dieck flies with Pat this year as a second-year Air Venture Cup racer. Bob became interested in learning to fly while looking at a copy of Flying Magazine in the high school library. He earned his Private Pilot license 42 years ago at the age of 19. Bob holds his instrument rating and has significant Mooney experience, having been a Mooney owner for many years.

Pat and Bob fly this year in honor of Pat's close friend, Scott Orozco (1955-2007) whose grandfather, Rudy Kling, was a veteran air racer in the Golden Age of Air Racing, flying "Jupiter--The Pride of Lemont" and winning the 1937 Thompson Trophy in the National Air Races.



TOP SPEED
227 MPH

RANGE
850 SM

FUEL CAP
66 GAL

ENGINE
LYCOMING IO-360

HORSEPOWER
200 HP

AIRVENTURE CUP
ROOKIE

651

PRODUCTION - FAC3RG

MIKE & KATHY SCHOEN

PA28R-200 ARROW



This is Mike and Kathy's first year flying the AirVenture Cup race. Mike's co-pilot for the race is his wife, Kathy. Kathy is not a pilot, but enjoys flying. They know others who have flown the AVC Race in past years. Their recommendations are what prompted the couple to enter. Mike has been a pilot for 25 years. For his day job, he's pursuing his second career flying for a living. For the last 2+ years he has been flying for a Part 135 charter company, flying the Falcon 50/900 and Falcon 10 series aircraft.

Their plane is a 1976 Piper Arrow. They have owned the airplane since 2006. It has a stock Lycoming IO360-C1C, 200 HP engine. They have installed flap and aileron gap seals. Beyond those, there are no speed mods. They will be competing in the FAC3RG class.



TOP SPEED
176 MPH

RANGE
690 SM

FUEL CAP
50 GAL

ENGINE
LYCOMING IO-360

HORSEPOWER
200 HP

AIRVENTURE CUP
ROOKIES

JONATHAN HUDIK

PA28RT-201T ARROW

PRODUCTION - FAC3RG-T

82

Jon Hudik is currently a Captain at Envoy Airlines, flying the Embraer 145 RJ out of Chicago O'Hare. Jon caught the aviation bug when his parents introduced him to their Piper Arrow (Race 82) at the age of eight, and has been into flying and aviation ever since. He went to the University of Dubuque and majored in Flight Operations and Aviation Management. From there, he has worked his way up the career ladder, from ramp rat at the FBO, being a CFI, and now to Envoy Air as a Captain. He plans on continuing his way up the ladder in the future (Hopefully American by fall 2020). 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 at Piper's Vero Beach factory in Florida. It was originally a dealer demo aircraft, equipped with extended range tanks (77 gals.) and built-in oxygen system. In 1985, it was purchased by the current owner. The aircraft has been left in stock condition except for a few avionics, cosmetic, and practical upgrades over the years.



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2018 AVC SPEED
222 MPH	1,000 SM	77 GAL	CONTINENTAL TSIO-360	200 HP	163.58 MPH

AARON ASHBY, ANDRES GARCIA & ERIK LEVIN

CIRRUS SR-20

PRODUCTION - FAC3FX

150

The Purdue University Race team consists of Aaron Ashby as PIC, with Andres Garcia and Erik Levin as SIC. Their faculty adviser is Tom Stehler.

Aaron has spent the past five years at Purdue University, double-majoring in Professional Flight and Management. During that time, he has obtained his Commercial Single and Multi-engine Certificates, CFI-I, MEI, and Gold Seal Instructor Certificate. He is currently teaching at Purdue, but his dream is to work in the corporate side of the industry, as he enjoys the aircraft management aspect, in addition to the flying.

Andres is 20 years old, from south Florida. As a toddler, his parents opened a flight school, so he grew up on an airport, flying with his dad. His parents sold that business ten years ago. Andres started flying at 16 and earned his private on his 17th birthday. He holds a CFI and CFII, with over 500 hours total time in over 20 different aircraft types. Andres is currently working towards a commercial seaplane rating.

Erik will graduate with a Bachelor of Science Degree in Professional Flight Technology at Purdue University in December 2019, and complete the Master's in Aviation Technology and Management in December, 2020. He is a flight instructor, pilot, and researcher, planning to operate a corporate flight training and aircraft management center.

Tom is a 2018 graduate of Purdue University who currently works as a full-time flight instructor and occasional corporate pilot for the university. He holds a Gold Seal CFI, CFII and MEI, a Light Sport Glider endorsement, and a type rating on the Embraer 170 and 190 on his commercial certificate.



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	AIRVENTURE CUP ROOKIES
180 MPH	800 SM	60 GAL	CONTINENTAL IO-360	200 HP	

DAVID & AMBER STAMSTA

C177 CARDINAL

PRODUCTION - FAC4RG

17

David Stamsta earned his private pilot license in September of 1999 and his instrument rating in 2017. His wife, Amber Stamsta, is currently studying for her private pilot written. They are flying a 1975 Cessna Cardinal RG they purchased in 2014. One of their favorite things to do is load up their mountain bikes and fly to destinations like Cable, WI, and ride the trails. They are also building a Wittman Tailwind that they hope to fly in next year's Airventure Cup.



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2017 AVC SPEED
180 MPH	575 SM	61 GAL	LYCOMING IO-360	200 HP	149.82 MPH

662

PRODUCTION - FAC4RG

STEVE DIECK

MOONEY M20C



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, attending every Airventure since the late 1970s. Collin Dieck is Steve's son and copilot. Collin grew up around airplanes and shares his dad's aviation enthusiasm. A graduate of University of Arizona, Eller College of Management he currently works as a sales rep for Milwaukee Tool. 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 10,800 hours of flight time. He is an ATP, IA and CAM.



TOP SPEED
170 MPH

RANGE
650 SM

FUEL CAP
52 GAL

ENGINE
LYCOMING O-360

HORSEPOWER
180 HP

2018 AVC SPEED
151.98 MPH

68

PRODUCTION - FAC4FX

ROLAND BIBER & IVOR PERRY

C177 CARDINAL

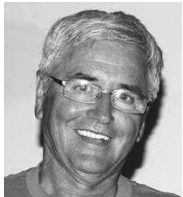


Roland has enjoyed 2.5 previous AirVenture Cup races in his 47 year old Cessna 177B, the best looking airplane Cessna ever made. He has been flying since age 16 and holds a glider and commercial power license. He was busy as an IT consultant for 27 years followed by 17 more in real estate. Along the way he found time to setup Air Algoma Inc., a charter company which kept him on the flying side. He flew in the Arctic of Canada for 3 years and is a member of the Civil Air Search and Rescue Association "CASARA (CAP in the USA) as pilot.

Ivor started his career in Aeronautical Engineering at Short Bros in Belfast N Ireland.

As an engineer and a Member of the Institute of Engineering Designers (UK) he was involved in the design of airplane parts.

For the past 33 years he has been the owner of an ISO 9001 licensed corporation that manufactures high quality metal bond diamond tools and related down the hole equipment that is used primarily by the mineral exploration and the geotechnical survey industries. Ivor enjoys sports and participates in half-marathon races. His business interest take him flying all over the world. Though not as a pilot, he is excited to be in the front office at AirVenture Cup 2019.



TOP SPEED
150 MPH

RANGE
775 SM

FUEL CAP
49 GAL

ENGINE
LYCOMING O-360

HORSEPOWER
180 HP

2018 AVC SPEED
133.04 MPH

86

PRODUCTION - FAC4FX

JOE CONLON & HOWARD BUCK

PA28R-180 ARCHER



Joe Conlon has enjoyed four previous Airventure Cup experiences from the back seat of Race 93, and the right seat of Race Pi. 2017 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 third time this year in their PA28-180, competing in the FAC4FX class.

Joe holds a commercial certificate with SEL, MEL, Helicopter, and Instrument ratings. He is an Aerospace Engineer with 37 years at Sikorsky Aircraft's Development Flight Center, testing the world's finest helicopters. Joe has been married to his wife, Carol, for 34 years. They have four children, the oldest of whom flies an E-2D Hawkeye for the US Navy.

Howard 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 third race experience for him.

Let the adventure begin!



TOP SPEED
135 MPH

RANGE
560 SM

FUEL CAP
50 GAL

ENGINE
LYCOMING 360

HORSEPOWER
180 HP

2018 AVC SPEED
135.15 MPH

TYSON WHITNER, LYLE JEFSON & RYAN LENNOX

DIAMOND DA-40

PRODUCTION - FAC4FX

144

Competing for the Indiana State Flying Sycamores are Pilot Tyson Whitner and Co-Pilot Lyle Jefson. Tyson is a senior Professional Flight Student Currently working toward his commercial, multi and CFI certificates, hoping to have all three complete before the race. His first flight was a Young Eagles Ride at age 12 and ever since, he has been hooked.

Lyle will be a senior Professional Flight student in the fall. He is also finishing up his commercial certificate while working on his multi engine and CFI. He spent a lot of time at his local airport growing up and knew he wanted to fly from a very young age. It has been a lifelong dream of his to fly into AirVenture. This will be the first AVC race for Lyle and second for Tyson. Indiana State is the defending FAC4FX champion.



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2018 AVC SPEED
173 MPH	720 SM	40 GAL	LYCOMING O-360	180 HP	143.89 MPH

ROBERT SCHMIDT

C23 SUNDOWNER

PRODUCTION - FAC4FX

282

Bob Schmidt earned his Private Pilot certificate in 1990 in a Cessna 152, and bought into his current 1973 Beech Sundowner partnership in 1991. He has accumulated over 1300 hours in the Sundowner and flown it to 37 States, including Alaska, and to Canada many times, including Hudson Bay on a fishing and Polar Bear watching trip. He enjoys airplane camping, which he did on the Alaska trip, as well as trips to Glacier and Yellowstone National Parks. He was also a member of a Lancair 360 flying club and has 150 hours in the 360. Bob retired from IBM as a Networking Systems Engineer in 1998 after 30 years with the company, and formed his own consulting company, Networks Unlimited, Inc. He still consults on a limited basis. Bob is a past Regional Director and Executive Vice President of the Beech Aero Club, the type club for Beech Aero Center aircraft. Two years ago, he met two Australian friends from the Alaska trip and got some Sierra time Down Under, flying in eastern Australia.

Jeremy Keyes has always wanted to fly since he was "knee high to a grasshopper." By the ripe old age of 20, he earned his Private Pilot license. He continued to progress, getting his Instrument rating and commercial license shortly after that. In 2000, he joined the Air National Guard and went to Joint Undergraduate Pilot Training at Vance Air Force Base in 2004, training in the T-37 "Tweet" and T-1 "Jayhawk." Upon graduation, he flew Special Ops in the EC-130J, then later transferred to the KC-135 Stratotanker (Boeing 707). Currently, he is a Captain for Kalitta Air, piloting a cargo 747-400 worldwide, oftentimes circling the globe. Additionally, last year he achieved his Instrument Instructor rating and is enjoying teaching and helping others during his time off. He has been part owner in a Sundowner for the last seven years. Additionally he bought into a Nanchang/CJ6A and enjoys aerobatics, formation and giving rides to others.



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2017 AVC SPEED
135 MPH	633 SM	60 GAL	LYCOMING O-360	180 HP	132.41 MPH

DRU DUNWOODY & RODD RICKENBACH

C170

PRODUCTION - FAC5

252

Dru is getting back into GA after 35 years. His plane, 2523C, is a 1954 C170B and has been in their family for 40+ years. It has a new engine, new radios, Plonk ldg, bas tail pulls, inertial reel seat belts, new paint and a new interior in the last two years; it has been a nice, slow, restoration over several years.

This is the plane in which Dru took his first flying lessons in 1979.

Rodd is a pilot who grew up on a ranch and learned to fly in the sand hills of western Nebraska and has been involved in GA His entire life. He is based in Denver CO where he flies professionally. Rodd is the proud owner of a C-180 that has been an award winner at OSH in years past.



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	AIRVENTURE CUP
115 MPH	460 SM	42 GAL	CONTINENTAL O-300	145 HP	ROOKIE

605

PRODUCTION - FAC5

DAVID STUART & JORDAN HALL

PA-28-151 WARRIOR



David Stuart is a practicing attorney and partner in the law firm of Peterson, Stuart and Klentz, Prof. LLC in Beresford, South Dakota. From an early age, Stuart recalls studying his father's ground school materials and knowing he would become a pilot someday. It had been a life-long dream to get involved with aviation. With the blessing of his wonderful and understanding wife, Teresa, that day came in 2012, when he arranged a discovery flight with Jordan Hall at Legacy Aviation and was hooked. Stuart earned his private pilot certificate a few months later in 2013. Stuart and Hall formed a friendship outside of the student-instructor relationship and are partners in an aircraft leasing company, Updraft Leasing, LLC. Stuart and Hall will be flying a Piper Warrior owned by Updraft and sponsored by Legacy Aviation. Stuart has been involved in many forms of motorsports throughout the years, including drag racing, motocross, and rock crawling. It is this love of competition that led to the question, "Jordan, do you want to enter the AirVenture Cup Race with me?"

Jordan Hall began his flying career in 2003 in Burlington, WA, at Skagit Bay View Field. Hall earned his private pilot certificate in October 2004, Instrument in 2007, and commercial certificate in 2009. Since May 2010, Hall has been a certified flight instructor and currently holds a Citation C500 series type rating. In 2018, Hall was appointed as a Designated Pilot Examiner out of the Rapid City FSDO for the State of South Dakota. "I always knew I wanted to fly, it was just a matter of figuring out where to start. Hearing stories from my father about his flying experience and that of my Grandfather during World War II, while flying the "Hump," had me hooked at a young age." Hall, along with his father and another business partner, own and operate Legacy Aviation, LLC, a full service FBO at the Tea, South Dakota airport (Y14). Legacy Aviation offers the only FAA certified flight instruction school in the Sioux Falls, South Dakota area, as well as a newly-minted FAA certified repair station and Garmin avionics dealer and installation facility. Legacy offers on-demand charter of single and multi-engine piston, as well as jet charter.



TOP SPEED
138 MPH

RANGE
626 SM

FUEL CAP
48 GAL

ENGINE
LYCOMING O-320

HORSEPOWER
160 HP

AIRVENTURE CUP ROOKIES

898

PRODUCTION - FAC5

VERN KOKOSA & JACK MALLIA

GRUMMAN AA5



Vern has been flying for 19 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 and 2018 AirVenture Cup Races. 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 third AirVenture Cup race as a competitor.

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 seven of the past nine years. Jack flew as a co-pilot with his father in the 2017 AVC Race in their Cozy Mark III, when they won the Experimental Formula FX Red Class. Jack also flew as co-pilot with Vern in the Grumman in the 2018 AVC Race when they won the FAC5 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.



TOP SPEED
155 MPH

RANGE
437 SM

FUEL CAP
38 GAL

ENGINE
LYCOMING O-320

HORSEPOWER
150 HP

2018 AVC SPEED
138.9 MPH

500

PRODUCTION - TWIN1

ED COLE

ROCKWELL 500B



Ed Cole is flying his 1964 Twin Commander 500B. This is the first year that Ed has participated in the AirVenture Cup Race, but he is not a stranger to competition or challenging flying. Ed graduated from the United States Air Force Academy in 1970, and after his year in Pilot Training, spent 20 years in the Air Force, flying fighter aircraft, including the AT-38, the F-4 Phantom and the F-16 Fighting Falcon. Most of Ed's military flying was in Europe, and during his career he participated in the transition of three separate fighter wings from F-4s to F-16s. After he retired from the Air Force, Ed went on to fly for almost 20 years with UPS, with Boeing 747, 757 and 767 time. Back in 2006, Ed began flying this same Twin Commander and, after retiring from UPS flying, eventually bought into the aircraft and now it is his baby. Ed has a total of about 13,000 flight hours, 4000 of which is military and 1800 is in his Commander. This is an exciting time for Ed as he flies in his very first AirVenture Cup Race!



TOP SPEED
215 MPH

RANGE
1,078 SM

FUEL CAP
156 GAL

ENGINE
LYCOMING O-540

HORSEPOWER
290 HP

AIRVENTURE CUP ROOKIE

MIKE & TRACI FARLEY

DIAMOND DA-42

PRODUCTION - TWIN3-T

116

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.



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2018 AVC SPEED
195 MPH	1,000 SM	76 GAL	CONTINENTAL CD-135	135 HP	159.56 MPH

CARL HOUGHTON

GOBOSH 700

LIGHT SPORT

18

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.



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2017 AVC SPEED
132 MPH	225 SM	18 GAL	ROTAX 912 ULS	100 HP	108.02 MPH

MARK & DAVID HOWARD

JABIRU J-250

LIGHT SPORT

72

Mark Howard is a Private Pilot, Light Sport CFI, Light Sport Repairman, and commercial UAS pilot. He has been a private pilot since he was 17, was a CAP cadet, and has logged time in many GA aircraft. "Lucile" is a 2008 Jabiru J-250 from the land "down under." She is a S-LSA. She's been to Oshkosh many times. This is her third race. She loves to fly over the mountains of Colorado and Wyoming. Yellowstone is her favorite destination (after Oshkosh).



TOP SPEED	RANGE	FUEL CAP	ENGINE	HORSEPOWER	2016 AVC SPEED
159 MPH	760 SM	36 GAL	JABIRU J3300	120 HP	141 MPH



Joseph purchased N1972A in July of 2014 and has flown it ever since. He transitioned from a Cessna 182 to this SLSA and has enjoyed it very much. The aircraft came with five 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 kts at 75% power. Prop is a warp drive composite with nickel leading edges. It has a complete Dynon panel with two, ten inch displays. The aircraft feels solid in the air and gives the feel of a larger aircraft. The Harmony is an upgrade of the Sportster, with improvements in 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 it.

TOP SPEED
138 MPH

RANGE
805 SM

FUEL CAP
31.7 GAL

ENGINE
ROTAX 912

HORSEPOWER
100 HP

2018 AVC SPEED
119.63 MPH

AIRVENTURE CUP MEMORIES

TOP RIGHT: Canard aircraft have been a mainstay of the AirVenture Cup. Pictured here is Jay Blum in his Long Ez. LOWER RIGHT: For many years, the AirVenture Cup finish line was at a private airport near Lomira, WI which is about 15 miles south of Fon Du Lac. LOWER LEFT: In order to determine starting order one year, time trials were done at the starting line in Manteo, NC. This was the year of the famous race right, land left briefing. UPPER LEFT: Multiple year AirVenture Cup participant Jeff Lange over the finish line in his turbocharged Sonerai. The AirVenture Cup has inspired innovation amongst our racers. With Jeff's mods, he has been able to post speeds over 200 mph.



IN MEMORIAM

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

JOHN WILSON

1956-2018

42

John Wilson started and owned a precision machine shop in Orlando, FL, which is presumably where he honed his skills and interest in restoring and building both cars and airplanes. He had over 30 years of flying experience, including being a four-time participant in the AirVenture Cup as Race 42, with his wife Melissa as his co-pilot. John passed away in Orlando on July 11, 2018, at the age of 61.

In retirement, John restored a rough SX-300 over a three-and-a-half-year period. The airplane sported a custom panel, air cooled arm rests, seats modeled after a Ferrari, and a custom carbon cowl. All of the restoration work, including the paint and body work, was done by John. He won several awards for his efforts, including Grand Champion at Sun n Fun in 2014.

For ten years, John lived at the Spruce Creek Fly-In Community, and became fully immersed in aviation. While there, he started a business making custom instrument panels, and many of the racers in the AirVenture Cup have panels made by John. He also was a regular participant in the gaggle flight, as well as EAA Chapter 288.

John is survived by his wife Melissa, who is racing this year as co-pilot with their neighbor and friend, Jim Cianci.



DARRYL GREENAMYER

1936-2018

33

Darryl Greenamyer raced airplanes, pursued speed records, was involved in many aviation projects, and took first place in the Unlimited Class in the 2002 AirVenture Cup in his Lancair Super Legacy. Darryl passed away on October 1, 2018. He was 86.

Darryl took his first airplane ride when he was 10 years old. He later earned a mechanical engineering degree from the University of Arizona and served in the US Air Force and Air National Guard. During his service, he flew the F-86, F-100, and the F-104. After leaving the military he was a test pilot, flying the SR-71 for Lockheed's Skunk Works. He also was a graduate of the Air Force's test pilot school.

He was drawn to speed and competition and was an accomplished air racer. His racing career started with him and his fellow Skunk Works colleagues modifying a Bearcat, which was known as Conquest I. He went on to win the Unlimited race at Reno six times. Later, he also raced a purpose built Lancair Super Legacy in the sport class at Reno, taking first place four times.

His competitive side also led him to world records. In 1969, he flew Conquest I to break a 30-year speed record for piston aircraft. In 1977, he broke the 3 KM world speed record in a homebuilt F-104 called, "Red Barron," with a speed of 988.26 mph. The record still stands. All the parts for the airplane were scrounged as surplus and over a 13 year period, his team re-built it to airworthy status. The engine was sourced from the US Navy.



PAT PFAFFLE

1959-2019

P2

Pat Pfaffle was a two-time participant in the AirVenture Cup. Pat raced his RV-6, as "Race Papa-two." Pat passed away on May 25th from pancreatic cancer, with his wife Kathy at his side. He was only 59.

Pat, of Pleasant Prairie, WI, was a graduate of UW-Stevens Point, and also earned a doctorate degree in biochemistry from the Medical College of Wisconsin. He was a college professor and also served as the Biology Department chair at Carthage College for 15 years. Pat was a dedicated teacher and enjoyed sharing knowledge with his students.

One of Pat's passions and major contributions was developing and organizing a Carthage student medical mission trip to Ometepe, Nicaragua. The mission trip allowed students to work in medical clinics and immerse in a foreign culture. Over the years, Pat oversaw the expansion of the mission to include geoscience with projects in water, renewable energy, and mapping.

Pat got his Private ticket in the early 2000s and bought a 1946 Ercoupe. He flew that for quite a few years before buying his RV-6. Pat had over 400 hours of flying time, and nothing made him happier than being in the air. He really enjoyed the camaraderie of the AirVenture Cup, and looked forward to the race every year.





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