

2021



July
25

AirVenture Cup Race
twenty-third running
Wausau/Sawyer/Ontonagon/Ashland/Merrill
WWW.AIRVENTURECUPRACE.COM

2019 Race Results

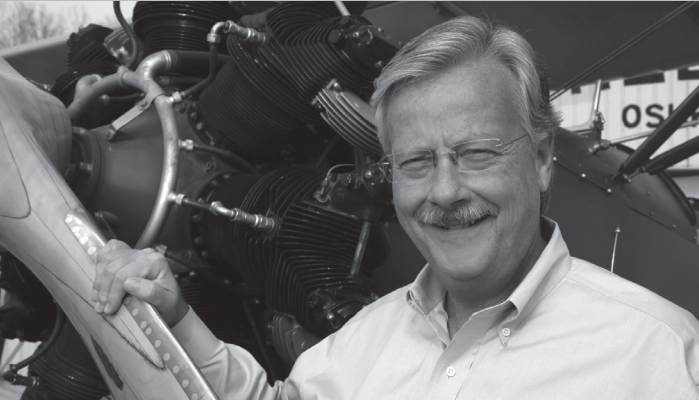
Place	Racer	Speed
TURBINE		
1	104 MARTY ABBOTT, TURBINE LEGEND	403.99 MPH
2	007 RENE DUGAS, TURBINE LEGEND	304.37 MPH
UNLIMITED		
1	30 ANDY FINDLAY, LEGACY	291.00 MPH
SPORT		
1	611 JOE CORAGGIO & KEVIN VERNON-HARRIS, LEGACY	272.65 MPH
2	50 CHARLES BRACKEN & MARIANNE BARIL, LEGACY	270.33 MPH
3	3X STEVE HAMMER, LANCAIR IV	260.30 MPH
SPORT FX		
1	601 MARVIN & SARAH WESSEL, LANCAIR ES	220.54 MPH
SPORT SX		
1	30 HARRY HINCKLEY, SX-300	311.19 MPH
2	10 KEITH & TIM PHILLIPS, SX-300	287.77 MPH
3	70 ELWOOD & MARJORIE MENEAR, SX-300	274.14 MPH
4	60 JIM CIANCI & MELISSA WILSON, SX-300	272.70 MPH
5	62 TUCK MCATEE, SX-300	264.50 MPH
SPORT MCT		
1	21 HARRY MANVEL, DEFIANT	216.79 MPH
ROCKET F1		
1	14A WAYNE HADDATH, F1 ROCKET	237.03 MPH
2	39 JOHN ANDERSEN, F1 ROCKET	209.55 MPH
FORMULA RG BLUE		
1	777 CRAIG SCHULZE, LANCAIR 360	242.76 MPH
2	142 WESLEY PARKER, LANCAIR 360	216.94 MPH
3	35A, EARNIE CHAUVIN & CLAUDIA HANSEN, LANCAIR 360	206.83 MPH
4	222 DAVID NELSON, VELOCITY STRDG	206.77 MPH
FORMULA FX BLUE		
1	111 KLAUS SAVIER & JENNY TACKABURY, LONG EZ	258.65 MPH
2	91 BRUCE HAMMER, GLASAIR I-TD	248.61 MPH
3	321 BOB BITTNER, COZY MK-IV	204.46 MPH
FORMULA FX RED		
1	51 DOUG KOURI, LONG EZ	225.75 MPH
2	65 JAY SKOVBJERG, COZY III	212.94 MPH
3	93 RICH & LYNN LAMB, LONG EZ	206.06 MPH
4	59 DAVE ANDERSON, LONG EZ	205.41 MPH
FORMULA RV GOLD		
1	711 RICHARD JANKOWSKI, RV-10	214.76 MPH
FORMULA RV BLUE		
1	TF BRENT TRAVIS, RV-4	219.42 MPH
2	44 PETER FONTAINE, RV-8	207.76 MPH
3	12 ALAN CARROLL, RV-8	204.57 MPH
4	51B JOHNNIE PAINTER, RV-4	190.17 MPH
5	114 DON & KATHERINE WINTERS, RV-6	189.69 MPH
6	PI KEVIN PHELPS & DAVID WALSH, RV-7A	184.25 MPH

Place	Racer	Speed
FORMULA RV RED		
1	811 JUSTIN VON LINSOWE, RV-4	191.20 MPH
SPRINT		
1	83 DAVID ADAMS, LONG EZ	196.39 MPH
2	25 LEIF JOHNSON, VARI EZ	174.82 MPH
3	11 LES BURRIL, MIDGET MUSTANG	173.16 MPH
4	36 JAMIE HICKS, VARI EZ	164.84 MPH
5	123 GREG STRUVE, LONG EZ	161.35 MPH
JET		
1	84 SCOTT GUSAKOV & ELIZABETH HOMIDI, L-39	380.86 MPH
TWIN 1		
1	500 ED COLE, TWIN COMMANDER	202.52 MPH
TWIN 3T		
1	116 MICHAEL & TRACI FARLEY, DA-42	176.26 MPH
FAC1-RG		
1	143 JAN GREEN & DANE PRUITT, F33A	194.91 MPH
2	298 ROSS WARNER III & ROSS WARNER IV, MEYERS 200	192.29 MPH
3	47 JOHN SECORD, MEYERS 200	191.77 MPH
4	43X FRED ROSCHER & ALEXANDRA HERRINGTON, G36	182.83 MPH
FAC3-RG		
1	205 PATRICK DOYLE, MOONEY 201	176.14 MPH
2	149 DENNIS & BONNIE POWELL, MOONEY M-20K	175.74 MPH
3	201 JOEL LUDWIGSON, MOONEY M-20K	175.51 MPH
4	75 JAMON PRUITT, MEYERS 145	167.10 MPH
5	76 STEVEN APPLEBAUM & SEBASTIAN ZABA, MOONEY M20E	DNF
FAC3-FX		
1	150 AARON ASHBY, ANDREAS GARCIA, & ERIK LEVIN, SR-20	168.35 MPH
FAC4-FX		
1	144 TYSON WHITNER, LYLE JEFSON & RYAN LENNOX, DA-40	151.55 MPH
2	86 JOE CONLON & HOWARD BUCK, PA-28-180	137.43 MPH
3	282 ROBERT SCHMIDT & JEREMY KEYES, SUNDOWNER	133.74 MPH
4	68 ROLAND BIEBER & IVOR PERRY, C-177	131.07 MPH
FAC4-RG		
1	662 STEVE & ROBERT DIECK, MOONEY M20C	166.21 MPH
FAC5		
1	605 DAVID STUART & JORDAN HALL, WARRIOR	128.94 MPH
2	252 DRU DUNWOODY & RODD RICHENBACH, C-170B	106.29 MPH
LIGHT SPORT		
1	72 MARK & DAVID HOWARD, JABIRU J-250	125.82 MPH
2	197 JOSEPH RYAN, EVEKTOR HARMONY	120.08 MPH
3	18 CARL HOUGHTON, GOBOSH 700	119.10 MPH

WELCOME - AIRVENTURE CUP PARTICIPANTS

EAA

JACK J. PELTON



To all AirVenture Cup Participants:

I wish all of you the best in this year's race and welcome you to EAA AirVenture Oshkosh 2021, the "World's Greatest Aviation Celebration." It is a gratifying moment to welcome you back to Oshkosh after all the unfortunate circumstances of 2020 kept us from getting together in person to enjoy aviation. This event adds to the legacy of air racing, which has a history almost as long as aviation itself. The AirVenture Cup also showcases the safety and variety of sport aviation 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 one of the traditional kickoff events for all that takes place at Oshkosh each year. We encourage you to stay for the entire week of activities, entertainment, and fellowship as we again gather at Oshkosh to celebrate all facets of flight. AirVenture is aviation's family reunion — thanks for being a part of it.

Best regards,

A handwritten signature in cursive script that reads "Jack".

Jack J. Pelton
EAA CEO/Chairman of the Board

WELCOME - AIRVENTURE CUP PARTICIPANTS

1

ERIC K. WHYTE



Participants, volunteers, and air race fans:

Welcome back! It is really good to be here, with all of you for the 23rd running of this phenomenal event. None of us could have guessed when we went home after the 2019 event what all would have transpired before I could drop the green flag again and launch the race.

In the nearly 25 years we have been working on the race, a lot has changed. I'm definitely not the 23 year old I was when we started this adventure. One thing that hasn't changed is what drives this event. It's still and always has been about flying fast and having fun with airplanes.

In the last year during the global pandemic there is a term that is frequently used by the media which I have grown to despise. That is "New Normal." Nothing about COVID-19 has been remotely close to "normal." We are still struggling with changes forced on us by this viral outbreak. But the people that make this race what it is are not the type to sit back and wish things were better, this group is made up of doers. A fact proven when we had to make the decision to cancel the 2020 race, so many of you reached out and wanted to get together and race anyway. While I loved the idea, a job change prevented me from being tempted by that idea. It was nice to see the passion and enthusiasm for the race was undeterred by the pandemic.

The 2021 race has brought about new challenges and with that several members of the race staff have stepped forward and helped out in immeasurable ways. The new race course was an idea developed, probably from too much quarantine. But it was a "what if" we wanted to explore. "What if we did a Round Robin race course," well let's give it a shot. A big thanks to John Chmiel and all the folks at Wausau that have worked to make this year's event happen.

Huge thanks to Stephanie Schulko, who has the very difficult task of keeping Joe Coraggio and I organized. Without her help, this race would not be possible.

I need to recognize Kathy Schoen, she is fairly new to the AVC family but asked what she could do to help. She has been invaluable in managing our Social Media feeds and her experience and expertise with PR has been a fantastic addition to the team.

Thanks also to the entire AVC Volunteer team, who has spent countless hours behind the scenes figuring out ways to get things done. Their creativity, dedication and support has been invaluable.

I also want to recognize the men and women from the FAA that have worked extra hard to keep this event safe, fun and exciting. The race wouldn't be possible without their assistance and support.

Thank you also to the fans that come out to support the teams on race weekend. Seeing all of you and sharing your enthusiasm is part of what keeps this event going.

Now, let's go race! As I say in the pilot briefing, "fly fast, be safe, and have fun!"

Eric K. Whyte
Co-Founder and Chairman of the AirVenture Cup

RACE CLASSES - Racers are divided by their category as experimental or production, then engine size and landing gear configuration

EXPERIMENTAL ANY EXPERIMENTAL CATEGORY AIRCRAFT WITH

TURBINE

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

ROCKET F1

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

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.

SPORT

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

FORMULA RG BLUE

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

FORMULA FX RED

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

FORMULA RV RED

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

SPORT SX

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

FORMULA RG RED

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

FORMULA RV GOLD

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

SPRINT

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

PRODUCTION ANY PRODUCTION CATEGORY AIRCRAFT WITH

JET

Non afterburning turbojet or turbo fan powered aircraft.

FAC 2 RG

240-279 HP and above, normally aspirated with retractable landing gear.

FAC 3 RG

200 - 239 HP, normally aspirated 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).

FAC 1 RG

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

FAC 2 FX

240-279 HP and above, normally aspirated with fixed landing gear.

FAC 3 FX

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

FAC 5

130 - 179 HP.

FAC 1 FX

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

FAC 3 RG-T

200 - 239 HP, Any forced induction 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.

HEAVY METAL CJ

Includes all variants of the Nanchang CJ aircraft.

LIGHT SPORT

any Experimental or ASTM compliant light sport aircraft.

BIPLANE UNLIMITED

Any aircraft having two main lifting wings, to include a tandem configuration, factory or experimental, with an engine displacement greater than 1,000 cubic inches and can be turbo/super-charged (any forced-induction).

BIPLANE RED

Any aircraft having two main lifting wings, to include a tandem configuration, factory or experimental, with an engine displacement of 320 cubic inches or less, normally aspirated.

EXPERIMENTAL - TURBINE**007** TURBINE LEGEND**RENE DUGAS**

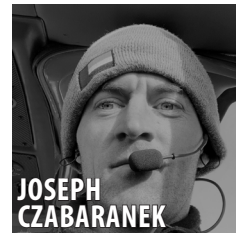
Top Speed	400 MPH	Engine	Walter 601D
Range	900 SM	Horsepower	730 HP
Fuel Capacity	140 gal	2019 AVC	304.37 MPH

Rene' flies the 007 Turbine Legend and has since 2007. He enjoys racing and the camaraderie and competition. The rest of the year he teaches tailwheel, spin training, and aerobatics in a Super Decathlon. AeroCountry Airport (T31) is home base in McKinney, Texas. The other plane is a Velocity XL RG he built and has flown for 18 years. This year will be different and challenging. Best wishes to all the racers and thank you to all the Volunteers.

EXPERIMENTAL - TURBINE**104** TURBINE LEGEND**MARTY ABBOTT**

Top Speed	440 MPH	Engine	Garrett Dash10
Range	1,150 SM	Horsepower	1200 HP
Fuel Capacity	160 gal	2019 AVC	403.99 MPH

The Turbine Legend is powered by a souped up Garrett Dash 10 built by Marty and team in Calgary. This plane has won almost all races it has entered to date. The Legend will cruise quite nicely at FL200 and 383 KTAS. Marty is a retired Royal Canadian Air Force pilot, and flew a number of airplanes during his career, including his favorite the, CF-104. His race number is a tribute to his time in the "missile with a man in it."

EXPERIMENTAL - UNLIMITED**96** LANCAIR IV**JOSEPH CZABARANEK**

Top Speed	340 MPH	Engine	Cont. TSIO-550
Range	1,200S M	Horsepower	350 HP
Fuel Capacity	80 gal	2017 AVC	227.43 MPH

This will be Joe's second AirVenture Cup as a pilot. Joe is an aeronautical and systems engineer with a background in UAS and weapon testing for the US Air Force and currently serves with the US Space Force at Peterson AFB, CO. He holds a Commercial Glider rating and Private SEL rating, with just over 900hrs. His wife, Eileen, is a former USAF U-28 pilot and current A330 First Officer with Delta Airlines. They have two children: Amelia (3) and Cameron (.5).

Previously racing in a Lancair 360 in 2016, he is excited to race the Lancair IV he completed and first flew in December 2019! Joe was the fourth owner of the Lancair IV kit #63 and spent five years completing the project that, overall, took 25 years! Phase 1 went off with only a few glitches and the plane has now flown over 150hrs.

EXPERIMENTAL - SPORT**3X****LANCAIR IV****STEVE HAMMER**

Top Speed	270 MPH	Engine	Cont. IO-520
Range	1,500 SM	Horsepower	310 HP
Fuel Capacity	90 gal	2019 AVC	260.30 MPH

Pilot Steve Hammer served in the Air Force flying a C-130 for six years. He flew for Delta Airlines for 24.5 years and has recently retired from AirTran Airways/SWA after 10+ years in 2015. 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 in sending Bruce pizza recipes to try in his outdoor wood-fired pizza oven.

This year Steve will be flying his Lancair IV in the AVC race. The aircraft was built by Craig and Kirt Wheeler and first flew in 1996. Steve is the third owner, having purchased it from Carl McIntyre. The total time on the airplane is 2200 hours. 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 1500nm or 1500sm 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.

EXPERIMENTAL - SPORT**2****LANCAIR LEGACY****BRYAN PATTERSON**

Top Speed	260 MPH	Engine	Cont. IO-550
Range	800 SM	Horsepower	310 HP
Fuel Capacity	66 gal	2016 AVC	*204.23 MPH

Bryan currently lives in Atlanta with his wife. He is employed as pilot with Southwest Airlines. They have two daughters and a son-in-law, who is on his way to the left seat. Bryan is an avid fly fisherman, hunter, and backpacker. He and his wife love to travel and spend time skiing out west.

The Legacy is co-owned with Steve Hammer and they base their aircraft at KFFC.

*2016 AVC flown in a Glasair II

EXPERIMENTAL - SPORT**50****LANCAIR LEGACY****CHARLES BRAKEN****MARIANNE BARIL**

Top Speed	280 MPH	Engine	Cont. IO-550
Range	1,000 SM	Horsepower	350 HP
Fuel Capacity	60 gal	2019 AVC	270.33 MPH

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

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.

EXPERIMENTAL - SPORT**611** LANCAIR LEGACY

Top Speed	280 MPH	Engine	Cont. IO-550
Range	800 SM	Horsepower	300 HP
Fuel Capacity	66 gal	2019 AVC	272.65 MPH

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 he experienced his first Young Eagles ride when AirVenture Cup Founders/volunteers Eric Whyte, Erik Anderson, and Ken Whyte were running an aviation day camp for kids. 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+ different types. In June of 2019, Joe attended Pylon Racing Seminar and earned his racing license. He raced his rookie year in the National Championship Air Races in September in Reno, NV. He took 6th place in Sport Silver and was honored with the Sport Class Rookie of the year.

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 R&E Oil Coolers and Ryan Machine. We would also like to thank our "Friends of Ramp Rat Racing," @flywiththeguys and @nicksymmonds.

EXPERIMENTAL - SPORT SX**10** SX-300

Top Speed	300 MPH	Engine	Lyc. IO-580
Range	1,000 SM	Horsepower	315 HP
Fuel Capacity	68 gal	2019 AVC	287.77 MPH

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.

EXPERIMENTAL - SPORT SX**30** SX-300

Top Speed	300 MPH	Engine	Lyc. IO-580
Range	700 SM	Horsepower	330 HP
Fuel Capacity	66 gal	2019 AVC	311.19 MPH

This SX-300 was built by Tom Dempsey of Odessa, TX and had its first flight in June of 1989. Due to a number of circumstances, this plane was relegated to being a hangar queen for a number of years, but has been flying again for 11 years now. Harry Hinckley spent most of his free time from junior high through college at airports and drag strips.

He has been flying for over 30 years. His first airplane was a Maule and since then has owned a Twin Comanche, Aerostar, Super Viking, and the SX-300. Harry has accumulated several thousand flight hours, additional ratings and, most of all, the memories of trips and meeting other aviation-minded people around the country. Harry has been involved in automotive, aviation, and real-estate businesses.

EXPERIMENTAL - SPORT SX**60**

SX-300

**JAMES
CIANCI**

Top Speed	310 MPH	Engine	Lyco. IO-540
Range	960 SM	Horsepower	300 HP
Fuel Capacity	66 gal	2019 AVC	272.70 MPH

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. Jim purchased N6L in April 2009. Jim is a former Naval Aviator with over 18,000 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 in the Vietnam War. He left active duty in 1972 and joined Delta Airlines, where he flew for 32 years in the B727, B777, B767 B757, MD88 and MD11s. This is his 12th appearance in the AirVenture Cup.

EXPERIMENTAL - SPORT SX**62**

SX-300

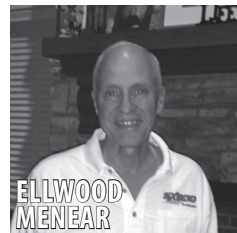
**TUCK
MCATEE**

Top Speed	330 MPH	Engine	Lyco. IO-580
Range	800 SM	Horsepower	300 HP
Fuel Capacity	64 gal	2019 AVC	264.50 MPH

Tuck has a broad background in defense technology, program management, and business development. A graduate of the US Air Force Academy, he received a Masters Degree in Aerospace Engineering from the University of Arizona, and attended the Advanced Management Program at Harvard Business School. He has extensive experience in managing and marketing defense programs. Tuck has over 4000 hours in America's front line fighters. He is a graduate of the USAF Test Pilot School and the USAF Fighter Weapons School, and served as an instructor at each school. He was a test pilot on a number of key programs, including the initial F-16 test and evaluation. He commanded several units, including the first F-16 academic squadron and the academic division of the Air Force Fighter Weapons School. After retiring from the Air Force, he joined General Dynamics to manage the F-16 upgrade program, which has maintained the F-16 as the nation's frontline fighter. Subsequently, he was the Director of the Advanced Tactical Aircraft program, a multi-billion dollar effort to produce the Air Force version of the A-12 stealth bomber. Tuck also served as Lockheed Martin's Director and Vice President of International Business Development in the Middle East and North Asia. He played a major role in winning competitive contracts in Israel, the UAE, and Korea. Since retiring from Lockheed Martin, Tuck has spent over 10 years as an executive for several start-up companies involved in cyber security. Currently, he is sole proprietor of McAttee Int'l, providing business development consulting services to small businesses and entrepreneurs.

EXPERIMENTAL - SPORT SX**70**

SX-300

**ELLWOOD
MENEAR**

Top Speed	311 MPH	Engine	Lyco. IO-540
Range	1,000 SM	Horsepower	300 HP
Fuel Capacity	68 gal	2019 AVC	274.14 MPH

Ellwood is a believer in Christ. He is a retired airline pilot, aircraft builder, and restorer. He is also a restorer of old cars and motorcycles. For most of his 65 years, he has been a Pennsylvania guy. He never saw a fellow motorhead whom he couldn't get along with! Ellwood is rebuilding a 1965 Lotus Elan and a 1974 Norton Commando as of this writing.

He will be racing the Swearingen SX-300 that he built and first flew in 1999. The race number is 70, tail number N70SX, and the kit serial number is #70.

It ought to average 275mph., give or take. The airplane is bright yellow and therefore easy to distinguish from ALL those red ones!

**ROY
EARLY**

EXPERIMENTAL - SPORT FX**66**

RV-10



Top Speed	230 MPH	Engine	Lyco. IO-540
Range	600 SM	Horsepower	285 HP
Fuel Capacity	60 gal	2019 AVC	AVC Rookie

N576RD is a slow-built Vans RV-10. Its first flight was in February, 2009. It has 1,350 hrs on the airframe and 350 hours on a Lycoming IO-540, rebuilt by Ly-con engines in California. N576RD has been to AirVenture seven times from its base airport in Madera, California (KMAE), but this will be the first time in the AirVenture Cup Race.

The plane's owner/builder is a 69 year-old father of three, who has four grandchildren. He has been married for 45 years, to a private pilot. Rick first soloed at 16 years old, and had his commercial, instrument, MEL and CFII by 19 years old. Currently, he has 6,000 hours total time, all in general aviation piston aircraft. He is a board member of the EAA 376 Kings River chapter in Fresno, CA, a board member of the Central California Aviation Association, a Quiet Birdmen member FAT chapter, and received The Wright Brothers "Master Pilot" Award in October of 2018. Rick and N576RD have been in the Hayward Air Rally out of Hayward, California five times, including his first air rally to AirVenture. The co-pilot in his first cup race is the flight instructor who soloed him back in 1967, when he was 16 years old.

EXPERIMENTAL - SPORT FX**601**

LACAIR ES



Top Speed	240 MPH	Engine	Cont. IO-550
Range	1,050 SM	Horsepower	310 HP
Fuel Capacity	78 gal	2019 AVC	220.54 MPH

This will be Sarah & Marv Wessel's second Lancair ES. They 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 interests.

EXPERIMENTAL - SPORT FX**711**

RV-10



Top Speed	230 MPH	Engine	Lyco. IO-540
Range	600 SM	Horsepower	280 HP
Fuel Capacity	60 gal	2019 AVC	214.76 MPH

Richard has been a previous winner of RV Gold 2018, 2019. He was an airline pilot for Continental and United, a Test pilot for Continental/United, and retired in 2018. As a member of EAA Chapter 302, he serves as Tech Counselor and Flight Advisor. Richard is a Wright Brothers Master Pilot and A&P Mechanic. He is also the race team crew chief for Reno Air Racer #50 "Big Wind".

EXPERIMENTAL - ROCKET F1**39**

ROCKET F1

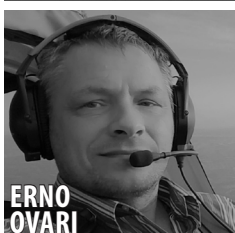
**JOHN ANDERSEN**

Top Speed	250 MPH	Engine	Lyc. IO-540
Range	800 SM	Horsepower	260 HP
Fuel Capacity	52 gal	2019 AVC	209.55 MPH

Race #39 is an F1 Rocket built by John Andersen of Kenosha, WI, over a six-year period. It was first flown on the 103rd Anniversary of Powered Flight; the airplane was built completely stock per the plans. The project was started in John's basement and then moved to the garage before making the trek to the airport where it was completed. The journey from the house to the hangar was unique in that it was made with the help of a police escort. During the ride, John sat in the cockpit and, like every homebuilder, made airplane noises as he was pulled by a vehicle to the airport, three miles away. This year will mark 15 years of flying his machine and also taking it to Oshkosh for the fly-in. This year at Oshkosh will mark his attendance as 45 years in a row!... John is a corporate/charter/air ambulance pilot, and is also rated as a Fight Instructor. He also jokes and says he has a "real job" and that is being an IT director for the company he works for. This is John's 10th AirVenture Cup Race.

EXPERIMENTAL - FORMULA RG BLUE**81**

LANCAIR 320

**ERNO OVARI**

Top Speed	247 MPH	Engine	Lyc. IO-360
Range	1,200 SM	Horsepower	220 HP
Fuel Capacity	57 gal	2019 AVC	AVC Rookie

Erno Ovari (ERNO pronounced AIR-NO) is from Germany (was born in Hungary) got involved in aviation at 14 years of age, first flying gliders in Hungary and Germany for years, then flying paragliders all over the Alps. He moved to the US in 2006, became a US citizen in 2012 and private pilot in 2014. Erno travels for business all over the USA and says, "Up to a thousand miles I can beat the airliner" with the Lancair 360 he bought and rebuilt in more than 2 years of "restoration". He was able to lighten up the 371 by a hundred pounds to make it faster and more efficient. Zoomie, as he calls his Lancair, was a solid 200 kts (230 mph) airplane when he bought it, today Zoomie is doing 210 kts (241 mph) by burning 8 Gph. Like everyone else with a speedy airplane, Erno is still looking for ways making his Zoomie gain speed and efficiency. This Airventure Cup will be his first race with the airplane. Further races are planned.

EXPERIMENTAL - FORMULA RG BLUE**777**

LANCAIR 360

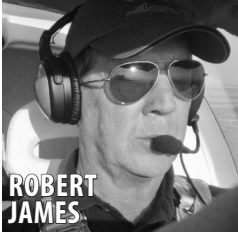
**CRAIG SCHULZE**

Top Speed	275 MPH	Engine	Lyc. IO-360
Range	1,100 SM	Horsepower	200 HP
Fuel Capacity	44 gal	2019 AVC	242.76 MPH

Craig Schulze will be flying race 777 with his son, Adam. Craig has been building model airplanes since he was three and got his first flight at six. He is such an aviation nut that his blood cells are actually airplane shaped. He flies just for fun, but has commercial and instrument ratings, as well as a LOA rating to fly the L-39. He built Race 777 in 22 months, completing it in 2007. In 2008, it won EAA Oshkosh Grand Champion. He later went on to build /rebuild three more Lancair 360's. Race 777 is also the only one of two 360's ever built with air conditioning. The other one he built, too. This will be Craig's 10th AirVenture Cup Race. Some of the most memorable races have been racing in previous years with Mark Quin, Race 38, who passed in late 2019. For several years, Mark and Craig duked it out, each beating the other by eight or nine seconds on several occasions. Mark was a true aviator and will be dearly missed.

EXPERIMENTAL - FORMULA RG RED**24**

LANCAIR 320

**ROBERT JAMES**

Top Speed	240 MPH	Engine	Lyc. IO-320
Range	850 SM	Horsepower	160 HP
Fuel Capacity	42 gal	2017 AVC	221.95 MPH

This award-winning Lancair 320 is flown by Bob James. The airplane was built by Jim Cullison of Canby, OR, in 1999. Since its completion, it has won Champion Kit awards at at AirVenture in 1999 and Arlington in 2000. Bob and the Lancair hold two world speed records, four Sport Air Racing League class championships, and four SARL class speed records, two of which were in the AVC Cup - 2014 (238.04mph) and again in 2016 (241.60 mph). Bob is a commercially rated pilot with 48 years flying experience and over 1,400 hours in this Lancair. He is a retired Chief Human Resources Officer for a Fortune 200 company and currently has a consulting practice focused on leadership development and executive coaching. This is Bob's fifth AirVenture Cup Race.

EXPERIMENTAL - FORMULA FX BLUE**67**

COZY MARK IV

**KEN LAUNDRIE**

Top Speed	218 MPH	Engine	Lyc. IO-360
Range	1,100 SM	Horsepower	200 HP
Fuel Capacity	50 gal	2019 AVC	AVC Rookie

Growing up in Green Bay, WI, Ken went to OSH many times in the late 70's and 80's, which is where a Long EZ caught his eye. By the time he could start building in the 90's, the plans for the Long EZ were no longer available from RAF, but you could buy Cozy Mark IV plans. So, after 8.5 years of building, N230KL took flight in Sept. 2000. Over the years, there were numerous upgrades with panel, prop, engine and aerodynamics.

Ken attended Spartan School of Aeronautics after high school, where he earned his A&P and Private Pilot. He went on to work at Flight Safety as A&P and finished his flight ratings. Ken worked as flight instructor, charter pilot, commuter pilot, non-schedule airline, and now works for a major airline.

EXPERIMENTAL - FORMULA FX BLUE**91**

GLASAIR 1-TD

**BRUCE HAMMER**

Top Speed	268 MPH	Engine	Lyc. O-360
Range	1,800 SM	Horsepower	180 HP
Fuel Capacity	75 gal	2019 AVC	248.61 MPH

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 2000! 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.

EXPERIMENTAL - FORMULA FX BLUE**111**

LONG-EZ

**KLAUS SAVIER****JENNY TACKABURY**

Top Speed	270 MPH	Engine	Lyco. O-360
Range	1,380 SM	Horsepower	230 HP
Fuel Capacity	44 gal	2019 AVC	256.65 MPH

This Long EZ was built by Klaus Savier of Santa Paula, CA, over a 27 year period. It has a Dual Light Speed Engineering Plasma III CDI Electronic Ignition (designed by the builder) and a high pressure, timed sequential, electronic fuel injection. Klaus has built his aviation career on speed and efficiency. He holds three 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.

EXPERIMENTAL - FORMULA FX BLUE**321**

COZY MKIV

**BOB BITTNER**

Top Speed	220 MPH	Engine	Lyco. O-360
Range	1,500 SM	Horsepower	180 HP
Fuel Capacity	55 gal	2019 AVC	204.46 MPH

Bob Bittner found inspiration in his father's R/C flying as soon as he could look up. After a couple of 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 was hoping for in his first race in 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.

EXPERIMENTAL - FORMULA FX BLUE**498**

COZY MKIV

**MCKENSEY BUNCH****MATTHEW BUNCH**

Top Speed	230 MPH	Engine	Lyco. O-360
Range	1,000 SM	Horsepower	180 HP
Fuel Capacity	50 gal	2017 AVC	156.66 MPH

Matt Bunch built a Cozy three-seat airplane (1995-2005) and received his repairman's certificate. He then upgraded to a flying Cozy MK-IV four-seater in 2009. He rebuilt the plane with a Lycoming O-360-A4M with Silver Hawk Fuel Injection, Lightspeed Electronic Ignition, and bigger compression pistons 9:1. He rebuilt the instrument panel. It includes two Dynon Skyview 10" touch screens, Avidyne IFD440, Garmin GNC300XL, and a two-axis autopilot coupled to the Skyviews. The Cozy has flown in the AirVenture Cup Race in 2018 and to Oshkosh, WI, many times. Matt has flown it to the Bahamas and throughout many states, and his goal is to fly it to every state when he retires. His co-pilot and navigator for this event is his 19 year-old daughter, McKensy Bunch. A proud parent, Matt states that she will be a sophomore at Southern Illinois University in Carbondale on a Division 1 soccer scholarship. As pilot, Bunch flies Young Eagles at Cynthiana Airport in Kentucky, and gives free rides to just about any desiring soul. He was the president and newsletter editor of the Georgetown EAA Chapter and currently is a board member and treasurer of the Georgetown-Scott County Regional Airport (27K). He has flown 450 hours in his Cozies.

EXPERIMENTAL - FORMULA FX BLUE**819**

COZY MKIV


**RON
NELSON**
**JENNIFER
CETLINSKI**

Top Speed	190 MPH	Engine	Lyco. O-360
Range	1,100 SM	Horsepower	180 HP
Fuel Capacity	50 gal	2018 AVC	181.38 MPH

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

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

He has 175 hours in this aircraft since and numerous cross-country trips between his home base in Longmont, Colorado, to Northern Minnesota for ice fishing, the Minneapolis area, Las Vegas, Kanab, and Saratoga, WY.

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

EXPERIMENTAL - FORMULA FX BLUE**EZ**

LONG-EZ NG


**ALLEN
FLOYD**

Top Speed	220 MPH	Engine	Lyco. O-360
Range	1,200 SM	Horsepower	200 HP
Fuel Capacity	52 gal	2018 AVC	*207.74 MPH

Allen Floyd built his Gold Lindy winning Long EZ NG, affectionately named "EXCALIBUR," over a 13-year period. The airplane possesses a few aerodynamic modifications and has a Lycoming 360 engine. This will be the second year that Allen has run the AVC.

*2018 AVC Flown in a Berkut 360

EXPERIMENTAL - FORMULA FX RED**3**

LONG-EZ


**NATHAN
PECK**

Top Speed	220 MPH	Engine	Lyco. O-320
Range	1,000 SM	Horsepower	160 HP
Fuel Capacity	48 gal	2019 AVC	AVC Rookie

Somewhat bittersweet, Nathan Peck will be continuing the legacy started by his dad, Jerry Peck, nearly 40 years ago. Nathan was just five years old when his dad began construction of Race 3, a Long Ez destined for great things. Following 11 years of construction, Jerry flew his creation 1347 hours, earned countless awards including EAA's Outstanding Workmanship award and Bronze Lindy, and raced in a host of Sport Air Racing events which included the EAA's AirVenture Cup. Exciting to see will be the new speeds achieved with a newly rebuilt and re-engined airframe. This year, the Long EZ will cross the finish line with a new Lycoming O320, new Garmin Avionics, new and faster paint, and a new pilot. Nathan, who usually pushes the power levers forward on Southwest Airlines' Boeing 737, will be testing his skills, hoping to fly the EZ faster than ever before. His wife and three young boys will be waiting to see it cross the finish line, hopefully yearning for the day when it will be their turn!

EXPERIMENTAL - FORMULA FX RED**76**

LONG-EZ

**STEVEN
APPLEBAUM****TAMMY
APPLEBAUM**

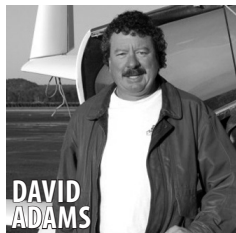
Top Speed	175 MPH	Engine	Lyco. O-320
Range	2,000 SM	Horsepower	115 HP
Fuel Capacity	50 gal	2018 AVC	*165.77 MPH

Affectionately known as as "Stevie Two Dogs," this CAP Lt. Col, a member of the Chicago DoDo Chapter of the Tuskegee Airmen, has been a private pilot since 1970. Often referred to as "an imaginary author created by his characters," Steve is a psychotherapist by profession. As a pilot, his accomplishments include over 2,000 Young Eagles flown and years of service flying CAP missions. As a racer, Steve is a veteran of the Sun 60, with one second place finish and innumerable AirVenture Cup Races. Thanks to that premier Canard Builder, Mike Toomey, this year Steve will be flying a beautiful 320 cubic inch Lycoming powered Long Ez he calls EZPZ with his beautiful wife, Tammy, to make sure the spinny thing in back keeps turning.

*2018 AVC flown in a Mooney M20E

EXPERIMENTAL - FORMULA FX RED**83**

LONG-EZ

**DAVID
ADAMS**

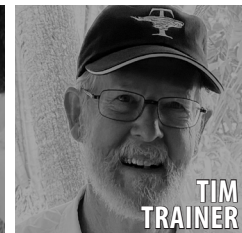
Top Speed	210 MPH	Engine	Lyco. IO-320
Range	1,500 SM	Horsepower	125 HP
Fuel Capacity	54 gal	2019 AVC	196.39 MPH

David Adams is flying Race #83, a Long-EZ. Dave is a retired Electrical Engineer. He and his wife, Matilda, built the Long-EZ in 11 years starting in 1984, with the first flight on June 30, 1995.

All major components were built in the spare bedroom of their home and then assembled in their garage. David started racing in 2008 and is hooked. He has flown in 80 SARL races to-date, won SARL Silver in Experimental in 2010, and took 1st place in the SARL Sprint Class in 2009, 2010, 2012, and 2015. David has been in the AirVenture Cup almost every year since 2009. He has been a private pilot since 1983 with over 3,200 hours of flight time. Race 83 has just been upgraded including an IO-320.

EXPERIMENTAL - FORMULA FX RED**93**

LONG-EZ

**JAMES "RICH"
LAMB****TIM
TRAINER**

Top Speed	229 MPH	Engine	Lyco. O-320
Range	1,200 SM	Horsepower	160 HP
Fuel Capacity	52 gal	2019 AVC	206.06 MPH

Rich Lamb and Tim Trainer first flew the LongEz in 1996. The pair participated in the 2003 100th Anniversary race from Kitty Hawk and Race 93 has been in the AVC every year since. They've placed every year and have even snuck into 1st a few times. It's not the fastest plane in the field, and only occasionally the fastest Formula FX Red racer, but it certainly is close to first place in having fun and enjoying time with the whole race gang. Rich and Tim both work for Sikorsky Aircraft and have been developing the YCH-53K King Stallion Helicopter for the United States Marines. With upwards of 19,000Hp, it's a fair race between the EZ and the King (the King carries a little bit more!!).

EXPERIMENTAL - FORMULA FX RED**112**

LONG-EZ

**CURTIS MARTIN****DAVID FIFE**

Top Speed	225 MPH	Engine	LycO. O-320
Range	1,100 SM	Horsepower	160 HP
Fuel Capacity	54 gal	2016 AVC	232.22 MPH

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.

EXPERIMENTAL - FORMULA FX RED**333**

LONG-EZ

**JAMES SPRINGER**

Top Speed	187 MPH	Engine	LycO. O-320
Range	900 SM	Horsepower	160 HP
Fuel Capacity	48 gal	2019 AVC	AVC Rookie

Jim is an ex-Navy pilot and a first-time Airventure Cup participant. He's racing an O-320 powered LongEZ nicknamed Brandi. Jim is thrilled to be here, planning for a safe race, and hoping to finish - anywhere but last place!

EXPERIMENTAL - FORMULA RV GOLD**4**

RV-4

**DAVID ANDERS****DIANE ANDERS**

Top Speed	240 MPH	Engine	LycO. IO-360
Range	1,000 SM	Horsepower	190 HP
Fuel Capacity	32 gal	2018 AVC	231.70 MPH

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

EXPERIMENTAL - FORMULA RV BLUE**12**

RV-8

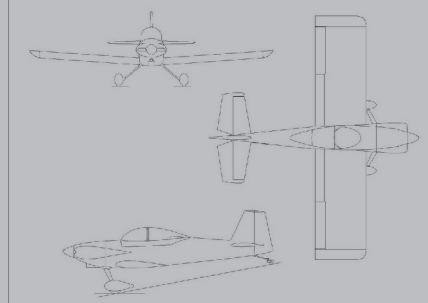
**ALAN
CARROLL**

Top Speed	230 MPH	Engine	Lyco. O-360
Range	800 SM	Horsepower	180 HP
Fuel Capacity	42 gal	2019 AVC	204.57 MPH

After Alan Carroll spent 8 1/2 years building it, N12AC had its first flight on May 16, 2005. A first-time project, it has accumulated approximately 1,000 flight hours, with many long cross country flights. These flights included landings in 26 states, the Bahamas, Canada, and Puerto Rico. This mostly stock RV-8 received a Bronze Lindy award at AirVenture 2006. The main modifications are electric ignition, altered cowling air exit, and pilot controlled oil cooling. Alan is a geology professor at the University of Wisconsin, Madison. He is an instrument rated commercial pilot and Certified Flight Instructor, with 2,000+ hours of experience. Alan uses N12AC frequently for reconnaissance to aid in spotting interesting outcrops and to gain a unique perspective on the geology of the western US. This is Alan's 10th AirVenture Cup and he has also competed in several SARL races.

EXPERIMENTAL - FORMULA RV BLUE**45**

RV-4

**STEVE
MELLOTT**

Top Speed	213 MPH	Engine	Lyco. O-360
Range	490 SM	Horsepower	180 HP
Fuel Capacity	32 gal	2019 AVC	AVC Rookie

Steve purchased N10TH in 2017 and enjoyed getting to fly it to Airventure 2019 to camp with his son, Eric (11 at the time).

Steve spent 10 years in the Air Force flying the C-21 Learjet and the HC-130P. He continued for 12 more years with the WY ANG flying the C-130H3 before retiring after seven combat deployments in OEF and OIF.

This year he is joined with his daughter Meghan (10), for the race.

**MEGHAN
MELLOTT****EXPERIMENTAL - FORMULA RV BLUE****168**

RV-6

**GLENN
PARINGER**

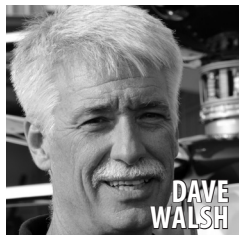
Top Speed	210 MPH	Engine	Lyco. IO-360
Range	720 SM	Horsepower	180 HP
Fuel Capacity	38 gal	2019 AVC	169.95 MPH

Glenn just bought RV6 N246RH to replace his RV6 (N68EM) that was destroyed in a hangar fire in February 2021 (along with his C140 and Starduster Too). He raced N68EM twice (RV-RED) and placed first both times. He suspects RV-BLUE will be more challenging, due to more aircraft in the class. Glenn is based at HXF (Hartford, WI).

Glenn earned his license around 1974, and flies purely as a hobby. His interest in flying was sparked when his father would take him up in a rental C140 at UES (Waukesha, WI).

EXPERIMENTAL - FORMULA RV BLUE**3.14**

RV-7A

**KEVIN PHELPS****DAVE WALSH**

Top Speed	197 MPH	Engine	LycO. O-360
Range	700 SM	Horsepower	180 HP
Fuel Capacity	42 gal	2019 AVC	184.25 MPH

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 (he is trying to retire) 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 is the one aviation event they look forward to each year. This will be the seventh year in the AirVenture Cup for this team.

EXPERIMENTAL - FORMULA RV BLUE**411**

RV-6

**JEFF BARNES**

Top Speed	235 MPH	Engine	LycO. O-360
Range	700 SM	Horsepower	180 HP
Fuel Capacity	38 gal	2019 AVC	229.99 MPH

Race 411 and pilot Jeff Barnes have two Firsts, two Seconds, and one Third place in the RV-Blue class, and one First in RV-Gold class, in the AVC races since 2011. With a top race speed of 243.42 mph, Race 411 is the fastest RV-6 in the Sport Air Race League (www.sportairrace.org), and that league's National Gold Champion (experimental) for 2013, 2014, and 2015; Silver champion for 2016. This aircraft was incredibly well-built by Don Wentz of Scappoose, OR, and is lovingly crewed by Willie Morgan and John Andersen of Kenosha, WI.

Race 411 has traveled to all US States, except Hawaii, and covered most Canadian provinces, Mexico, and the Bahamas. Jeff is a former EAA Chapter President, a BD-5 builder, and has flown over 1070 Young Eagles. He encourages all pilots to come out and RACE!

EXPERIMENTAL - FORMULA RV BLUE**TF**

RV-4

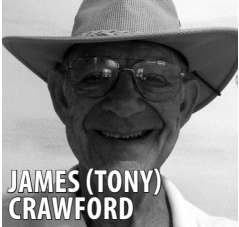
**BRENT TRAVIS**

Top Speed	228 MPH	Engine	LycO. O-360
Range	700 SM	Horsepower	180 HP
Fuel Capacity	32 gal	2019 AVC	219.19 MPH

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 nearly 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 five years old and he received his pilot's license at the age of 19.

EXPERIMENTAL - FORMULA RV RED**49**

RV-4

**JAMES (TONY) CRAWFORD**

Top Speed	228 MPH	Engine	Lyc. O-320
Range	450 SM	Horsepower	150 HP
Fuel Capacity	32 gal	2018 AVC	*246.92 MPH

Tony Crawford is from the Spruce Creek Fly-In community and is racing his RV-4 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 four different years. To date, his fastest speed in the Reno races was 304 mph. He donated the Questair Venture to the EAA Aviation Museum last month and it is already on display. Tony is an active flight instructor in both helicopters and airplanes and has been flying for over 60 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.

*2018 AVC Flown in a fixed gear Questair Venture.

EXPERIMENTAL - SPRINT**11**

MIDGET MUSTANG

**LES BURRIL**

Top Speed	195 MPH	Engine	Cont. O-200
Range	460 SM	Horsepower	100 HP
Fuel Capacity	26 gal	2019 AVC	175.55 MPH

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.

EXPERIMENTAL - SPRINT**15**

TT

**CREIGHTON KING**

Top Speed	230 MPH	Engine	Cont. O-200
Range	300 SM	Horsepower	100 HP
Fuel Capacity	15.5 gal	2014 AVC	186.67 MPH

Creighton King LOVES FLYING and building airplanes. Born into an aviation lineage from the 1920s, he thinks flying provides the greatest sense of freedom. Creighton soloed on his 16th birthday and has been flying ever since. He has a fantastic bride, Tonya, and two teenage daughters, two dogs, and three airplanes. He has a '56 Piper Tripacer he learned to fly in and a T Tailed modified Cassutt Racer that he has improved through the years to gain nearly 40 mph in Reno. Creighton also owns a Cub. He owns www.CassuTTaircraft.com and is pretty good at Tig Welding and building light weight carbon parts. He likes to cover with Stits fabric and paint with a Harbor Freight paint gun. The inventor of www.GripLockTies.com Releasable Rubber-Lined Zip Ties, he spends his days working to build the company to reach the goal of eliminating crappy zip ties from the planet so he can do more flying. Race 15 Last Lap Player is the current speed champ for the IF-1 class in AirVenture Cup, but also the only one to ever race. The goal this year is to beat all the Sprint class racers with his stock O-200 engine T tailed CassuTT. Last Lap Player has raced Reno from 2011-2019 and in Thailand, Tunisia, Spain and Wuhan China. It's a fun airplane, but not a real comfortable long distance airplane, and lacks enough fuel capacity to make the race non stop. Some of Creighton's favorite sayings: Every Mod is 12 knots. Take everything you own, put it in a pile, and sell anything not airplane and buy an airplane. Just build it, but don't rebuild bad ideas. There is no shame in going around. Fly a tight pattern, logging cross country on downwind is not the goal. Have fun, don't suck. It's easier to buy lighter weight parts and more horsepower than to lose weight in the pilot seat. You don't need all that fancy stuff, just get flying. Better to own 100% of a 40% airplane than 40% of a 100% airplane. College is not a place to get a pilot's license--that's what airports are for.

EXPERIMENTAL - SPRINT**17**

LONG-EZ

**KURT
WEGGE**

Top Speed	195 MPH	Engine	LycO. O-235
Range	1,200 SM	Horsepower	115 HP
Fuel Capacity	48 gal	2019 AVC	AVC Rookie

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 !

EXPERIMENTAL - SPRINT**25**

VARI EZE

**LEIF
JOHNSON**

Top Speed	193 MPH	Engine	Cont. O-200
Range	650 SM	Horsepower	100 HP
Fuel Capacity	27 gal	2019 AVC	174.82 MPH

Leif will be flying his Rutan VariEze, Speedy, in his 8th AVC this year. Leif is a 737 Captain and a retired Air Force fighter and instructor pilot, as well as a Flight Test Engineer. He has been enjoying and sharing his passion for flying for over 38 years.

EXPERIMENTAL - SPRINT**87**

LONG-EZ

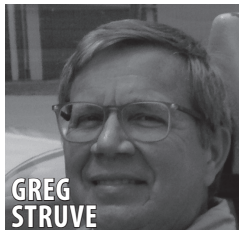
**SCOTT
TORENETEN**

Top Speed	183 MPH	Engine	LycO. O-235
Range	1,600 SM	Horsepower	115 HP
Fuel Capacity	52 gal	2019 AVC	AVC Rookie

Scott's Long EZ was built by Brad Carter and finished 1985. Scott has owned the airplane for five years. He has been flying personally and professionally for 30 years. This will be his first Air Venture Cup Race.

EXPERIMENTAL - SPRINT**123**

LONG-EZ

**GREG STRUVE**

Top Speed	149 MPH	Engine	LycO. O-235
Range	1,250 SM	Horsepower	115 HP
Fuel Capacity	51 gal	2019 AVC	161.35 MPH

The Schwendeman-Struve Special (i.e. "Becky's Love") was completed in 1988 as a Long EZ conforming to Burt Rutan's original design. It was continuously flown and maintained for 33 years, with only minor improvements to maintain Day VFR. These included wheel pants, radio upgrade and ADSB. Sadly, Steve Schwendeman passed away suddenly in 2016 at the age of 63. The aircraft name: "Becky's Love" is in honor of Steve's Wife. Greg has been flying GA since college as money would allow. Since retirement, aviation has become a major interest, including helping others on projects, local EAA Chapter 1229 activities, general flying, and trips in the Long EZ or a 1978 IFR Grumman Tiger. Steve will continue to be with him as a great friend and excellent builder.

JET**52**

PREMIER

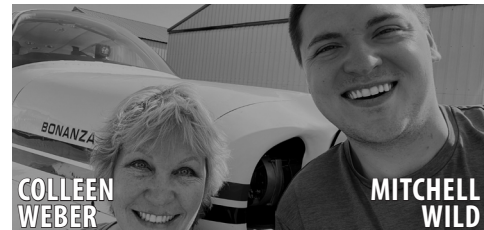
**SPENCER MORGAN**

Top Speed	520 MPH	Engine	FJ-44
Range	1,200 SM	Thrust	2400 lbs
Fuel Capacity	547 gal	2019 AVC	AVC Rookie

Spencer has been a pilot for over 30 years. He is a 2004 Aviation World Speed Record "Speed over a recognized course" holder, an FAA Gold Seal Flight Instructor in airplanes and helicopters, former FAA Safety Team "FAASTeam" member, FAA Airframe and powerplant mechanic, warbird pilot, and holds an FAA ATP certificate with ratings in single and multiengine air and sea planes, helicopters, and gliders. In addition, Spencer holds 20 type ratings with over 13,500 hours of flight experience in over 100 aircraft types, including the Ford Trimotor, B-25 bomber, P-51 mustang, Mig 15, T-33, L-39, T-6, Beech Starship, J-3 Cub, DC-3, and Boeing 737. He was previously the Chief Pilot for three Nascar Cup teams for 11 race seasons, and has raced cars including auto-cross, ARCA, dirt track, and even won the Baja 500 off road race in Mexico in his class. He has competed in a real "Cannonball Run" cross country race, wrestled alligators, hiked in Afghanistan, adventured in the Amazon, and made it to the top of Mt. Kilimanjaro. He currently flies corporately, runs a helicopter company, and does a little sky writing with a T-6. He is also trying to set a speed record in a Bonneville Salt Flat Race Car.

PRODUCTION - FAC1RG**20**

BEECHCRAFT A33

**COLLEEN WEBER****MITCHELL WILD**

Top Speed	165 MPH	Engine	Cont. IO-520
Range	654 SM	Horsepower	285 HP
Fuel Capacity	94 gal	2019 AVC	AVC Rookie

Mitchell "Mitch" Wild will co-pilot with Colleen Weber in a 1961 Debonair nicknamed "Garcon," which had a recent Garmin panel upgrade. Both pilots are rookies and this will be their first year competing in the Airventure Cup.

Colleen is an instrument-rated private pilot and is a member of the Wisconsin Chapter of 99s. Colleen has volunteered for the AirVenture Cup finish line for many years, and she looks forward to being on the racing side this year. Mitch is Chief Pilot for Jet Out, which is based in Milwaukee, Wisconsin. He is an accomplished pilot and flight instructor. Mitch brings his competitive spirit from sporting events and his academic attention to detail to the team.

PRODUCTION - FAC1FX**206**

CESSNA U206B

**PETER MOLINARO****DEBORAH MOLINARO**

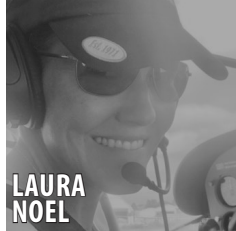
Top Speed	163 MPH	Engine	Cont. IO-520
Range	950 SM	Horsepower	300 HP
Fuel Capacity	82 gal	2019 AVC	AVC Rookie

The plane is a 1967 Cessna U206B, with a few updates. It is waxed and polished for the AirVenture Cup. This plane was purchased in 2019, and moved from Crystal Airport (where it has been hangered for 52 years) to Fleming Airport.

Peter started flying in 2018. He acquired his private pilot license and instrument rating in 2019. This will be his first AirVenture Cup.

PRODUCTION - FAC1FX**84**

CESSNA 185

**LAURA NOEL**

Top Speed	110 MPH	Engine	Cont. IO-550
Range	500 SM	Horsepower	300 HP
Fuel Capacity	30 gal	2018 AVC	*102.73 MPH

Laura fell in love with taildragger planes when she began flying back in the 1990's. However, it took her until 2014 to finally take the controls of her Luscombe 8f. She's based in Colorado, and flies commercially for Southwest Airlines.

*2018 AirVenture Cup flown in a Luscombe.

PRODUCTION - FAC2RG**16**

BEECHCRAFT M35

**MICHAEL BERGEN**

Top Speed	185 MPH	Engine	Cont. IO-470
Range	950 SM	Horsepower	250 HP
Fuel Capacity	93 gal	2019 AVC	AVC Rookie

Mike was a materials engineering for the Department of Defense for 31 years with the NAVSEA Carderock Division, Structures and Composites Department (DoD). He managed the development and application of composite technology to the Navy Fleet, with a focus on maintenance reduction.

Mike started his own engineering firm following his departure from DoD. A recent and successful development for the US Army was the idea for a composite field repair kit. The Army was looking for a portable kit that a deployed minimally trained warfighter could execute a repair on damaged composite substrate and restore the structure to greater than 90% strength. The process had to be simple enough where there is no measuring and mixing of resins and there is no hazmat. We teamed with reputable companies and developed a prepreg glass vinyl ester that cures with ultra violet light. We also developed a carbon epoxy prepreg that doesn't require refrigerated storage and cures at 100C in one hour. These prepreps also required the development of battery powered processing equipment to support the repair scenario in the field.

Mike has flown a 1960 Beech Bonanza for 11 years and has a total of 560 hours in type. He has a total of 1650 total time.

He has an all composite Quickie Q200 under construction.

He has flown the bonanza in the Express 400, and three each Sunrise 100 races.

PRODUCTION - FAC2FX**97** CESSNA 182R

Top Speed	161 MPH	Engine	Cont. XP470
Range	600 SM	Horsepower	235 HP
Fuel Capacity	88 gal	2019 AVC	AVC Rookie

It has been a long journey for Andy(III) flying as a little boy with his dad, Andy(II), in ZS-ICY (a PA-28 Arrow) in South Africa in the 1970s, to entering his first aircraft in his first Air Venture Cup Race in 2021. This is a recently acquired 1981 Cessna 182R with a P.PONK Engine STC (now North Point Aviation XP470) and awesome teal/blue speed stripes. Most importantly, he will be joined by his favorite co-pilot and aviation enthusiast: Andy(IV), his four year-old son.

PRODUCTION - FAC3RG-T**82** PA-28RT-201T

Top Speed	222 MPH	Engine	Cont. IO-360
Range	1,000 SM	Horsepower	200 HP
Fuel Capacity	77 gal	2015 AVC	160.27 MPH

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 Airlines by fall 2021). 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.

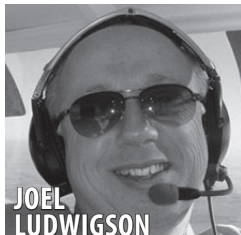
PRODUCTION - FAC3RG**21** MOONEY 201

Top Speed	191 MPH	Engine	Lyco. IO-360
Range	863 SM	Horsepower	200 HP
Fuel Capacity	54 gal	2016 AVC	199.01 MPH

Race 201, the class record-holding 1977 M20J, returns for 2021. Her pilot, Rebecca Cutri-Kohart, when she is not big-city lawyering, puts her 25 years of flying experience to work for air racing and recreational flying. Her copilot and husband, Byron Rodgers, maintains the plane at his maintenance shop in Maryland and flies the A320 for a major US carrier. He did not call in sick for the race. They make their home in Old Town, Alexandria, VA.

PRODUCTION - FAC3RG

201 MOONEY 201



JOEL LUDWIGSON



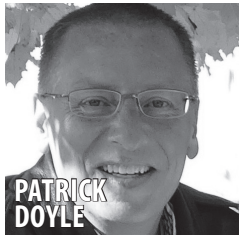
LYNNETTE APITZ

Top Speed	201 MPH	Engine	Lyc. IO-360
Range	950 SM	Horsepower	200 HP
Fuel Capacity	64 gal	2019 AVC	175.51 MPH

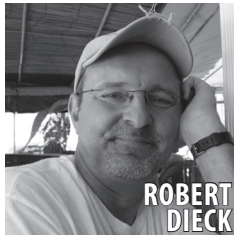
Race 201 is a 1978 Mooney M20J/201 that Joel has owned since 1998. While the panel was original when he purchased it, like many of us, he is married to Garmin, so the panel is now glass with a modern autopilot. The previous owner had speedbrakes and gap seals installed. After making sure it is properly rigged, it seems to be marginally faster than most early 201s, though not as fast as the late ones. Joel's wife, Lynnette, and he have flown it all over the country to vacation and visit relatives. She refers to it as the time machine or our magic carpet, as it is only seven hours' flight time to Florida and nine hours to Southern California. Weekend trips in a car become day trips in the Mooney. Joel learned to fly in 1981 but then life got in the way for a few years. In 1991 he was able to jump back in and obtained his SE and ME commercial and Instrument ratings. After retiring from his day job, he flew a Falcon 10 for a part 135 company for a little less than a year as a retirement job. However, spending more than half the year away from home, living in hotels and eating in restaurants didn't fit the couple's lifestyle. Plus, he only flew the Mooney 18 hours during that year and eight of those were in one day! Joel does miss flying the jet, but not all the sitting around involved in that job. He doesn't sit around well. His wife will attest to that! Having an airplane enriches their lives in so many ways; from the places they go, to the challenges flying presents. Most importantly, it enriches their lives through the people they have met over the years and who have become their closest friends. This will be Joel's second Airventure Cup. He thanks Joe Coraggio and Greg Struve for addicting him to this event!

PRODUCTION - FAC3RG

205 MOONEY 20J



PATRICK DOYLE



ROBERT DIECK

Top Speed	227 MPH	Engine	Lyc. IO-360
Range	850 SM	Horsepower	200 HP
Fuel Capacity	66.5 gal	2019 AVC	176.14 MPH

Pat Doyle, Fond du Lac, WI, is the current caretaker of N120BD, a 1987 Mooney 205 SE. The plane had suffered from a few years of neglect, and has been under major transformation the past few years to bring it up to speed, as time and money permits. 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. He is ATP-rated with Gold Seal Instructor ratings for Single and Multi-Engine Land and Instrument, and has been a designated examiner, as well. This is his second AirVenture Cup race.

Robert "El Conquistador" Dieck, Wausau, WI, flies with Pat this year as a third-year AirVenture Cup racer. Bob became interested in learning to fly while reading a copy of Flying Magazine in his high school library. He earned his Private Pilot license 45 years ago at the age of 19. Bob also holds his Instrument rating and has significant Mooney experience, having been a Mooney owner for many years.

Pat and Bob fly together as second year teammates in the Air Venture Cup. They intend to fly with the gear down this year so that Bob's cousin and nephew in Race 662 can keep up!

PRODUCTION - FAC3RG

651 PA28R-200



MIKE SCHOEN



KATHY SCHOEN

Top Speed	176 MPH	Engine	Lyc. IO-360
Range	690 SM	Horsepower	200 HP
Fuel Capacity	50 gal	2019 AVC	151.37 MPH

Mike and his wife, Kathy, are participating in the race for the second time. Their first race was the 2019 race, during which they enjoyed meeting racers and crew from around the country. The couple is hoping to improve on their times from the previous race. Their aircraft is a 1976 Piper Arrow II. Mike and Kathy are racing in class FAC3RG. That class includes many airplanes that should be quicker than theirs, but they're hoping to make a good showing, or at least look good doing so...

PRODUCTION - FAC4RG**662**

MOONEY 20C

**STEVEN DIECK****COLLIN DIECK**

Top Speed	170 MPH	Engine	Lyco. O-360
Range	650 SM	Horsepower	180 HP
Fuel Capacity	52 gal	2019 AVC	166.21 MPH

Purchased in 2004, N6620C is a 1966 Mooney M20C owned by Steve Dieck. He 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 six type ratings and over 11,000 hours of flight time. He is an ATP, IA and CAM.

PRODUCTION - FAC4FX**80**

CESSNA 172P

**SCOTT SNYDER**

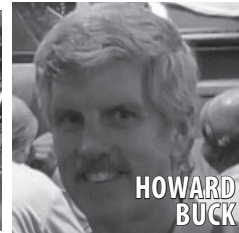
Top Speed	140 MPH	Engine	Lyco. O-360
Range	480 SM	Horsepower	180 HP
Fuel Capacity	40 gal	2019 AVC	AVC Rookie

Scott grew up around aviation working at his father's FBO in Cheyenne, Wyoming, and gained his private pilot's license at the minimum age of 17. He served 26 total years in the U.S. Navy as an enlisted submariner for three years and then, after graduating from the United States Naval Academy, as a P-3 Orion pilot. After retiring from the Navy, Scott currently flies as a First Officer for Southwest Airlines in the Boeing 737.

His father has graciously allowed him to fly the family 172 in this race. His father bought this aircraft new from the Cessna factory in 1982 and was converted to a 180HP aircraft four years ago. Over the years, it was used to train hundreds of aspiring pilots in Cheyenne, including Scott and his brother. Currently, it is flown for fun by the family, attending the last two Air Venture gatherings in Oshkosh, but it still supports future generations of pilots, as it is also being used to train the grandkids to fly and support the EAA Young Eagles program.

PRODUCTION - FAC4FX**86**

PA28-180

**JOE CONLON****HOWARD BUCK**

Top Speed	135 MPH	Engine	Lyco. O-360
Range	560 SM	Horsepower	180 HP
Fuel Capacity	50 gal	2019 AVC	140.13 MPH

Joe Conlon has enjoyed four previous Airventure Cup experiences from the back seat of Race 93, and the right seat of Race Pi. His first appearance as PIC was in 2017, thanks to the inclusion of the production classes. He and his airplane partner, Howard Buck, will be scorching the skies for the fourth 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 39 years at Sikorsky Aircraft's Development Flight Center, testing the world's finest helicopters. Joe has been married to his wife, Carol, for 35 years. They have four children, the oldest of whom flies an E-2D Hawkye 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 fourth race experience for him.

Let the adventure begin!

PRODUCTION - FAC4FX**282** SUNDOWNER**ROBERT SCHMIDT****JEFF KARSTEN**

Top Speed	135 MPH	Engine	Lyco. O-360
Range	633 SM	Horsepower	180 HP
Fuel Capacity	60 gal	2019 AVC	136.08 MPH

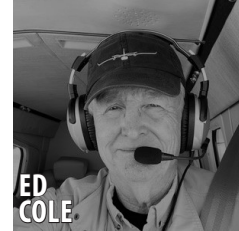
Bob Schmidt earned his private pilot certificate in 1990 in a Cessna 152, and bought into the Sundowner in 1991. He has over 1200 hours in the Sundowner and has flown it to 37 States, including Alaska. He enjoys airplane camping which he did on two Alaska trips as well as trips to Glacier and Yellowstone National Parks. Bob was a member of a Lancair 360 flying club and has over 150 hours in the 360. Bob retired from IBM as a Network systems engineer in 1998 and started his own consulting company, but is now 99% retired. He was also Regional Director and Executive Vice President of the Beech Aero Club, the type club for Beech Aero Center airplanes. This will be Bob's third AirVenture Cup race in the Sundowner.

PRODUCTION - FAC4FX**605** TIGER-AA-5B**VINCE ELSINGER****DAVID STUART**

Top Speed	138 MPH	Engine	Lyco. O-360
Range	626 SM	Horsepower	160 HP
Fuel Capacity	48 gal	2019 AVC	130.65 MPH

David Stuart (Pilot) is a practicing attorney and partner in the law firm of Peterson, Stuart and Klentz, Prof. LLC in Beresford, South Dakota. David earned his private pilot certificate in 2013. David has been involved in many forms of motor sports throughout the years, including drag racing, motocross, and rock crawling. It is this love of competition and all things mechanical that led to entering the Airventure Cup for the first time in 2019. It was an incredible experience participating in the race and flying into Oshkosh for the first time. David raced a 1976 Piper Warrior in 2019. For this race, David will be flying a 1976 Grumman Tiger.

Vince Elsinger (Co-Pilot) of Pierre, South Dakota, is a private pilot who works for the State of South Dakota as a machinist with the Department of Transportation. He also owns his own fabrication and welding business, Elsinger Mechanical Services (EMS), where he specializes in fabricating drag racing chassis. Vince has long been involved with drag racing and is currently a certified tech inspector for the NHRA. David and Vince are thrilled to be participating this year and look forward to the camaraderie of fellow aviators.

PRODUCTION - TWIN 1**500** 500B**ED COLE**

Top Speed	215 MPH	Engine	2x Lyco. IO-540
Range	1,078 SM	Horsepower	290 HP
Fuel Capacity	156 gal	2019 AVC	202.52 MPH

Ed Cole will be flying his Rockwell Twin Commander 500B this year in his second Air Venture Cup Race. The Twin Commander has a fascinating and exciting history. One model actually served as President Dwight Eisenhower's "small" Air Force One at one time. An early prototype flew across the country, single engine, with its left propeller in the cabin and, as aviation enthusiasts know, the famous Bob Hoover thrilled crowds for years in this same model aircraft. Ed has been flying since before his graduation from the Air Force Academy in 1970. After Pilot Training, Ed flew T-33s, F-4s and F-16s, including, as an instructor pilot, the transition of three Air Force fighter wings from flying the F-4 to the new F-16 Fighting Falcon. Most of Ed's military flying took place in Europe in many different countries. After retiring from the AF in 1990, Ed went on to fly the Boeing 747, 757, and 767 for UPS for 20 years, mostly on international routes. Back in 2006, Ed began flying this very same Twin Commander, and now has over 2000 hours in her. His total flying time is over 13,000 hours, with about 4000 of that in military fighter aircraft. Ed is looking forward to this Race and the opportunity to spend time with the talented pilots who fly in the Air Venture Cup Race.

PRODUCTION - TWIN3-T**116**

DIAMOND

**TRACI FARLEY****MICHAEL FARLEY**

Top Speed	195 MPH	Engine	2x Cont. CD-135
Range	1,000 SM	Horsepower	135 HP
Fuel Capacity	76 gal	2019 AVC	176.26 MPH

Michael and Traci Farley are flying Diamond DA42 Race # 116, which 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 with the FADEC engine control system. This means there is just one throttle lever per engine, no prop or mixture control, making the air-plane very fuel efficient and easy to fly. The airplane is certified for flight into known icing, as well. Michael is an airline pilot and general aviation sales representative for Premier Aircraft Sales. He has over 20,000 hours total time. Traci is also an airline pilot, with over 8,000 hours total time. This will be Michael and Traci's sixth race. They enjoy the event and the fun it brings to beginning Oshkosh.

HEAVY METAL - CJ**69**

CJ-6A

**JEREMY KEYES****EMILY KEYES**

Top Speed	190 MPH	Engine	Radial HS-6
Range	430 SM	Horsepower	285 HP
Fuel Capacity	42 gal	2019 AVC	*136.08 MPH

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, Jeremy has taken on the challenge of becoming the ALPA President at Kalitta Air, supporting over 900 fellow crew members. He has been part owner in a Sundowner for the last ten years and this year is racing his Nanchang/CJ6A that he enjoys aerobatics, formation and giving others rides.

Co-pilot to Jeremy Keyes is daughter, Emily Keyes. Being the daughter of a pilot has allowed her knowledge about airplanes to expand tremendously. After all, she plans to complete her Private Pilot license in the near future. Currently, in her free time she loves to spend time flying and learning about airplanes whenever she can. Among the many different opportunities flying presents, she is ready to soar to new heights and learn about the endless possibilities!

*2019 AVC speed in a Beechcraft Sundowner.

LIGHT SPORT**72**

JABIRU

**MARK HOWARD****DAVID HOWARD**

Top Speed	159 MPH	Engine	J3300
Range	760 SM	Horsepower	120 HP
Fuel Capacity	36 gal	2019 AVC	128.69 MPH

Mark is a Private Pilot, Light Sport Repairman, UAS pilot, and Sport CFI. He has been a private pilot since he was 17. His plane is a 2008 Jabiru J-250 from the land down under. She is a S-LSA and has been to Oshkosh many times. This is her fourth race. She's finished 3rd, 2nd, and FIRST in Light Sport class. She loves to fly over the mountains of Colorado and Wyoming. Yellowstone is her favorite destination (after Oshkosh).

David is a Light Sport pilot. This is his third Airventure Cup race. When he is not flying, you can find him underwater, on top of a Colorado 14er, or maybe hiking in the Tetons.

LIGHT SPORT**197**

EVEKTOR

**JOSEPH RYAN**

Top Speed	138 MPH	Engine	912 IS Sport
Range	805 SM	Horsepower	100 HP
Fuel Capacity	31.7 gal	2019 AVC	120.08 MPH

Joseph's home is in Wisconsin near Madison, where he flies out of a small airport identified as 6P3. He started flying later in life and has enjoyed it a lot. His first aircraft was a Cessna 172 then a 182 and now a Evektor Harmony Light sport. The most fun to fly by far is the light sport. It would be nice if it was made in the United States, but with the internet and post office fast delivery it has been easy to maintain. Joseph has a great mechanic in Reedsburg, WI by the name of Erick Paradise, and he is good on Rotax and light sport aircraft, in general. Joseph flew from 6P3 to 20GA a few months ago and that was a fun time. It was only six hours down and six hours back, not bad. The controllers were asking him, "What kind of a light sport is that?" Guess they don't think a light sport should be going that fast. A good tailwind helps. Joseph is looking forward to seeing all of you soon and his wish is for a safe race and a fun one, too.

BIPLANE - UNLIMITED**701**

HIPERBIPE

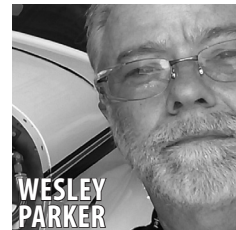
**DOUG EASTMAN****LISA GALLEGOS**

Top Speed	225 MPH	Engine	Lycos IO-360
Range	500 SM	Horsepower	200 HP
Fuel Capacity	34 gal	2018 AVC	143.51 MPH

This Sorrell Hiperbiplane, flying as race #701, is flown by Doug Eastman and Lisa Gallegos, from Denver, Colorado. Built in 1982, this Hiperbiplane has accumulated 900 hours of flight time by its previous owners. Doug purchased the aircraft in 2008 and spent 10 years completing an extensive restoration. Doug has been flying for 35 years and has accumulated over 21,000 hours in more than 60 different aircraft. Lisa is a flight attendant for a major airline and is an excellent co-pilot. This is their second AirVenture Cup race.

BIPLANE - RED**24**

CELEBRITY

**WESLEY PARKER**

Top Speed	235 MPH	Engine	Rotec R2800
Range	1,050 SM	Horsepower	180 HP
Fuel Capacity	53 gal	2019 AVC	216.94 MPH

This year, Wes Parker will be flying a Fisher Celebrity bi-plane powered by a seven-cylinder Rotec radial engine. This bi-plane is a new acquisition, having only been purchased in May 2021. Since May, every hour has been spent tweaking every last MPH out of the airframe and every last RPM/HP out of the engine. This consisted of wiping the dead bugs off the Culver Prop and replacing the missing oil. No need to change it, as it leaks out quickly and must simply be replaced. Wes is a Commercial, multi-engine, Instrument rated pilot with an FAA A&P mechanics rating.

The Celebrity is the fourth experimental aircraft for the Parker family, the first being a Zodiac 601XLB, followed by a Lancair 360, and RV3B. While the Lancair was lightning fast and Wes found the speed addictive. Life has caught up with him and a triple bypass has forced him to accept the realities of flying light sport. His doctor told him he'd need to slow down, but geez!

The AirVenture Cup has a rich, 23 year history.

Here is a look back at some past and current racers from the early days in Dayton and Kitty Hawk.



It is with heavy hearts that the staff, volunteers, and racers of the AirVenture Cup remember o

IN MEMORIUM

T PAUL TACKABURY



Paul Tackabury has a resume longer than most AirVenture Cup race courses. Racing 6 times in the AirVenture Cup with his beloved wife and co-pilot Pam (pictured above with Paul) under the callsign, "Race Tango." Paul spent the last many years valiantly fighting off cancer becoming cancer free. On the 27th of March 2021 Paul flew west, ultimately succumbing to a pulmonary embolism. He was 76.

Paul was a graduate of the Air Force Academy class of 1967 and later in life went on to get a Masters of Science from USC. Paul's decorated military career saw him serving many posts and flying many airplanes from the F-100 Super Saber to the F-117. Some notable highlights of his military career was his work in the Pentagon as Chief of the Technology Division in Low Observables, and also flying as the USAF test pilot for the F-117 program.

Paul also worked for Northrup Grumman. During his time here, he oversaw the YF-23 program through flight test. Paul was instrumental in the B-2 program and also developed and led the division responsible for the design, development, and testing of satellite guided gravity bombing systems. Paul's contributions to our country's military and military technology are an enduring legacy for which we can all be thankful.

During Paul's time stationed at Edwards, he met the Rutans and became interested in experimental airplanes. This led to him building a Long Ez which he and Pam raced. Paul used his technical background to figure out how to make airplanes go faster and their placement in races steadily improved. As their family grew, they wanted a bigger airplane, and thus they built their beautiful and fast Lancair IV, the "Screaming Yellow Zonker." In addition to Paul's go fast homebuilts he has a long list of restoration projects including a Monocoupe, Wacos, Ryan STA and PT-22. Anyone who saw his projects was awed by his impeccable workmanship.

Survived by fellow AirVenture Cup competitors his wife and co-pilot, Pam, and his daughter Jenny, Paul will be missed by the entire AirVenture Cup group.

IN MEMORIUM

38 MARK QUINN



Mark grew up in New Jersey. He and his wife, Peggy, are long time residents of the Spruce Creek Fly-In Community in Port Orange, FL. His father was a Navy Pilot so he was indoctrinated into the aviation world at an early age. He got his pilot license in his teenage years and later his A&P license. He put himself through college working several jobs, one of which was repossessing airplanes for a large bank. Mark passed away December 27, 2019 due to a massive heart attack.

A ten-time racer in the AirVenture Cup, Mark was a regular podium finisher with nine first place and one second place trophy in the Formula RG Blue class.

An Industrial Engineer by trade, Mark flew weekly to various locations in the US, Canada and occasionally to Europe in support of his job. He was employed by the same company for close to 37 years.

Mark had over 35 years of flying experience and enjoyed flying formation with the Spruce Creek Gaggle Flight and racing in the AirVenture Cup with his friends. He also enjoyed helping others with their homebuilt airplane projects. Because of his exceptional fabrication knowledge, particularly in composites, he was EAA Chapter 288's go to guy on such matters.

To quote his lovely wife Peggy: "His special Oshkosh buddies and their experiences certainly had a warm place in his heart. Mark looked up to those who always traveled to Oshkosh together. He would call me everyday during those trips to share what was going on and tell the funny stories about the day. He loved the AirVenture cup and the fellow participants...this was the highlight of his year".

IN MEMORIUM

149 DENNIS & BONNIE POWELL



Hailing from Spruce Creek and likely succumbing to the peer pressure of neighbor AirVenture Cup racers, Dennis and Bonnie Powell were two time racers in their Mooney 201, "Race 149." It would be in the same aircraft that both Dennis and Bonnie perished while maneuvering to prevent a mid-air collision and ultimately losing control of the aircraft. Dennis was 76, Bonnie 73.

Bonnie and Dennis were married in 1964 at the ages of 18 and 20. As young newlyweds, they couldn't afford to both go to college at the same time, so Bonnie worked to support Dennis while he went to school. Dennis earned a bachelors of Aerospace Engineering from the University of Illinois, and eventually a Masters from Rensselaer Polytechnic Institute before joining NASA. It was then Bonnie's turn to go to school and she earned a degree in Biochemistry from Florida International University.

After school the two became entrepreneurs when Bonnie had an idea to start a business. The two built Maxwell Rand, a medical software programming company which they eventually sold to Johnson & Johnson.

The couple Powell eventually found their true passion in life, sailing. After selling their business, they purchased a live-aboard sail boat. They spent 33 years living on the boat sailing the world. Later they crossed the Atlantic and anchor in the Mediterranean in places such as France, Italy, Greece, Turkey, Cyprus, and more. Later they crossed the Atlantic back to South America and the Caribbean anchoring in Venezuela, Columbia, Panama, Virgin Islands, Bahamas and others. They were proud of being "Sailboat Trash."

Once they returned to life on Land, they took up aviation, both becoming private pilots. Dennis had done his first solo at age 16 in 1960, but it was later in life when he finished his training. For their 50th wedding anniversary, Dennis asked Bonnie what she wanted to do to celebrate. She wanted to build their own airplane. Thus they purchased a kit and built an RV-12.

Both Bonnie and Dennis loved sharing their passion for aviation as Lifetime EAA members and mentors of Young Eagles, student pilots, and engineering students. Their greatest wish was to "leave a clean wake," which is sailing terms for leave the world a better place. Both Bonnie and Dennis will be missed.

our friends who have gone west.

IN MEMORIUM

JOHN BOSCH



The AirVenture Cup staff first met John Bosch in 1999 at our fuel stop at Dayton Wright Brothers Airport on our way to Kitty Hawk for that year's race. Three days later, on race morning that year, the weather was clear from Kitty Hawk to Dayton, but terrible to the west. We called our new friend Bosch, owner of Commander Aero at the Dayton Wright Brother's Airport, at 6 am to see if they would host an intermediate stop for our race, arriving in hours. They graciously obliged and set up everything we would need. Things were such a success it became the race plan going forward. We recently learned that Bosch passed away in 2017 at the age of 88 after his battle with Parkinson's.

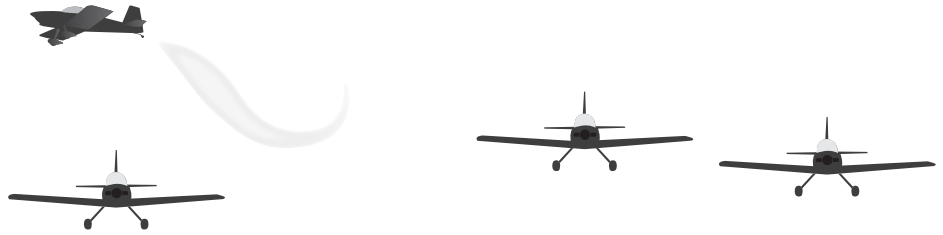
After graduating with an engineering Degree from Penn State, John served two years in the USAF as a first Lieutenant, then went to work for GE. John's career was mostly spent in engineering and management positions. Shortly after starting his career John earned his pilots license and started his life-long passion for aviation.

When the twilight of his career took him to Dayton, it was the perfect place for him to indulge his passions in engineering and aviation in retirement. He was an active member of the Engineers Club of Dayton, the National Aviation Hall of Fame, and the Wright B Flyer organization. In addition to all of his work promoting aviation and recognizing the heritage of the Wright Brothers in Dayton, he also owned and operated Commander Aero.

John was survived by a large family and his wife. His contributions to aviation, especially in the Ohio area as well as his contributions to the AirVenture Cup will be remembered by us all.

IN MEMORIUM

THE MISSING MAN FORMATION



During the dark days of World War I, Royal Air Force pilots returning to their home airfield would do a formation flyover to alert the ground crews of their arrival. During the flyover, ground crews would count how many planes had returned from the mission, and since the layout of a tight flight formation is very rigid, the ground crews could figure out how many, and even who was missing. The first recorded instance of what would become known as the Missing Man Formation was a spontaneous tribute to the famed "Red Baron" Manfred von Richthofen. By 1938, the tradition was adopted officially by the US Army Air Corps.

The modern missing man formation is usually performed by a flight of four, arranged in fingertip strong-right. Nearing the ceremony location, the number 3 pilot will be directed to execute a pull up and out of the formation, and may also execute a turn toward the west. The westward turn, a tradition also dating to WWI, when "home" was beyond the western horizon, after the American forces joined the battle in 1917. The rest of the formation will maintain position, intentionally leaving a visible void in the flight.

The symbology of a missing fellow-pilot and their final flight west is amongst the most heartfelt tributes, as it is the only tribute an aviator can pay to a fallen comrade that a non-pilot cannot.

ONE MORE ROLL

We toast our hearty comrades who have fallen from the skies, and were gently caught by God's own hand to be with him on High.

To dwell among the soaring clouds they've known so well before. From victory roll to tail chase, at heaven's very door.

As we fly among them there, we're sure to head their plea. To take care my friend, watch your six, and do one more roll for me.

— Commander Jerry Coffee, Hanoi, 1968.



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