

The logo features the words "Air Venture" in a blue, cursive script font, positioned above the word "CUP" in a large, bold, blue, blocky sans-serif font. To the right of "CUP" is the year "2022" in a smaller, blue, blocky sans-serif font. The entire logo is set against a white background with a slight drop shadow.

Air Venture CUP 2022

CROSS COUNTRY AIR RACE



TO ALL AIRVENTURE CUP PARTICIPANTS:

I wish all of you the best in this year's race and welcome you to EAA AirVenture Oshkosh 2022, the "World's Greatest Aviation Celebration." It is always a happy moment when the AirVenture Cup competitors arrive at Oshkosh after a day of fun flying competition. We're especially pleased to know that a large number of participants are enjoying their first AirVenture Cup experience. We hope you enjoy the race activities as well as all the highlights at Wittman Regional Airport as the aviation world gathers here.

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 that brings aviators to Oshkosh each year. We encourage



JACK J. PELTON

The AirVenture Cup also showcases the safety and variety of sport aviation in a fun way with fellow aviators.

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,



JACK J. PELTON
EAA CEO/CHAIRMAN OF THE BOARD

PARTICIPANTS, VOLUNTEERS AND AIR RACE FANS:

Welcome to the 24th Running of the EAA AirVenture Cup Race! Whether you are a race veteran, a first-time participant, one of the many volunteers that dedicates so much of their time to make this event happen, or one of the many fans that come out to support cross country air racing, I thank you for being a part of this year's 24th Running of the AVC.

It's been a fantastic journey since dreaming up the idea for the AirVenture Cup more than two decades ago. That first running of the AirVenture Cup in July, 1998 only had 10 racers total, and just two of us from the race staff went out to the starting line. This year we have an army of well over 100 volunteers that are helping out at the Starting Line, Turn points, finish line and at Oshkosh. I can't thank them enough for all the time and help that they have provided, the race couldn't happen without them.

For the 24th Running of the Race we are excited to once again have Wausau, WI for the host city of the Race Start and hosting the Race finish. Wausau Flying Service and EAA Chapter 640 have been highly supportive of the event, and we appreciate their efforts.

I also need to specially thank all of the race teams taking part in this year's race. The support, energy, enthusiasm and camaraderie of the race teams plays a huge part in keeping the event going year after year. The energy and

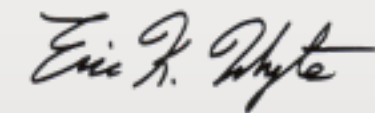
ERIC K. WHYTE



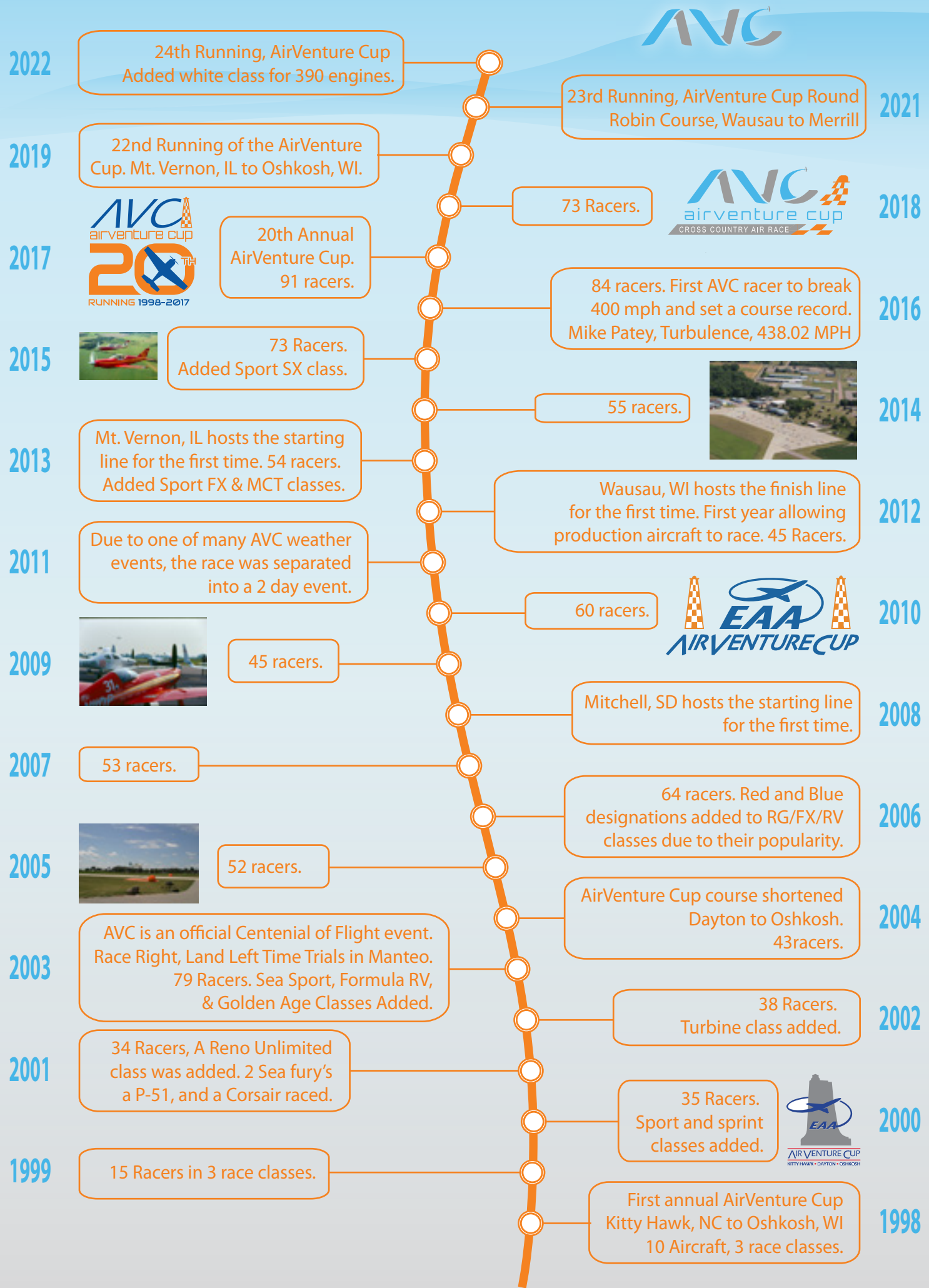
The energy and enthusiasm of all of you have kept this event going for more than two decades. We are looking forward to the 25th running and celebrating a quarter century of AVC racing next year.

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



ERIC WHYTE
CHAIRMAN, 2022 EAA AIRVENTURE CUP RACE



VOLUNTEER RECOGNITION

It takes a literal army of volunteers to pull off an event like the AirVenture Cup. The logistics, hospitality, transportation, flight operations, timers and race officials, publications, administrative tasks, IT development and maintnance.... amongst hundreds of other tasks. This year there are 118 names on the volunteer list, that is more than one volunteer per racer. It is with our sincere thanks and gratitude that we would like to recognize the following people, without them, the event wouldn't be possible.

ERIC WHYTE **JOE CORAGGIO**
CHAIRMAN **VICE CHAIRMAN**
2022 EAA AIRVENTURE CUP RACE

- | | | |
|---------------------|------------------------|---------------------|
| ANNELISE BENNETT | BEN HENRY | BRAD SCHINKER |
| SCOTT BENTLER | NOAH HENRY | KATHY SCHOEN |
| EJ BERGMANN | JAMIE HICKS | MIKE SCHOEN |
| KAILEY BIEDRZYCKI | CARRI HOAGLAND | STEPH SCHULKO |
| CODY BIEDRZYCKI | DARIAN HOULE | DENNIS SCHULKO |
| KARL BLOMBERG | LEIF JOHNSON | DICK SCHULTZ |
| AMANDA BRZEZINSKI | CASEY JONES | ENICE SCHULTZ |
| AVA BUELLESBACH | ISAAC JONES | DENNIS SEITZ |
| JACOB BUEMI | CASEY JONES | TAMMY SEITZ |
| MIKE CARSON | CINTHIA JONES | TODD SHANNON |
| JOHN CHMIEL | GRACE KAHON | CAROL SMITH |
| JIM COLEMAN | LYN KEARNS | GEOFF SOBRING |
| PEGGY COLT | DICK KEYT | MICHELLE SONIER |
| DAVE CONRAD | ALAN KLAPMEIER | RANDE STANTON |
| TERRI CONRAD | LORETTA KOPPA - SONGER | LOUIS STARK |
| JOE CORAGGIO | ROB KRAFT | HADDEN STEFFEN |
| JIMMY DE LA GARZA | AMBER KRAFT | GUS STEFFEN |
| ERIC DE LA GARZA | JEFF LANGE | EASTON STEFFEN |
| GARY DEAN | ALE LANGE | GREG STRUVE |
| DIANE DENNIS | JEFF LUDWIG | CLAY STUBBE |
| MIKE DOBBLE | JOE MALSACK | MIKE STUERMER |
| DAMIEN DONATHAN | KEITH MATHEWS | VALERIE SWONBORG |
| DOUG EASTMAN | MIKE MCEVOY | PAUL SWONBORG |
| RHONDA ELLIOTT | KURT MEHRE | MIKE SYDOW |
| BILL ELLIOTT | GEORGE MICHALSKI | REAGAN ULLMAN |
| ELI ERICKSON | JAMIE MITCHELL | AARON ULLMAN |
| SCOTT FELDBRUEGGE | BEN MITCHELL | MARK VANDENHOEK |
| MIKE FELSKE | HANNAH MITCHELL | MIKE VANDER LOOP |
| ELLIOT FELSKE | MARLI NOVY | KEVIN VERNON-HARRIS |
| MARK FOSTER | TERRY OESTREICH | BOB WALDINGER |
| LAINEE FOSTER-JONES | TIM PHILLIPS | REBEKKAH WEYERS |
| EMILY FREEMAN | DAN RAUSCHER | BOB WHITEHOUSE |
| LISA GALLEGOS | JENNIFER RAUSCHER | ERIC WHYTE |
| KELLY GARVIN | NATHAN RAUSCHER | SARAH WHYTE |
| BRYCE GILBERT | KATHERINE RAUSCHER | KEN WHYTE |
| STEVE GULLIHUR | JIM RODRIAN | DAWN WIEGEL |
| PETE HALASZ | JAN RODRIAN | SAM WIEGEL |
| DAVE HARM | LIDIA RUIZ | THOMAS WOOD |
| CRAIG HENRY | SOHIL SACHDEVA | DAVID WOODS |
| YAXIN HENRY | DAVE SALZMANN | |

EXPERIMENTAL UNLIMITED

Any **EXPERIMENTAL** aircraft normally aspirated or with a forced-induction engine with a displacement greater than 1,000 cubic inches with fixed or retractable landing gear.

30x | Andrew Findlay,
Super Legacy

ANDREW FINDLAY

30x

Andrew has raced his entire life, downhill skiing, snowmobiles, motorcycles, and now air racing. His competitive nature drives the air race team to push further while working together to problem solve. His educational background includes a BSME, a MSME, a MBA, and has flown 60 different types of aircraft. He has background in engine development, starting at the University of Idaho, then BRP (Evinrude), Deltahawk, and STIHL Inc.

EXPERIMENTAL UNLIMITED | SUPER LEGACY



TOP SPEED	FUEL CAPACITY	HORSEPOWER
402.7 MPH	66 GAL	350 HP
RANGE	ENGINE	
1,000 SM	TSIO-550	

1st

2019 AVC
291.00
MPH



CRAIG GILL & WAYNE PRESSLEY

32

Craig is a proud Texan, an Emergency Medicine physician, a deliriously happy husband of 30 years, and a part time corporate pilot. He has a little over 5,000 hours of flight time with a Commercial Multi-Engine instrument rating and multiple jet type ratings and LOAs. He and his wife have been fortunate enough to own multiple aircraft over the years, including a foray into warbirds, and they've built a Lancair IVPT with a Garrett-2, as well as their current Legacy Turbine. Craig is currently building a modified Super Cub variant and is already looking at turbine Helicopter kits for his next build. He loves flying, the aviation community, building a great airplane, and sharing his love of aviation with the world. The plane, Lancair Legacy N36XX, was Mike Patey's transcontinental record holder and Alan Crawford flew it to win the Silver Class at Reno in 2017. They took the already amazing plane and made a one-off prototype Legacy, based on Mike's Legacy, called Turbulence, but with a cut-down canopy and several aerodynamic changes. It has a P&W PT6A-42 that makes over 1000shp, but is gearbox limited to 850. It holds 128 gal of JetA with 900NM range at 360ktas. Projected top speed is over 400mph, but they won't know exactly how fast until they start opening the envelope. A Legacy with a very similar wing did .55Mach at Reno in 2019 so they hope it will go "really fast" - but the proof is in the pudding. They couldn't have built this amazing plane without Mike's help. His generosity with technical assistance and advice is invaluable. 2022 AVC Rookie.

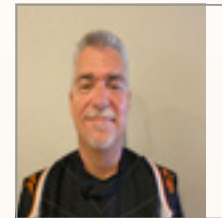
EXPERIMENTAL TURBINE | LEGACY



TOP SPEED	FUEL CAPACITY	HORSEPOWER
400 MPH	110 GAL	1065 HP
RANGE	ENGINE	
700 SM	PT6A-42	

AVC

ROOKIE



SHANE DALY & BRUCE ANNING

29

Shane Daly is the owner of Innovative Wings Inc., an aircraft builder assist shop in Calgary, Canada, and has been building aircraft for over 22 years. Shane holds an advanced Diploma in Aeronautical Engineering and has been personally involved in the completion of more than 30 aircraft and even more with his business. Shane's co-pilot, Bruce Anning, has been in the business of repairing composite structures, specializing in rotor blades for over 35 years. Bruce is currently working on getting his Pilot License. Together over the last 4 years, Shane and Bruce have put together the highly modified turbine powered Lancair Legacy that they are flying in this years race. The Legacy started originally as an all carbon race kit, but very quickly evolved into a much bigger project. Powered by a Pratt & Whitney PT6-20A and loaded with the latest Garmin avionics, the project took on a life of its own.

*Note: 2017 AVC Average speed in a piston Legacy FG

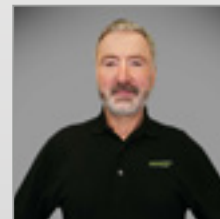
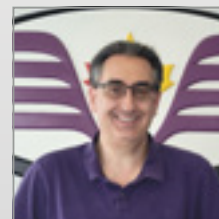
EXPERIMENTAL TURBINE | SUPER LEGACY



TOP SPEED	FUEL CAPACITY	HORSEPOWER
MPH	GAL	HP
RANGE	ENGINE	
SM	PT-6	

1st

2017 AVC
211.46
MPH*



EXPERIMENTAL TURBINE

Any **EXPERIMENTAL** aircraft with a turbine engine, unlimited SHP (Shaft Horse Power) with fixed or retractable landing gear.

29 | Shane Daly & Bruce Anning,
Legacy

32 | Craig Gill & Wayne Pressley,
Legacy

104 | Marty Abbott,
Turbine Legend

MARTY ABBOTT

104

This Turbine Legend currently holds the record for the fastest speed in AVC history (401 mph), set by Marty in the 2010 race. 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 TURBINE | TURBINE LEGEND



TOP SPEED	FUEL CAPACITY	HORSEPOWER
440 MPH	160 GAL	1,200 HP
RANGE	ENGINE	
1,150 SM	TPE 331-10	

1st

2021 AVC
372.62
MPH

EXPERIMENTAL

Sport

Any **EXPERIMENTAL** aircraft with a normally aspirated engine with a displacement of 1,000 cubic inches or less.

3x | Steve Hammer, Lancair IV

6 | Joe Coraggio & Kevin Vernon-Harris, Legacy

8 | Dick Keyt & Michele Sonier, Legacy

50 | Charles Bracken & Marianne Baril, Legacy

601 | Marv & Sarah Wessel, Glasair III

STEVE HAMMER

3x

Steve Hammer served in the Air Force flying a C-130 for 6 years, flew for Delta Airlines for 24.5 years, and has recently retired from Air Tran after 10+ years. Steve is a long time AirVenture Cup participant and enjoys a good battle against his brother for top of their class! In an effort to slow his brother down, Steve has been very generous with sending Bruce pizza recipes to try. This year Steve will be flying his Lancair IV in the AVC race. This Lancair IV aircraft was built by Craig and Kirt Wheeler and first flew in 1996. Steve is the the third owner having purchased it from Carl McIntyre. The total time on the airplane is 2,200 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 1500 nm or 1500 sm with IFR reserves. Steve and his wife Anita use the plane to fly everywhere

EXPERIMENTAL SPORT | LANCAIR IV



TOP SPEED	FUEL CAPACITY	HORSEPOWER
270 MPH	90 GAL	310 HP
RANGE	ENGINE	
1500 SM	IO-520	

including Florida, Key West, the Bahamas, Puerto Rico, and many trips to Iowa to visit family.



5th
2021 AVC
259.31
MPH

DICK KEYT & MICHELE SONIER

8

Dick and Michele last raced in the AirVenture Cup in 2018 in the 1942 WWII Ryan PT-22. At a blistering pace of 90 kts and a range of 1 hour 20 minutes, we were part of the "Dawn Patrol" who got a head start of several hours. Lucky for us, we managed to finish in the middle of the pack due to weather delaying the rest of the racers' start.

Race 8 is a new-to-us 2009 Lancair Legacy RG. The plane previously raced at Reno, but this will be its first AirVenture Cup Race. Dick has been busy for the past few months getting the new plane "Keyt-Right" and figuring out what she can do. He is definitely ready to re-join the fast lane once again in a new airplane. In years past, Dick has flown his Polen Special II. In AirVenture Cup 2001, Dick flew the Polen to establish a new 500km closed course world speed record, clocking speeds over 300mph, making it the world's fastest four cylinder powered vehicle at that time. The Polen Special is still in extended restoration, with plans for it to eventually be displayed at the EAA Museum. Dick is also founder of the Dennis Polen Aviation Educational Foundation. Two years ago, the Foundation accepted a donation of an antique glider. Dick mentored a group of young (and young-at-heart) people to restore the glider. This summer the glider flew once again, with Dick taking it up on its maiden voyage. He now serves as lead glider instructor for the group. Dick is a retired American Airlines 777 Captain and a former USAF fighter pilot in the F-4.

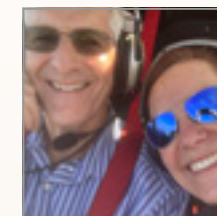
In 2018, Michele achieved her instrument rating the day before flying out to the race. Since then, she has obtained all of her ratings and currently flies a Cessna Citation XLS for a private charter company. She first saw a Lancair Legacy at Oshkosh AirVenture 2018, showing Dick a photo of her newfound dream airplane. He told her she needed deep pockets and a lot of experience to get one. She said, "Game on!" and has been working her butt off since then to get here in a Legacy of her own. *2017 AVC was in Ryan PT-22 in Vintage class.

EXPERIMENTAL SPORT | LEGACY



TOP SPEED	FUEL CAPACITY	HORSEPOWER
280 MPH	66 GAL	300 HP
RANGE	ENGINE	
1,000 SM	IO-550	

1st
2018 AVC
89.47
MPH*



JOE CORAGGIO & KEVIN VERNON-HARRIS

6

Race 6 is the Ramp Rat Racing Team Lancair Legacy. It was built in 2005 and is a stock Legacy with a Continental IO-550. 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. Joe has over 12,000 hours of flight time in 85+ different types. In June of 2019, Joe attended Pylon Racing Seminar and earned his racing license. He raced his rookie year in the 2019 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 6 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 works in healthcare revenue cycle.

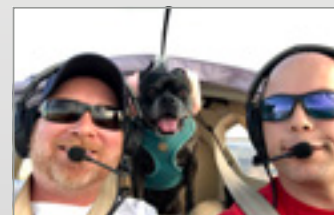
Ramp Rat Racing would like to thank their sponsors Crewchief Systems, Method Seven, R&E Oil Coolers, Ryan Machine, and Aerocrafted for their generous support of their racing season.

EXPERIMENTAL SPORT | LEGACY



TOP SPEED	FUEL CAPACITY	HORSEPOWER
280 MPH	66 GAL	300 HP
RANGE	ENGINE	
1,000 SM	IO-550	

1st
2021 AVC
285.07
MPH



CHARLES BRAKEN & MARIANNE BARIL

50

Charles Bracken is the pilot and builder of Lancair Legacy N550BL. His Legacy is one of six all-carbon Legacy kits manufactured. The carbon structure provides improved strength and lighter weight. The 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 -Ahh!

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 2021 Charles and his co-pilot, Marianne Baril, finished second in the Sport Class.

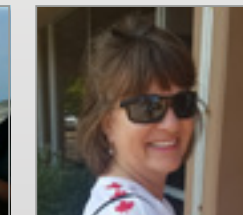
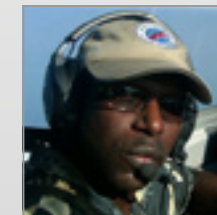
Charles lives in Detroit, Michigan and is the founder of a healthcare billing outsourcing company. Co-pilot Marianne Baril is a retired education professional. Marianne is a native of Canada and resides in Windsor, Ontario. Marianne has started taking flying lessons.

EXPERIMENTAL SPORT | LEGACY



TOP SPEED	FUEL CAPACITY	HORSEPOWER
280 MPH	60 GAL	350 HP
RANGE	ENGINE	
1000 SM	IO-550	

2nd
2021 AVC
271.29
MPH



KEITH PHILLIPS & TIM PHILLIPS

10

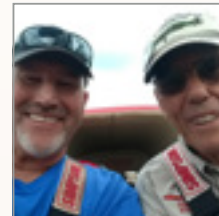
Race #10 is a Swearingen SX-300, 1 of 3 Homebuilt Aircraft constructed by its owner and pilot. Keith Phillips purchased the kit that would become Race #10 in 1985. This airplane won the Best Workmanship Award at Sun N Fun and AirVenture 1999, and currently has over 1700 hours of flight time. Keith has 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, the Pitts Model 12. 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 | SX-300



TOP SPEED	FUEL CAPACITY	HORSEPOWER
300 MPH	68 GAL	315 HP
RANGE	ENGINE	
1,000 SM	IO-580	

2nd
2021 AVC
293.18
MPH



JIM CIANCI & TREVOR BONE

60

This SX-300, based at Spruce Creek, FL, was built by Frank Curry between 1985 and 1990 in San Diego, CA. 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 13th appearance in the AirVenture Cup.

EXPERIMENTAL SPORT SX | SX-300



TOP SPEED	FUEL CAPACITY	HORSEPOWER
310 MPH	66 GAL	300 HP
RANGE	ENGINE	
960 SM	IO-540	

4th
2021 AVC
281.51
MPH

EXPERIMENTAL

Sport SX

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

10 | Keith & Tim Phillips

30 | Harry Hinckley

60 | Jim Cianci & Trevor Bone

62 | Tuck McAtee & Larry Waltrip

70 | Woody Menear & Roy Early

HARRY HINKLEY

30

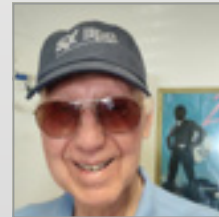
This SX-300 was built by Tom Dempsey of Odessa, TX and had its first flight in June of 1989. Due to a number of circumstances, this plane was relegated to being a hangar queen for a number of years, but has been flying again for 11 years now. Harry Hinckley spent most of his free time from junior high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

EXPERIMENTAL SPORT SX | SX-300



TOP SPEED	FUEL CAPACITY	HORSEPOWER
300 MPH	66 GAL	330 HP
RANGE	ENGINE	
700 SM	IO-580	

1st
2021 AVC
308.29
MPH



TUCK MCATEE & LARRY WALTRIP

62

Thomas "Tuck" McAtee was born in St. Louis, MO, graduated from the Air Force Academy in 1962, and served 21 years in the active Air Force. He has over 4,000 hours in the F-100, F-4, A-7 F-104, F-16 and F-15. He served two tours in Vietnam, logging over 460 combat hours. He graduated from the Air Force Flight Test Pilot School and the Air Force Fighter weapons school and was an instructor at both schools. He also served as a test pilot during the F-16 Full Scale Development and the Maverick Missile programs. After his military service, he directed the F-16 upgrade program at Lockheed Martin and later became a Director and Vice President for Program Development in UAE, Israel, Korea and Japan. Tuck has owned his SX300 for 20 years and has had the privilege to fly with friends to all parts of the United States including 5 trips to Alaska.

EXPERIMENTAL SPORT SX | SX-300



TOP SPEED	FUEL CAPACITY	HORSEPOWER
330 MPH	64 GAL	300 HP
RANGE	ENGINE	
800 SM	IO-580	

5th
2021 AVC
274.60
MPH



WOODY MENEAR & ROY EARLY

70

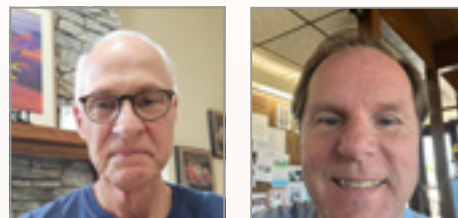
Ellwood "Woody," is a believer in Christ. He is a retired airline pilot, aircraft builder, and restorer. He is also a restorer of old cars and motorcycles. For most of his 65 years, he has been a Pennsylvania guy. He never saw a fellow motorhead whom he couldn't get along with! Ellwood is rebuilding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

EXPERIMENTAL SPORT SX | SX-300



TOP SPEED	FUEL CAPACITY	HORSEPOWER
311 MPH	68 GAL	300 HP
RANGE	ENGINE	
1,000 SM	IO-580	

3rd
2021 AVC
292.08
MPH



EXPERIMENTAL

ROCKET F1

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

39 | John Anderson & Nancy Usedom, Team Rocket F-1

JOHN ANDERSON & NANCY USEDOM

39

"Race #39 is an F1 Rocket built by John Andersen of Kenosha, WI, over a six-year period. It was first flown on the 103rd Anniversary of Powered Flight; the airplane was built completely stock per the plans. The project was started in John's basement and then moved to the garage, before making the trek to the airport where it was completed. The journey from the house to the hangar was unique in that it was made with the help of a police escort. During the ride, John sat in the cockpit and, like every homebuilder, made airplane noises as he was pulled by a vehicle to the airport three miles away. This year will mark 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

EXPERIMENTAL ROCKET F1 | TEAM ROCKET F-1



TOP SPEED	FUEL CAPACITY	HORSEPOWER
250 MPH	52 GAL	260 HP
RANGE	ENGINE	
800 SM	IO-540	

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" as an IT director for the company he works for. This is John's 11th AirVenture Cup Race.

1st
2021 AVC
221.75
MPH

BRUCE HAMMER

91

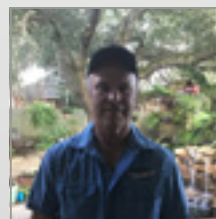
A veteran of the AirVenture Cup, Bruce Hammer only missed the first annual race and is as excited about this one as much as his first AirVenture Cup in 1998! He will be flying his Glasair 1-TD, which he built over a three-year period, and hasn't stopped modifying it since then. This last modification is the removal of a Lycoming 360 and install of a Lycoming 540. The 540 is moved back against the firewall so the new engine is only 1 inch farther forward than the 360 that was removed. Cato makes great props, so a 3-blade fixed pitch prop will be used to keep the CG in place. *2021 AVC in Formula FX Blue.

EXPERIMENTAL SPORT FX | GLASAIR 1 TD



TOP SPEED	FUEL CAPACITY	HORSEPOWER
268 MPH	75 GAL	300 HP
RANGE	ENGINE	
1,800 SM	IO-540	

2nd
2021 AVC
253.93
MPH*



EXPERIMENTAL

SPORT FX

Any Experimental Category aircraft with 540/550 cubic inch displacement normally aspirated with Fixed Landing Gear

91 | Bruce Hammer, Glasair 1 TD

EXPERIMENTAL

FORMULA RG WHITE

Any EXPERIMENTAL Category aircraft with an engine displacement of 390 cubic inches or less, normally aspirated, with retractable landing gear.

55 | Nick Biondino, Lancair 360

NICK BIONDINO

55

EXPERIMENTAL FORMULA RG WHITE | LANCAIR 360



TOP SPEED	FUEL CAPACITY	HORSEPOWER
270 MPH	90 GAL	310 HP
RANGE	ENGINE	
1,500 SM	IO-520	

AVC
ROOKIE

ERNIE CHAUVIN & CLAUDIA HANSON

35A

This red and white Lancair 360 was built according to specs over 5,000 hours and 5 years. It has long-range tanks, holding 60 gal, forward-tilting canopy and a composite 3-blade prop. It has a 1200 mile range and cruises at 180 mph when it's at 8-10,000 ft sipping 9 gph. Ernie is celebrating 25 years of flying in Race 35 and has accumulated over 1400 hours. Adventures include cross-country flights from coast to coast in Canada and the US, light aerobatics training, Airshow fly-bys, 2-5 ship formation flights, over 100 Young Eagle flights and 5 AirVenture Cup Races from 1999-2003.. Claudia Hanson, a retired teacher, will be co-piloting Race 35. In 1985, Ernest flew Claudia's son in a Young Eagles event. After the flight, he offered Claudia an "older eagles" flight, which she emphatically declined with, "I'll NEVER get in a tiny plane like that!" After a few months, perhaps sensing the accelerating passing of time, she steeled herself and took Ernest up on that initial offer. She now enjoys cross-country flights and, occasionally, light aerobatics in that tiny plane, and is looking forward to the adventure of cross-country racing in the AirVenture Cup Race. NEVER say never is her reinforced mantra.

EXPERIMENTAL FORMULA RG BLUE | LANCAIR 360



TOP SPEED	FUEL CAPACITY	HORSEPOWER
270 MPH	60 GAL	180 HP
RANGE	ENGINE	
1000 SM	IO-360	

3rd
2019 AVC
206.83
MPH

ERNO OVARI

81

Erno Ovari (ERNO pronounced AIR-NO) is from Germany (was born in Hungary) and 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 that took more than two years of restoration. He was able to lighten up the 360 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 to make his Zoomie gain speed and efficiency. This Airventure Cup will be his second race with the airplane.

EXPERIMENTAL FORMULA RG BLUE | LANCAIR 360



TOP SPEED	FUEL CAPACITY	HORSEPOWER
247 MPH	57 GAL	220 HP
RANGE	ENGINE	
1200 SM	IO-360	

2nd
2021 AVC
235.41
MPH



EXPERIMENTAL

FORMULA RG BLUE

Any **EXPERIMENTAL** Category aircraft with an engine displacement of 360 cubic inches or less, normally aspirated, with retractable landing gear.

35A | Ernie Chauvin & Claudia Hanson, Lancair 360

81 | Erno Ovari, Lancair 360

222 | Dave & Alice Nelson, Lancair 360

601 | Marv & Sarah Wessel, Glasair I

DAVE & ALICE NELSON

222

Dave Nelson completed his Velocity STD-RG in 1997, and has flown it for over 1500 hours. This is his second canard, the first being an ugly, heavy, and slow VariEze, completed in the early 80s and flown all over the country (i.e., don't ever give up! No matter what your project is, it'll be FUN!). While he's also participated in several other Cozy and canard type projects, his own third, a past Wright Brothers Award-winning Long-Ez, is under refurbishment in his shop. Dave is a washed up (i.e., retired) Engineer and Engineering manager with 34+ years in microelectronics development and production at IBM. His copilot and wife, Alice, is "all-in" when it comes to flying adventures, and while she's making Dave's life perfect (by

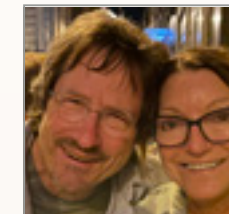
EXPERIMENTAL FORMULA RG BLUE | VELOCITY STD-RG



TOP SPEED	FUEL CAPACITY	HORSEPOWER
220 MPH	60 GAL	200 HP
RANGE	ENGINE	
1,000 SM	IO-360	

continuing to work and bring home the bacon), she is always up for the next trip!

4th
2019 AVC
206.77
MPH



MARV & SARAH WESSEL

601

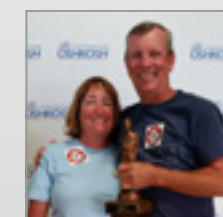
This will be Sarah & Marv Wessel's third AVCR. They both recently retired and decided to downsize from a 4 place aircraft and bought this fun to fly Glasair 1RG. This aircraft held a transcontinental record in 2004 from Hoquiam, WA to Kitty Hawk, NC 2,581 miles. They haven't modified the airplane yet but Marv has enjoyed flying it in formation clinics and pylon racing schools. Marv's co-pilot and life sentence is his wife of 43 years is Sarah Wessel. Sarah is not a pilot, but enjoys traveling and flying around the country in their airplanes. One of the most memorable trips was flying the path of the total eclipse in 2017. They hope to spend their retirement time attending as many cross country racing events as possible in their 2 place plastic airplane.

EXPERIMENTAL FORMULA RG BLUE | GLASAIR I



TOP SPEED	FUEL CAPACITY	HORSEPOWER
240 MPH	60 GAL	180 HP
RANGE	ENGINE	
1050 SM	IO-360	

1st
2021 AVC
228.22
MPH*



EXPERIMENTAL

FORMULA FX BLUE

Any **EXPERIMENTAL** Category aircraft with an engine displacement of 360 cubic inches or less, normally aspirated, with at least two fixed landing gear.

67 | Ken Laundrie, Cozy MK IV

88 | Russ & Kristy Meyerriecks, Cozy MK IV

111 | Klaus Savier & Jenny Tackabury, Long Ez

321 | Bob Bittner, Cozy MK IV

498 | Matthew Bunch & Alec Bond, Cozy MK IV

819 | Ron Nelson & Jennifer Cetlinski, Cozy MK IV

KEN LAUNDRIE

67

Growing up in Green Bay, WI, Ken went to OSH many times in late 70s and 80s, which is where Long EZ caught his eye. By the time he could start building in the 90s, the plans for 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 September 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,

EXPERIMENTAL FORMULA FX BLUE | COZY MK IV



TOP SPEED	FUEL CAPACITY	HORSEPOWER
218 MPH	50 GAL	200 HP
RANGE	ENGINE	
1100 SM	IO-360-C1C	

commuter pilot, non-schedule airline, and now works for a major airline.

3rd
2021 AVC
213.70
MPH

KLAUS SAVIER & JENNY TACKABURY

111

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



TOP SPEED	FUEL CAPACITY	HORSEPOWER
270 MPH	44 GAL	230 HP
RANGE	ENGINE	
1380 SM	O-360	

1st
2021 AVC
258.19
MPH



RUSS & KRISTY MEYERRIECKS

88

This power couple shoved the throttle forward and built their incredible Cozy MKIV from scratch in only 4.5 years. Russ & Kristy finished their construction of N65TM less than a year ago, and since then, have been flying non-stop, completing several cross-country and international flights. Oh, but it hasn't been clear skies for these two. They experienced more than their fair share of parts failures, rebuilds, and issues shaking out of the new build. But perseverance was the key as these two turn their eyes towards the finish line in their first AirVenture Cup Race and then onwards to their first fly-in to AirVenture.

EXPERIMENTAL FORMULA FX BLUE | COZY MK IV



TOP SPEED	FUEL CAPACITY	HORSEPOWER
190 MPH	52 GAL	180 HP
RANGE	ENGINE	
1,000 SM	IO-360	

AVC
ROOKIE



BOB BITTNER

321

Bob Bittner found inspiration in his father's R/C flying as soon as he could look up. After a couple decades building and flying classic competition aerobatics in R/C, the desire to climb in and fly somewhere (fast) would be met by building a Cozy MkIV. That was started in 2001. Quickly, though, 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 built to the plans with only a few tweaks, the most notable of which 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 at GE to create a combined PET and MRI medical scanner. Recently, he's been 3D-printing a plethora of his own designs for convenience and speed/efficiency on the plane. Bob grew up just 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 | COZY MK IV



TOP SPEED	FUEL CAPACITY	HORSEPOWER
220 MPH	55 GAL	180 HP
RANGE	ENGINE	
1500 SM	O-360	

3rd
2019 AVC
204.46
MPH



MATTHEW BUNCH & ALEC BOND

498

Matt Bunch built a Cozy three-seat airplane (1995-2005) and received his repairman's certificate. He then upgraded to flying a 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 also 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. In 2018 and 2021, the Cozy has flown in the race and finished 4th and 5th, respectively, (don't ask how many were in that class) and to AirVenture many times. Matt has flown it to the Bahamas twice with the canard bash group and throughout many states. His goal is to fly it to every state. His co-pilot and navigator for this event is Alec Bond. As a 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 for years and currently is a board member and treasurer of the Georgetown-Scott County Regional Airport (27K). He has flown 500+ hours in his Cozy.

EXPERIMENTAL FORMULA FX BLUE | COZY MK IV



TOP SPEED	FUEL CAPACITY	HORSEPOWER
230 MPH	50 GAL	180 HP
RANGE	ENGINE	
1000 SM	O-360	

5th
2021 AVC
166.99
MPH

RON NELSON & JENNIFER CETLINSKI

819

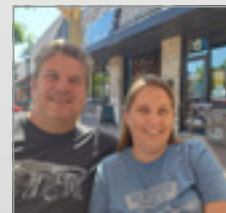
Ron acquired his Cozy back in 2016. N8191V was a solid airframe, but some of the systems needed a little TLC. After a variety of improvements, he began flying it in late 2016. He has 275 hours in this aircraft and numerous cross-country trips between his home base in Longmont, Colorado, to Northern Minnesota 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. Jen has been flying with Ron for a little more than a year now and always looks forward to the next adventure. Her favorite trips so far include Saratoga, Wyoming, Oshkosh, Wisconsin, and Kanab, Utah. 2021 Kanab Speeding Ticket: 196.86 MPH

EXPERIMENTAL FORMULA FX BLUE | COZY MK IV



TOP SPEED	FUEL CAPACITY	HORSEPOWER
190 MPH	50 GAL	180 HP
RANGE	ENGINE	
1,100 SM	O-360	

4^h
2018 AVC
181.38
MPH*



NATHAN & AUGUST PECK

3

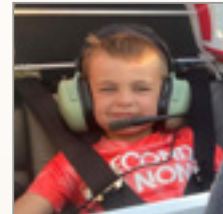
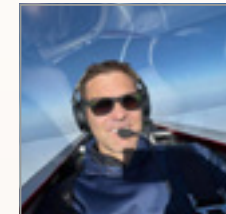
Somewhat bittersweet, Nathan Peck will be continuing the legacy started by his dad, Jerry Peck, nearly 40 years ago. Nathan was just five years old when his dad began construction of Race 3, a Long Ez destined for great things. Following 11 years of construction, Jerry flew his creation 1347 hours, earned 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 Airline's 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 the day when it will be their turn!

EXPERIMENTAL FORMULA FX RED | LONG EZ



TOP SPEED	FUEL CAPACITY	HORSEPOWER
220 MPH	48 GAL	160 HP
RANGE	ENGINE	
1000 SM	O-320	

3rd
2021 AVC
212.56
MPH



EXPERIMENTAL FORMULA FX RED

Any **EXPERIMENTAL** Category aircraft with an engine displacement of 320 cubic inches or less, normally aspirated, with at least two fixed landing gear.

- 3 | Nathan & August Peck, Long Ez
- 51 | Douglas Kouri, Long Ez
- 59 | Dave Anderson, Long Ez
- 65 | Jay Skovbjerg, Cozy III
- 76 | Steve & Tammy Applebaum, Long Ez
- 83 | David Adams, Long Ez
- 93 | Rich Lamb & Bella Erikson, Long Ez
- 112 | Joe Conlon, Long Ez
- 333 | Jim Springer, Long Ez
- 499 | Dave Conrad, W10 Tailwind

DOUG KOURI

51

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

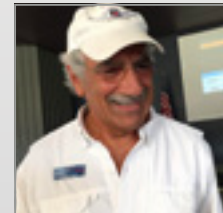
EXPERIMENTAL FORMULA FX RED | LONG EZ



TOP SPEED	FUEL CAPACITY	HORSEPOWER
220 MPH	50 GAL	160 HP
RANGE	ENGINE	
1200 SM	IO-320	

Michelle does all the mowing, lucky guy!). Missed racing the last 3 years, he is glad to be back.

1st
2019 AVC
225.75
MPH



DAVE ANDERSON

59

Dave made his first solo flight in 1985, at age 16, and later earned his PPL after joining the Air Force in 1989. He spent most of his career as a Flight Engineer flying MC-130 aircraft for Air Force Special Operations, retiring as a Master Sergeant 21 years later. These days he works as an A&P Mechanic and Director of Maintenance for a major Texas flight training corporation. Having wanted to build an experimental aircraft since he was a kid, Dave put in 6.5 years of work to complete the Long EZ N996DJ, "The Mistress" (named by his wife, Jenn). This will be Dave & The Mistress' second year at AVC.

EXPERIMENTAL FORMULA FX RED | LONG EZ



TOP SPEED	FUEL CAPACITY	HORSEPOWER
220 MPH	52 GAL	160 HP
RANGE	ENGINE	
1000 SM	O-320	

4th

2019 AVC
205.41
MPH



STEVEN & TAMMY APPLEBAUM

76

Affectionately known 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.

EXPERIMENTAL FORMULA FX RED | LONG EZ



TOP SPEED	FUEL CAPACITY	HORSEPOWER
175MPH	50 GAL	180 HP
RANGE	ENGINE	
2000 SM	O-320	

4th

2021 AVC
198.36
MPH

JORGEN SKOVBJERG

65

The N655DK project started in Denmark in the summer of 1987. Afterspending 11 years completing the three-year plan, Jay could finally take the Cozy flying the skies over California in January of 1999. It now has accumulated over 1,300 airborne hours, flying about 200 Young Eagles, many old hawks, and aspiring canard test pilots to destinations from La Paz in Mexico, First Flight NC, and Nome, AK. Aircraft efficiency and speed became a passion early on, spurred by inspirations of fellow fliers from the canard community. The aircraft has undergone a plethora of modifications, aiming at increased efficiency and top speed. This will be the 6th AirVenture Cup Race, after having enjoyed the Centennial two-day race in 2003, and then the 2005, 2017, 2018, and 2019 races. Those four previous races have earned three class places as #3. Jay is looking forward to coming back and meeting a new crowd of speed enthusiasts.

EXPERIMENTAL FORMULA FX RED | COZY III



TOP SPEED	FUEL CAPACITY	HORSEPOWER
214 MPH	45 GAL	160 HP
RANGE	ENGINE	
1150 SM	IO-320	

2nd

2019 AVC
212.94
MPH

DAVID ADAMS

83

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 a spare bedroom of their home and then assembled in their garage. David started racing in 2008 and was hooked. He has flown in 82 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 3300 hours of flight time. In 2021 Race 83 was upgraded to include an IO-320.

EXPERIMENTAL FORMULA FX RED | LONG EZ



TOP SPEED	FUEL CAPACITY	HORSEPOWER
210 MPH	54 GAL	125 HP
RANGE	ENGINE	
1500 SM	IO-320-EXP	

1st

2021 AVC
220.99
MPH



RICH LAMB & BELLA ERIKSON

93

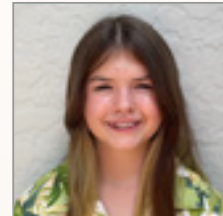
Rich Lamb and Tim Trainer built and first flew the Long Ez in 1996 and started racing in 2003, the 100th Anniversary race from Kitty Hawk. Race 93 has never missed an AVC race since then, has placed every year - even sneaking into first place a few times. This year, Rich's co-pilot will be his granddaughter, Bella Erikson, making her the 8th different Race 93 co-pilot and the 5th family member. Previous family member co-pilots have included his daughter, Heather, grandson, Aidyn, Bella, and two wives (not at the same time), Gayle and Lynn (pretty sure he's in first place in that category). Bella recently attended the EAA Air Academy and will be in charge of keeping them on the "Direct To" course line (Eric suggests that's the best plan). The race team will be easy to recognize in their speed-enhancing Hawaiian shirts.

EXPERIMENTAL FORMULA FX RED | LONG EZ



TOP SPEED	FUEL CAPACITY	HORSEPOWER
229 MPH	52 GAL	160 HP
RANGE	ENGINE	
1200 SM	O-320	

2nd
2021 AVC
213.00
MPH



JAMES SPRINGER

333

Jim is an ex-Navy pilot and a second-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 FX RED | LONG EZ



TOP SPEED	FUEL CAPACITY	HORSEPOWER
187 MPH	48 GAL	160 HP
RANGE	ENGINE	
900 SM	O-320 E2D	

5th
2021 AVC
193.18
MPH



JOE CONLON

112

Joe first experienced the Airventure Cup in the early 2000's as a four-time backseater in LongEZ Race 93 and once from the right seat of RV-7A Race Pi (314). His first appearance as PIC was in 2017, thanks to the inclusion of the production classes. He has flown to four 2nd place finishes, scorching the skies in his PA28-180 in the FAC4FX class. This year he has brought some speed and will be competing for the first time in LongEZ, Race 112. Joe holds a commercial certificate with SEL, MEL, Helicopter, and Instrument ratings. He has been flying since 1996 and has accumulated about 950 hrs. He is an Aerospace Engineer with 40 years at Sikorsky Aircraft's Development Flight Center, testing the world's finest helicopters. Joe has been married to his wife, Carol, for 37 years. They have four children, two married, and one grandchild. Their oldest son flies an E-2D Hawkeye for the US Navy.
* 2021 AVC flown in a Piper PA-28-180 in FAC4FX class.

EXPERIMENTAL FORMULA FX RED | LONG EZ



TOP SPEED	FUEL CAPACITY	HORSEPOWER
215 MPH	50 GAL	160 HP
RANGE	ENGINE	
1150 SM	IO-320-EXP	

1st
2021 AVC
138.73
MPH*



DAVE CONRAD

499

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

EXPERIMENTAL FORMULA FX RED | W10 TAILWIND



TOP SPEED	FUEL CAPACITY	HORSEPOWER
215 MPH	31 GAL	150 HP
RANGE	ENGINE	
600 SM	O-320 E2D	

4th
2018 AVC
173.71
MPH



DAVE & DIANE ANDERS

4

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.

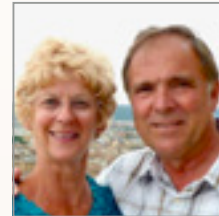
EXPERIMENTAL FORMULA RV GOLD | RV-4



TOP SPEED	FUEL CAPACITY	HORSEPOWER
245 MPH	32 GAL	190 HP
RANGE	ENGINE	
1,000 SM	IO-360	

1st

2021 AVC
241.25
MPH



DAN & DIANE WEST

270

Formation flying aficionado and avid racer Dan West will be joining the AirVenture Cup roster in his supercharged IO-390 RV-8 quick-build, "Whiskey Tango," once referred to as the "fastest RV-8 in the world." Among other accolades, Dan won an outstanding workmanship award for his RV-8 at the EAA Arlington Fly-In. Dan is a Wingman Formation Flying Card holder, performing with the West Coast Ravens and the Lightning Formation Airshows Team.

Accompanying Dan will be his wife, the lovely and brilliant Diane West. Dynamic Duo Dan and Diane have been co-pilots in love and life for over 40 years. They are regulars at Oshkosh. The Wests are currently working on a very slick RV-10. They are based out of Rio Linda Airport (L36), located under the Sacramento International Class C shelf, in Northern California. Rio Linda is affectionately referred to as the "Fastest Little Airport in the West" with a handful of local pilots, including Dan in "Whiskey Tango", competing regularly at the STIHL National Championship Air Races in Reno, Nevada.

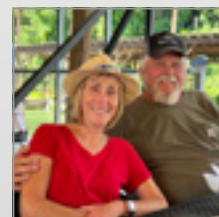
EXPERIMENTAL FORMULA RV-T WHITE | RV-8



TOP SPEED	FUEL CAPACITY	HORSEPOWER
259 MPH	42 GAL	210 HP
RANGE	ENGINE	
700 SM	IO-390	

AVC

ROOKIE



EXPERIMENTAL
Formula RV
Gold

Open to any Van's RV-series aircraft powered by a normally aspirated engine having significant airframe or structural modifications.

4 | Dave & Diane Anders,
RV-4

EXPERIMENTAL
Formula
RV-T White

Open to any Van's RV-series aircraft powered by an engine of 390 cubic inches or less, forced-induction.

270 | Dan & Diane West,
RV-8

EXPERIMENTAL
Formula
RV-T Blue

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

101 | Lee Ulrich &
Heather Satin, RV-7

EXPERIMENTAL
Formula RV
Blue

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

3.14 | Kevin Phelps &
David Walsh, RV-7A

45 | Steve & Eric Mellot,
RV-4

77 | Perry & Eli Saunders,
RV-4

411 | Jeff Barnes, RV-6

TF | Brent Travis, RV-4

LEE ULRICH & HEATHER SATIN

101

Lee Ulrich got his start flying in a Piper Warrior in 2007. He'll be racing the "General Lee" at AirVenture Cup this year, a slow-build RV-7 with a full Dynon panel, built in his garage and finished in 2014. It sports an IO-360 with a custom-built turbo installation that clocks in at 254 mph. Lee is a regular at the STIHL National Championship Air Races in Reno, Nevada in the Sport Class, beginning in 2018 and every year since. You can catch Lee on the radio with callsign "Lovey."

Lee is an A&P mechanic based out of Rio Linda Airport (L36), located under the Sacramento International Class C shelf. Rio Linda is affectionately referred to as the "Fastest Little Airport in the West", with a handful of local pilots competing regularly at the Reno Air Races.

Sidekick Heather Satin is a student pilot, AOPA panel attorney, and proud owner of a fabulous and speedy RV-6A, also based out of Rio Linda. Lee and Heather try to fly on all good weather days, enjoying the views from San Francisco to Lake Tahoe and beyond. 2022 AVC Rookie

EXPERIMENTAL FORMULA RV-T BLUE | RV-7



TOP SPEED	FUEL CAPACITY	HORSEPOWER
249 MPH	42 GAL	180 HP
RANGE	ENGINE	
700 SM	IO-360	

AVC

ROOKIE



KEVIN PHELPS & DAVID WALSH

3.14

Flying Race Pi (3.14 for non-engineers) this year are 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 (Anniversary of the Wright Brothers first flight), and so far has made nine 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 a contract corporate pilot after spending 40 at Sikorsky Aircraft. Flying co-pilot with Dave is Kevin Phelps. Kevin, retired from Sikorsky after 37 years, holds an ATP and is a contract corporate pilot in Stuart, Florida. The AirVenture Cup is the one aviation event they look forward to each year. This will be the tenth year in the AirVenture Cup for this team.

EXPERIMENTAL FORMULA RV BLUE | RV-7A



TOP SPEED	FUEL CAPACITY	HORSEPOWER
197 MPH	42 GAL	180 HP
RANGE	ENGINE	
700 SM	YO360-A1A	

3rd
2021 AVC
190.77
MPH



PERRY & ELI SAUNDERS

77

Perry Saunders was born in Australia and grew up in a little town with no airport. He started his career flying seaplanes at 21, moved to the US in 2009, and now flies the A320. He purchased N440L, an RV-4, last year and after Oshkosh, flew it around the US. Although it's not a dedicated race aircraft, it is a good all-around fun machine. This year is Perry's first race but he would love to do more racing in the coming years. Perry's 9 year old son Eli accompanies most of his flying adventures these days, and it's great to have the opportunity to make such great memories together. Eli enjoys science, technology, engineering, and math, as well as pulling Gs in the RV-4.

EXPERIMENTAL FORMULA RV BLUE | RV-4



TOP SPEED	FUEL CAPACITY	HORSEPOWER
MPH	GAL	HP
RANGE	ENGINE	
SM	IO-360	

AVC
ROOKIE

STEVE & ERIC MELLOTT

45

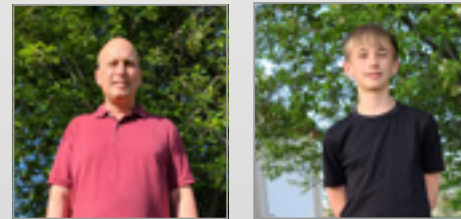
Steve purchased N10TH in 2017 and enjoyed getting to fly it to AirVenture 2019 to camp with his son, Eric (11 at the time). The following year his daughter, Meghan (12 at the time), flew along with him in their first AirVenture Cup Race. Steve spent 10 years in the Air Force flying the C-21 Learjet and the HC-130P. He continued for 12 more years with the Wyoming ANG, flying the C-130H3 before retiring after nine combat deployments in Operations Southern Watch, Enduring Freedom and Iraqi Freedom. Steve is currently a Captain at Southwest Airlines. This year he is joined by his son, Eric (now 14), for the race.

EXPERIMENTAL FORMULA RV BLUE | RV-4



TOP SPEED	FUEL CAPACITY	HORSEPOWER
213 MPH	32 GAL	180 HP
RANGE	ENGINE	
490 SM	O-360	

2nd
2021 AVC
203.39
MPH



JEFF BARNES

411

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, 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 | RV-6



TOP SPEED	FUEL CAPACITY	HORSEPOWER
235 MPH	38 GAL	180 HP
RANGE	ENGINE	
700 SM	O-360	

1st
2016 AVC
231.41
MPH

BRENT TRAVIS

TF

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 took 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 BLUE | RV-4



TOP SPEED	FUEL CAPACITY	HORSEPOWER
228 MPH	32 GAL	180 HP
RANGE	ENGINE	
700 SM	O-360	

1st

2021 AVC
221.81
MPH

TONY CRAWFORD

49

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 the Questair Venture FG in Sport FX class.

EXPERIMENTAL FORMULA RV RED | RV-4



TOP SPEED	FUEL CAPACITY	HORSEPOWER
210 MPH	32 GAL	150 HP
RANGE	ENGINE	
450 SM	O-320	

1st

2018 AVC
246.92
MPH*



EXPERIMENTAL FORMULA RV Red

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

40 | David Clinthorne, RV-4

49 | Tony Crawford, RV-4

DAVID CLINTHORNE

40

Dave Clinthorne is a recently-retired cancer researcher. After a lifetime of developing new therapies for people with oncologic and hematological malignancies, he devotes most of his time to flying. Dave purchased N262DF "Dream Flyer" 8 years ago and has since rebuilt it from the rear position light to the spinner. The improvements have been to either increase safety or (hopefully) speed. The paint scheme is a tribute to a WWII pilot who flew with the famed Flying Tigers. After flying for over 40 years, N262DF still offers Dave wonderful places to visit, as well as challenges to improvement in flight skills. This is Dave's first AirVenture Cup race.

EXPERIMENTAL FORMULA RV RED | RV-4



TOP SPEED	FUEL CAPACITY	HORSEPOWER
210 MPH	32 GAL	160 HP
RANGE	ENGINE	
800 SM	IO-320	

AVC

ROOKIE

EXPERIMENTAL RV-10

Open to any Van's RV-10 aircraft powered by an engine of 540 cubic inches or less, normally aspirated.

41 | Bob Crooks & Bruce Witmer

44 | Rick Emerian & Jimmy Sharp

711 | Richard Jankowski

BOB CROOKS & BRUCE WITMER

41

Model airplanes at 8, solo at 17, and after a number of relatively brief relationships, finally settled on a T210 which Robert had in partnership with his race copilot for 30 years. In 2012, he got the urge to build an RV10, completed it in 2017 and is now anticipating its fourth trip to Oshkosh. Robert's copilot is Bruce Witmer, who claims to have soloed at 16 and gotten his private certificate at 17. He later obtained commercial/instrument/multi-engine ratings. He received the FAA Master Pilot Award and participates in EAA's Young Eagles program as a Flight Leader. He's also a member of the Fresno County Sheriff's Air Squadron and proud owner of a Cessna T-210. 2022 AVC Rookie

EXPERIMENTAL RV-10



TOP SPEED	FUEL CAPACITY	HORSEPOWER
230 MPH	75 GAL	260 HP
RANGE	ENGINE	
1000 SM	O-540	

AVC

ROOKIE



RICK EMERIAN & JIMMY SHARP

44

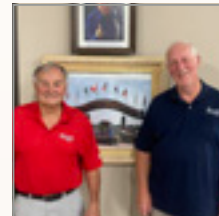
N576RD is a slow-built Vans RV-10, 4-place, single-engine, constant-speed propeller with a gross weight of 2,700lbs amateur built kit aircraft. Its first flight was in February 2009 after a 4.5-year build time. It has 1450 hours on the airframe and 426 hours on a Lycoming IO-540, six-cylinder, 260 hp, with a regular magneto and an electronic ignition system. The engine was rebuilt by Ly-con Engines in Visalia, CA. With two 30-gal fuel tanks with 10.5 gph and a steady 160 kt cruising speed, it has a 5 hour and 900 nautical mile range. N576RD has been to AirVenture eight times from its base airport in Madera, CA (KMAE), and this will be the second time in the AirVenture Cup Race. Rick, the plane's owner/builder is a 71 year old father of three who has five grandchildren. He has been married for 46 years to a beautiful private pilot. Rick first soloed at 16 years old and had his commercial, instrument, MEL, and CFII by 19 years old. Currently, he has 6,150 hours total time, all in general aviation piston aircraft. Rick and Jim, the co-pilot are both board members of the EAA 376 Kings River chapter in Fresno, CA, board members of the Central California Aviation Association, Quiet Birdmen members FAT chapter, and have both received the Wright Brothers "Master Pilot" award. Jim retired after 33 years with the FAA and has well over 12,000 hours total time. Rick and N576RD have been in the Hayward Air Rally out of Hayward, CA six times, including his first air rally to AirVenture in 2014. This year is Jim's second year in the AirVenture Cup Race and he is the flight instructor who soloed Rick back in 1967 when he was 16 years old.

EXPERIMENTAL RV-10



TOP SPEED	FUEL CAPACITY	HORSEPOWER
230 MPH	60 GAL	260HP
RANGE	ENGINE	
900 SM	IO-540	

3rd
2021 AVC
194.71
MPH



EXPERIMENTAL

Sprint

Any Experimental Category aircraft with an engine displacement of 240 cubic inches or less, normally aspirated.

123 | Greg Struve,
Long Ez

GREG STRUVE

123

EXPERIMENTAL SPRINT | LONG EZ



TOP SPEED	FUEL CAPACITY	HORSEPOWER
149 MPH	51 GAL	115HP
RANGE	ENGINE	
1250 SM	O-235-L2C	

3rd
2021 AVC
168.76
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.

RICHARD JANKOWSKI

711

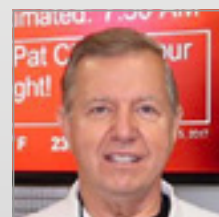
Richard has been a previous winner of RV Gold 2018 and 2019. He was an airline pilot for Continental and United, a test pilot for Continental/United, and retired in 2018. As a member of EAA Chapter 302, he serves as Tech Counselor and Flight Advisor. Richard is a Wright Brothers Master Pilot and A&P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

EXPERIMENTAL RV-10



TOP SPEED	FUEL CAPACITY	HORSEPOWER
230 MPH	60 GAL	280 HP
RANGE	ENGINE	
600 SM	IO-540	

3rd
2021 AVC
194.71
MPH



PRODUCTION

FAC1RG

Any Factory-built aircraft with 280 HP and above, normally aspirated with retractable landing gear

20 | Mitch Wild &
Colleen Weber, A33

MITCH WILD & COLLEEN WEBER

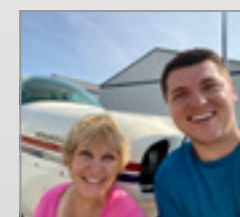
20

Born and raised in Wisconsin, Mitchell is an accomplished pilot and flight instructor. He is currently the Chief Pilot for Jet OUT, which is an aircraft co-ownership program based in Milwaukee, WI. Mitch brings his competitive spirit from sporting events and his academic attention to detail to the team. Colleen is an instrument-rated private pilot and is a member of the Wisconsin Chapter of 99's. Colleen has volunteered for the AirVenture Cup finish line for many years, and she looks forward to being on the racing side for the second year in a row. She has recently updated the avionics and overhauled the engine in her beautiful A33 Bonanza named "Garcone".



TOP SPEED	FUEL CAPACITY	HORSEPOWER
165 MPH	94 GAL	285HP
RANGE	ENGINE	
654 SM	IO-520	

1st
2021 AVC
176.78
MPH



PRODUCTION

FAC1FX

Any Factory-built aircraft with 280 HP and above, normally aspirated with fixed landing gear

26 | Peter & Deborah Molinaro, Cessna U206

84 | Laura Noel & Allen Floyd, Cessna A185F

PETER & DEBORAH MOLINARO

26

Peter had an interest in flying at an early age, but was not financially able to pursue it. While planning for retirement, he decided to give flying another shot. He started flying in 2018 and obtained his private pilot and IFR endorsement in 2019. Peter's wife Deb is his copilot. They were able to find a low-hour 1967 Cessna U206B Super Skywagon (Stationair). They have updated it with Garmin avionics and new interior. The exterior of the plane is basically original. 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.

They are planning flying adventures in the next few years. Their first AirVenture Cup Race was a great experience. This year, they plan on taking more pictures. Both are looking forward to a great time this year as well.

PRODUCTION FAC1RG | CESSNA U206



TOP SPEED	FUEL CAPACITY	HORSEPOWER
163 MPH	82 GAL	285HP
RANGE	ENGINE	
950 SM	IO-520	

1st
2021 AVC
157.76
MPH



MICHAEL BERGEN

16

Mike was a materials engineer 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 the 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. They teamed with reputable companies and developed a prepreg glass vinyl ester that cures with ultraviolet light. They 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

PRODUCTION FAC2RG | M35 BONANZA



TOP SPEED	FUEL CAPACITY	HORSEPOWER
185 MPH	93 GAL	250 HP
RANGE	ENGINE	
950 SM	IO-470C	

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 this 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.

1st
2021 AVC
187.30
MPH



PRODUCTION

FAC2RG

Any Factory-built aircraft with 240 – 279 HP, normally aspirated with retractable landing gear

16 | Michael Bergen, M35 Bonanza

22A | Brian & Andi Anderson, Comanche 250

LAURA NOEL & ALLEN FLOYD

84

Laura started flying 23 years ago at KAEG in New Mexico and fell in love with it immediately. She always wanted to fly taildraggers, although it took her 15 years to finally realize that goal. Laura and Allen bought a Luscombe 8F about eight years ago, and replaced it with a C-185 Skywagon in 2021. Laura is a professional airline pilot, currently typed and flying a B-737, and also an enthusiastic general aviation pilot. This year will be her 3rd year in the AVC, but first AVC race flying with a co-pilot.

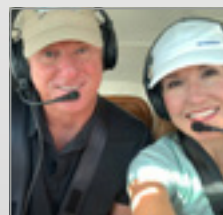
Allen began his flying adventure at age 14. He has flown too many different aircraft types to count. He has a special affinity for experimental aviation, especially canards. He built Excalibur, a modified Rutan-designed Long Ez. Excalibur was both a Gold Lindy and Stan Dzik Memorial award winner in 2019. He has raced Excalibur, and a few other canard aircraft. Allen is currently building a Berkut. He's currently a Southwest Airlines Captain. Also, he's an avid general aviation pilot who added an A&P certificate last year. This will be Allen's 3rd AVC, having raced both a Berkut and Long Ez in 2018 and 2021 respectively. You'll recognize Allen by his charm, rugged good looks, and sparkling sense of humor. Laura and Allen live in northern Colorado and have plenty of tie-down space if you'd like to stop in.

PRODUCTION FAC1FX | CESSNA A185F



TOP SPEED	FUEL CAPACITY	HORSEPOWER
110 MPH	30 GAL	300HP
RANGE	ENGINE	
500 SM	IO-520-D	

2nd
2021 AVC
145.53
MPH



BRYAN & ANDI ANDERSON

22A

Bryan Anderson of Arlington, TN is new to the field of air racing. He completed his Private Pilot license and Instrument rating over 20 years ago as a teenager, but has only been back actively aviating since late 2019. He is flying N7833B, a 1959 Piper PA-24-250 Comanche that was purchased from a family friend in early 2022. You may notice that the N-number on the Comanche does not end in 'P' as it did when it rolled out of Lock Haven; it was changed by the prior owners in memory of their daughter, Stefanie, a vibrant young woman who passed too soon. Using the telephone keypad system of numbers and corresponding letters, 7833B is representative of STEF B. Comanche N7833B is slowly but surely being modernized and shown the love it deserves. Bryan also owns a 1956 PA-22-150 Tri-Pacer aka The Mighty Tri-Pacer.

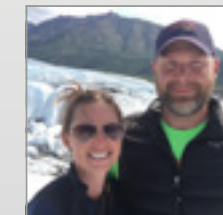
Bryan's copilot is his wife, Andi Anderson. Andi is an accomplished equestrian who competes in barrel racing events and is an on-and-off again student pilot. Bryan and Andi are both Certified Registered Nurse Anesthesiologists (CRNAs) and they own and operate Anderson Team Anesthesia and Anderson Farm. Together, they are The A-Team!

PRODUCTION FAC2RG | COMANCHE 250



TOP SPEED	FUEL CAPACITY	HORSEPOWER
160 MPH	60 GAL	250HP
RANGE	ENGINE	
550 SM	O-540	

AVC
ROOKIE



PRODUCTION

FAC3RGT

Any Factory-built aircraft with 200 – 239 HP, forced-induction, with retractable landing gear

82 | Jonathan Hudik, PA-28RT-201T

Jon Hudik is currently a First Officer at American Airlines, flying the Boeing 737 Internationally out of NYC. Previously he was a Captain at Envoy on the Embraer 145. Jon caught the aviation bug when his parents introduced him to the Piper Arrow at the age of eight, and has been into aviation ever since. He is a graduate of the University of Dubuque's Flight Program. He has worked his way up the ladder, from line tech at the FBO, CFI, regional pilot, and now at American Airlines. When not working, he can be found traveling someplace new via non-revving or in the Arrow, spending time at the family farm, and 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 gal) 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

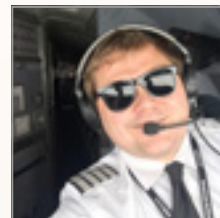
PRODUCTION FAC3RG-T | PA-28RT-201T



TOP SPEED	FUEL CAPACITY	HORSEPOWER
222 MPH	77 GAL	200 HP
RANGE	ENGINE	
1000 SM	TSIO-360FB	

over the years. P.S. If he isn't here, he's probably working cause he's not senior enough yet.

1st
2018 AVC
163.58
MPH



JONATHAN HUDIK

82

JOEL LUDWIGSON & LYNETTE APITZ

201

Race 201 is a 1978 Mooney 201 that Joel Ludwigson has owned since 1998. The panel was original when purchased, but is now glass along with a new autopilot.

Joel learned to fly in 1981, but was a casual pilot until 1991, when he jumped back in and added commercial, multi-engine, and instrument ratings. This April, he added a single engine searating. In retirement, Joel flew a Falcon 10 for a part 135 on demand charter company for a little less than a year, but the time away from home (more than half the year living in hotels and eating in restaurants) didn't work well with the retirement life. He does miss flying the jet, but not the sitting around in a hotel waiting for a trip or being awakened in the middle of the night for an ASAP trip. Joel does not "sit around" well, as his wife, Lynette, knows.

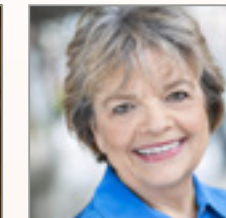
Lynette refers to the airplane as their time machine. Day trips in the Mooney would be long multi day trips in a car. Seven hours to Florida and nine to Southern California are easy one day trips to visit relatives and friends from their home in Minnesota.

PRODUCTION FAC3RG | MOONEY M20J 201



TOP SPEED	FUEL CAPACITY	HORSEPOWER
201 MPH	64 GAL	200 HP
RANGE	ENGINE	
950 SM	IO-360	

3rd
2019 AVC
175.51
MPH



DAVID & AMBER STAMSTA

17

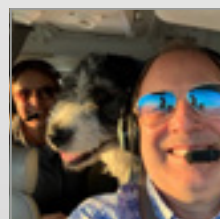
David Stamsta earned his private pilot license in September of 1999 and his instrument rating in 2017. His wife, Amber Stamsta, is currently studying for her private pilot written. They are flying a 1975 Cessna Cardinal RG they purchased in 2014. In 2020 they moved from Waunakee Airpark in Waunakee, WI to Shinning Mountains Airpark in Ennis, MT. One of their favorite things to do is load up their mountain bikes and dog to explore new destinations in the West. They are also building a Wittman Tailwind that they hope to fly someday in the AirVenture Cup.

PRODUCTION FAC3RG | CESSNA 177 RG



TOP SPEED	FUEL CAPACITY	HORSEPOWER
180 MPH	61 GAL	200HP
RANGE	ENGINE	
575 SM	IO-360	

1st
2017 AVC
149.82
MPH



PRODUCTION

FAC3RG

Any Factory-built aircraft with 200 – 239 HP, normally aspirated with retractable landing gear

17 | David & Amber Stamsta, Cessna 177RG

201 | Joel Ludwigson & Lynette Apitz, Mooney M20J

205 | Patrick Doyle & Robert Dieck, Mooney M20J

651 | Mike & Kathy Schoen PA-28R-200

PATRICK DOYLE & ROBERT DIECK

205

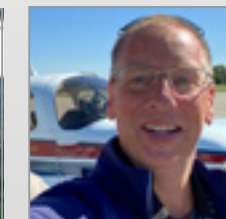
Pat Doyle, of Fond du Lac, WI, is the current caretaker of N205G, a 1987 Mooney 205 SE. When not working on his Mooney, Pat is Chief Pilot for a Fortune 200 healthcare company in Northern Illinois, and flies worldwide on the Gulfstream 550. He is ATP-rated with Gold Seal Instructor ratings for Single and Multi-Engine Land and Instrument, and has been a designated examiner, as well. This is his second AirVenture Cup race. Pat spends his extra time and money restoring a Beech T-34 Mentor that he may race in the Cup someday. Maybe. Robert "El Conquistador" Dieck, of Wausau, WI, flies with Pat again this year as a repeat 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 at the age of 19. Bob also holds his Instrument rating and has significant Mooney experience, having been a Mooney owner for many years.

PRODUCTION FAC3RG | MOONEY M20J 201



TOP SPEED	FUEL CAPACITY	HORSEPOWER
227 MPH	66.5 GAL	200 HP
RANGE	ENGINE	
850 SM	IO-360	

1st
2019 AVC
176.14
MPH



MIKE & KATHY SCHOEN

651

Mike and his wife, Kathy, are participating in their third AVC race. They enjoy meeting racers and crew from around the country. In addition to flying their plane, Mike flies a couple types of business jets for his day job. Kathy has been working behind the scenes with the race staff for the last couple of years. She's really enjoyed working with the dedicated team.

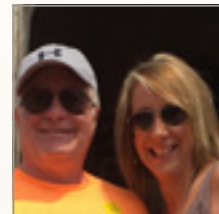
The couple is hoping to improve on their previous race times. Their aircraft is a 1976 Piper Arrow II. Mike and Kathy are racing in class FAC3RG. The class includes many airplanes that should be quicker than theirs, but they're hoping to make a good showing - or at least look good doing so.

PRODUCTION FAC3RG | PA28R-200



TOP SPEED	FUEL CAPACITY	HORSEPOWER
176 MPH	50 GAL	200HP
RANGE	ENGINE	
690 SM	IO-360-C1C	

2nd
2021 AVC
161.98
MPH



ANDY & ANDREAS BERNHARD IV

97

This is a story of three Andys: Andy3 was inspired by flying with his father, Andy2, in the 1970s in South Africa. This led to Andy3's career in aeronautical engineering, a South African PPL in 1992 and a US FAA PPL in 2017, and ultimately aircraft ownership in 2021. Andy3 is passing that gift of the love of flying on to his son, Andy4. In 2022 the father and son team, Andy3 and Andy4, return for the second year in a row to race AVC and experience Oshkosh in their Cessna 182R. Last year was a fantastic adventure, and we hope to make this a father/son tradition. Andy3 designs helicopters for Sikorsky and backseat "Co-Pilot" Andy4 (age 5) mainly draws aeroplanes and will be entering first grade. The flight to AVC in KAUW will be memorable in that Andy3 will surpass his father's lifetime 535 flight hours and Andy4 will surpass 150 hours as co-pilot. The most memorable flights in the past 12 months have been flights to view both daytime and nighttime rocket launches from the air at Cape Canaveral in FL.

PRODUCTION FAC3FX | CESSNA 182R



TOP SPEED	FUEL CAPACITY	HORSEPOWER
161 MPH	88 GAL	235 HP
RANGE	ENGINE	
600 SM	XP470	

1st
2021 AVC
152.68
MPH

ERIC & OWEN KOHLER

F9

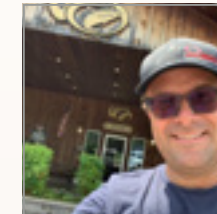
Eric Kohler and his son, Owen, have been flying to Oshkosh together for more than a decade, starting when Owen could easily walk under the wing of their 1959 Piper Comanche. Both height and aircraft have elevated (Owen is close to 6ft) and they have entered their 2000 Cirrus SR20 in the AirVenture Cup Race for the first time. This father-son duo has deep roots in aviation. As a third-generation pilot, Eric got his pilot's license at age 16 and spent most of his life as a recreational pilot. In 2016 he made a 30,000 ft. career pivot and became a commercial airline pilot. He currently works for Frontier Airlines and lives in Charlotte, NC. Owen is a 15 year-old who could fly before he could walk. This summer Owen attended his second EAA Air Academy Aviation Camp at Oshkosh and enjoys playing competitive golf when he's not busy wake surfing, or growing taller.

PRODUCTION FAC3FX | CIRRUS SR20



TOP SPEED	FUEL CAPACITY	HORSEPOWER
MPH	60 GAL	200HP
RANGE	ENGINE	
785 SM	IO-360	

AVC
ROOKIE



PRODUCTION

FAC3FX

Any Factory-built aircraft with 200 – 239 HP, normally aspirated with fixed landing gear

97 | Andy & Andreas Bernhard, Cessna 182R

F9 | Eric & Owen Kohler Cirrus SR-20

PRODUCTION FAC4RG

Any Factory-built aircraft with 180 – 199 HP, normally aspirated with retractable landing gear

662 | Steven & Collin Dieck, Mooney M20C

STEVEN & COLLIN DIECK

662

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 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. 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 12,000 hours of flight time. He is an ATP, IA and CAM. 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.

PRODUCTION FAC4RG | MOONEY M20C



TOP SPEED	FUEL CAPACITY	HORSEPOWER
170 MPH	52 GAL	180HP
RANGE	ENGINE	
650 SM	IO-360	

1st
2021 AVC
167.33
MPH



ROLAND BIBER & TIM TREADWAY

68

Pilot of Race #68, Roland Biber, has enjoyed 3.5 previous AirVenture Cup races in his 50 year-old Cessna 177B, the best looking airplane Cessna ever made. He has been flying since age 16 and holds a glider and commercial power license. He was busy as an IT consultant for 27 years, followed by 17 more in real estate. Along the way, he found time to setup Air Algoma Inc., a charter company which kept him on the flying side. He flew in the Arctic of Canada for three years and is a member of the Civil Air Search and Rescue Association CASARA as pilot. (CAP in the USA). Co-pilot Tim Treadway is a seasoned pilot from the mountains of British Columbia. As part of his exciting life, Tim was starring, together with his wife Deanna and another couple, in the TV series "Pioneer Quest" (2001, History Channel and PBS) the first "real" reality show. Their purpose was to carve out a living in the bush of Northern Canada for a year, and survive. Freezing -40 colds and floods did not deter Tim from starting another project, this time restoring a 1946 Champ 7AC to complete his boyhood dream to fly. After only 17 years of rebuilding, he is now using the float plane, to inspect his trap line and explore Northern Canada.

PRODUCTION FAC4FX | CESSNA C-177B



TOP SPEED	FUEL CAPACITY	HORSEPOWER
150 MPH	49 GAL	180HP
RANGE	ENGINE	
775 SM	IO-360	

4th
2019 AVC
132.64
MPH



SCOTT & WILLIAM SNYDER

96

This is Scott's and his father Bill's second AirVenture Cup Race. Scott grew up around aviation, working at his father's FBO in Cheyenne, WY, and gained his Private Pilot certificate on his 17th birthday. Scott served 26 years in the U.S. Navy, first as an enlisted submariner for three years, and after graduating from the U.S. Naval Academy, as a P-3 Orion pilot. Scott retired from the Navy, and is currently a First Officer for Southwest Airlines, flying the Boeing 737.

In 1967, Bill was an auto mechanic in Omaha, but he and his wife also cleaned a building at night where Cessna Aircraft had an office (magazines and "Learn to Fly" pamphlets all over). One November night, he asked his wife, "How would you like to learn to fly?". By the next evening, they'd joined a flying club at Eppley Field, NE and had an instructor. A year later, Bill received his draft notice. He got his Private Pilot certificate on July 3, and two days later enlisted in the Army. He was sent to aircraft repair training and then Vietnam maintaining L-19 Bird Dogs. After discharge, Bill got his A&P (IA), worked 8 years for an FBO, earned his MEL, CFI, and ATP ratings, and helped start Aero Ventures FBO in Cheyenne, WY. In 2009, Bill retired from the U.S. Forest Service after 19 years flying a King Air on photo and other missions. Bill and Scott are currently finishing a Long-Ez that Bill started in 1983, which they hope to race in AVC soon. N64739 was bought new in 1982 from Cessna by Bill and has trained hundreds of aspiring pilots in Cheyenne, including Scott and his brother. Now flown mainly for family fun, including the last three EAA AirVentures, it is still developing future generations of pilots by training Bill's grandkids to fly and supporting the EAA Young Eagles program.

PRODUCTION FAC4FX | CESSNA C172P



TOP SPEED	FUEL CAPACITY	HORSEPOWER
140 MPH	40 GAL	180 HP
RANGE	ENGINE	
480 SM	O-360	

3rd
2021 AVC
137.17
MPH



PRODUCTION FAC4FX

Any Factory-built aircraft with 180 – 199 HP, normally aspirated with fixed landing gear

68 | Roland Biber & Tim Treadway, C-177

86 | Howard Buck PA28-180

96 | Scott & William Snyder C-172P

605 | David Stuart & Vince Elsinger, AA-5B Tiger

HOWARD BUCK

86

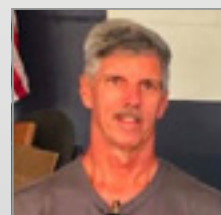
Howard has been actively flying since the late 70's. He earned his private, commercial, and instrument while serving in the Air Force as a helicopter mechanic. After the service, he was able to work at Sikorsky Aircraft until retirement. During that time, he earned his multi-engine, CFI, and private in helicopter. He considers himself very fortunate to live in a country where the average person has the freedom to pursue flying. This is Howard's first AVC Race as the pilot in command.

PRODUCTION FAC4FX | PA28-180



TOP SPEED	FUEL CAPACITY	HORSEPOWER
135 MPH	50 GAL	180HP
RANGE	ENGINE	
560 SM	IO-360	

AVC
ROOKIE



DAVID STUART & VINCE ELSINGER

605

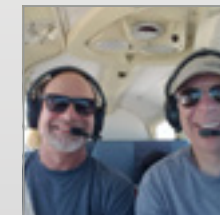
David Stuart (Pilot) is a practicing attorney and partner in the law firm of Peterson, Stuart and Klentz, Prof. LLC in Beresford, South Dakota. Dave earned his private pilot certificate in 2013. He has been involved in many forms of motor sports throughout the years, including drag racing, motocross, 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. Dave raced a 1976 Piper Warrior in 2019 and placed 1st in FAC5. Returning for the 2021 race, he competed in a newly acquired 1976 Grumman Tiger and finished 1st in FAC4FX. 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 excited to be participating again this year and look forward to the camaraderie of fellow aviators.

PRODUCTION FAC4FX | GRUMMAN AA-5B TIGER



TOP SPEED	FUEL CAPACITY	HORSEPOWER
138 MPH	48 GAL	160HP
RANGE	ENGINE	
626 SM	O-360	

1st
2021 AVC
152.28
MPH



ED COLE

500

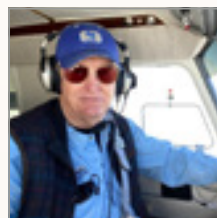
PRODUCTION TWIN1 | TWIN COMMANDER 500



TOP SPEED	FUEL CAPACITY	HORSEPOWER
215 MPH	156 GAL	290 HP
RANGE	ENGINE	
1078 SM	IO-540	

1st

2021 AVC
200.09
MPH



Ed Cole purchased his Rockwell Twin Commander 500B back in 2006, has about 2200 hours in the aircraft, and is flying in his 3rd AirVenture Cup Race this year. The Twin Commander has a fascinating and exciting history. The early prototype actually flew across the nation with only one propeller installed to demonstrate its single-engine capabilities. One model served as a "small" Air Force One for President Dwight Eisenhower, and, as aviation enthusiasts know, the famous Bob Hoover thrilled crowds for years in this same model aircraft. Ed has been flying since his graduation from the Air Force Academy in 1970, and has time in the T-33, AT-38, F-4 and F-16. After retiring from the Air Force in 1990, Ed flew Boeing jets for 19 years with UPS, mostly on international routes. Ed is looking forward to this race and the opportunity to spend time with the talented pilots who fly in the AirVenture Cup Race.

PRODUCTION

TWIN1

Any Factory-built twin-engined aircraft with 280 HP and above per engine, normally aspirated

500 | Ed Cole,
Twin Commander 500

MIKE & TRACY FARLEY

116

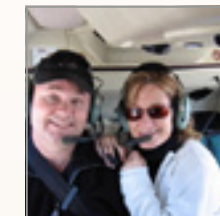
PRODUCTION TWIN3-T | DIAMOND DA42



TOP SPEED	FUEL CAPACITY	HORSEPOWER
195 MPH	76 GAL	135HP
RANGE	ENGINE	
1000 SM	CD-135	

1st

2021 AVC
171.63
MPH



Michael and Traci Farley are flying 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 airplane 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.

PRODUCTION

TWIN3-T

Any Factory-built twin-engined aircraft with 100 to 199 HP per engine, forced-induction

116 | Mike & Tracy Farley,
Diamond DA-42

PRODUCTION

TWIN2-T

Any Factory built twin-engined aircraft with 200 to 279 HP per engine, forced-induction

00 | Alan & Jack Blackburn,
PA-23-250T

ALAN & JACK BLACKBURN II

00

Alan (A.J.) Blackburn II and Jack Blackburn, a father and son race team, have been flying their 1979 Turbo Piper Aztec, nicknamed Leroy, for two years from their home base in Stuart, Florida. Improvements to their Aztec include a Robertson STOL conversion, Hartzell scimitar props, and an upgraded avionics suite. Together with Kelli and Shelby (wife/mother and daughter/sister, respectively), this family of aviation enthusiasts regularly posts videos online and has begun offering flight training scholarships through their YouTube channel, "Double Dawg Dare," with a goal of promoting general aviation and its application to family traveling adventures. A.J. is currently in the process of earning a multi-engine commercial certificate, with plans to continue to a CFI rating. Jack and Shelby both plan on pursuing their private pilot certificates in their teenage years. In his professional life, A.J. is an orthopaedic surgeon with a subspecialty in hand surgery. Jack will be starting the 7th grade in the fall of 2022. Outside of aviation and travel, the family enjoys further passions such as SCUBA diving and sailing.

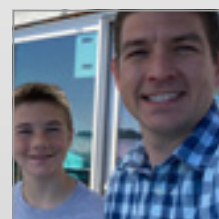
PRODUCTION TWIN2-T | PA-23-250T



TOP SPEED	FUEL CAPACITY	HORSEPOWER
250 MPH	176 GAL	500HP
RANGE	ENGINE	
1100 SM	TIO-540	

AVC

ROOKIE



JEREMY & EMILY KEYES

69

HEAVY METAL CJ | CJ-6



TOP SPEED	FUEL CAPACITY	HORSEPOWER
190 MPH	42 GAL	285 HP
RANGE	ENGINE	
430 SM	Housii HS-6A	

1st

2021 AVC
158.87
MPH



Jeremy Keyes 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!

HEAVY METAL

CJ

Includes all variants of the Nanchang CJ aircraft

69 | Jeremy & Emily Keyes

OBITUARIES

PATRICK PANZERA

Patrick Panzera was the recipient of the 2021 AirVenture Cup Innovation Excellence Award. A lifelong homebuilder, Patrick was the editor of Contact! Magazine and the author of a 4 part series of books on alternate engines for aircraft. In his career Patrick probably did more than anyone to educate EAA Members and the air racing community about powerplant technology and options, and was a key enabler for the air racing community, allowing and promoting anyone to follow their dreams to safely build and fly their own aircraft.



JIM SHANNON

Jim Shannon, was a long time volunteer with the AirVenture Cup Race in Mitchell, South Dakota. Known to the AVC family as Todd Shannon's dad, Jim was an avid supporter of the Race. Born in Wisconsin in the era of the Golden Age of air racing when Jimmy Doolittle and the Bendix trophy were household names, he was a US Navy Veteran serving two tours in Asia before being honorably discharged in 1961. He achieved his dream of becoming a pilot in 1981 and was active in EAA for the next 40 years. Jim's daughter in law Terri Shannon owns and operates the host FBO in Mitchell, SD Wright Brothers Aviation.



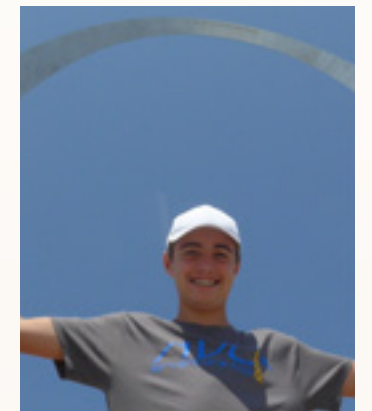
OBITUARIES

AIDYN WALSH

Aidyn Walsh, two time AVC racer, took his first ride in the Long Ez on his 8th birthday (he shared that birthdate joyfully with his grandfather, Papa). He first raced in the Air Venture Cup Race at the age of 12 in 2016 and then again in 2017, placing both years. He was an avid dirt bike rider/racer, participating in many Florida Trail Rider races every year with family and friends always there with him. He was Race 123 and always wore a Hawaiian shirt when he raced... knowing it would help him go faster (they DO listen to the old folks!!)

When COVID hit and drove high school to "at home" learning, Aidyn figured he might as well just get it done and ended up graduating from high school a year early. Saving up for college and a dream truck, Aidyn worked for his father's dredging company doing all of the odd and dirty jobs at the company yard.

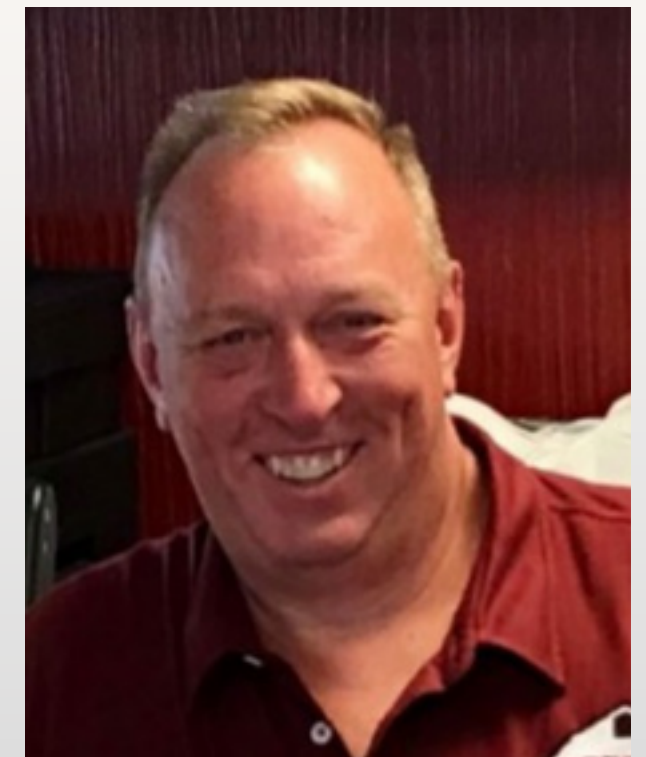
We lost Aidyn in October of 2021 in an ATV accident. He was with his girlfriend and his best friend when the accident occurred and was loving life. Aidyn was an organ donor, with 3 people receiving major organs, one of which was his heart, and countless others receiving tissues. As his mother (a former racer herself) always says, he had a smile that could light up the darkest of nights. That smile got him out of trouble now and then...he was a teenager after all. He loved anything that was fast and adventurous. Dirt bikes, airplanes, and cars. At his memorial service he had a missing man made up of 4 Experimentals along with a high power fly-by of an F22. We miss our guy. This year, his sister Bella, also 12, is racing in her first Air Venture Cup race in Race 93.



KEVIN WITZEL

Kevin Witzel was a dedicated volunteer for the Mt. Vernon Outland Airport and the AirVenture Cup during the years we raced from MVN. His can do attitude and willingness to help were a large part of the success of the MVN hosted races. His friendly nature and hospitality was a refreshing welcome when Kevin was shuttling racers between the airport and hotel or refilling coolers. Kevin passed away at home October 25th, 2021.

Kevin was a retired truck driver, and has been an aviation enthusiast for decades. He was a Private Pilot, Lighter than Air, Free Balloon (Hot Air Balloon). "Nothin But a Breeze", with Kevin at the burner, could be seen all around the state when the weather was suitable for flight. No stranger to volunteering and giving back to aviation, Kevin and his wife Jennifer also created Balloons over Mt. Vernon. The MVN airport community's notice of his passing stated, "Kevin was a big man with an even bigger heart." Anyone who got to spend a little time chatting with Kevin on a hotel shuttle run can vouch for the same.



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BRONZE

