

25
YEARS

A
V
C



AIRVENTURE CUP

CROSS COUNTRY RACE 2023

TO ALL AIRVENTURE CUP PARTICIPANTS:

To all AirVenture Cup participants:

I wish all of you the best in this year's race and welcome you to EAA AirVenture Oshkosh 2023, 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, now in its 25th year, also showcases the safety and variety of sport aviation in a fun way with fellow aviators. Special thanks go to the more than 100 volunteers who make this event possible, whether they are the volunteer organizers or those in the communities where the race begins and finishes. Those volunteers are dedicated to making your experience the best possible one for you.

The AirVenture Cup is one of the traditional kickoff events that brings aviators to Oshkosh each year. We encourage you to stay for the entire week of activities, entertainment, and fellowship as we again gather at Oshkosh to celebrate all facets of flight. AirVenture is aviation's family reunion — thanks for being a part of it.

Best regards,

A handwritten signature in black ink that reads "Jack".

JACK J. PELTON
EAA CEO/CHAIRMAN OF THE BOARD

PARTICIPANTS, VOLUNTEERS AND AIR RACE FANS:

Welcome to the 25th 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 25th 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 25th 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. All of your energy and enthusiasm have kept this event going for more than two decades. We are excited about and looking forward to a lot of efforts to keep air racing alive and are especially excited that the AirVenture Cup is going to be part of the future of cross country air racing.

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

A handwritten signature in black ink that reads "Eric R. Whyte".

ERIC WHYTE

CHAIRMAN, 2023 EAA AIRVENTURE CUP RACE

SHANE DALY & BRUCE ANNING

29

Shane Daly is the owner of Innovative Wings Inc., an aircraft builder assist shop in Calgary, Alberta, Canada, and has been building aircraft for over 23 years. Shane holds an advanced diploma in Aeronautical Engineering has been personally involved in the completion of more than 30 aircraft, and in his business even more. Shane's Co-pilot, Bruce Anning, has been in the business of repairing composite structures, specializing in rotor blades for over 35 years. 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 year's 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 PT6A-20 turboprop and loaded with the latest Garmin avionics, the project quickly took on a life of its own.

EXPERIMENTAL TURBINE

Any Experimental Category aircraft with a turbine engine, unlimited SHP (Shaft Horse Power) with fixed or retractable landing gear

29 | SHANE DALY

ANDREW FINDLAY

30X

Andrew started racing at a young age, first downhill skiing, then snowmobiles, motorcycles, and now air racing. His competitive nature drives the team to push further while working together to problem solve. His team won the Reno National Championship Air Races Sport Gold in 2018 and 2019, exceeding 402mph average race speed in the highly modified Lancair Super Legacy. He has over 2600 hours (1300 in Lancair aircraft) of flight time and has flown 60 different types of aircraft. His educational background includes a BSME, MSME, MBA, and he currently works as a Director of Engineering. He met his wife Jackie at the races and their two young boys Alex (6) and Grayson (3) love to go fast on their bikes and flying airplanes. <http://teamonemoment.com/>

EXPERIMENTAL UNLIMITED

Any Experimental Category 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

96 | JOSEPH & EILEEN CZABARANEK

EXPERIMENTAL TURBINE LANCAIR LEGACY



TOP SPEED 370 MPH
RANGE 800 SM
FUEL CAPACITY 111 GAL

ENGINE PT6A-20
HORSEPOWER 550 HP

2017 AVC | 211.46 MPH



EXPERIMENTAL UNLIMITED LANCAIR LEGACY



TOP SPEED 400 MPH
RANGE 800 SM
FUEL CAPACITY 66 GAL

ENGINE TSIO-550
HORSEPOWER 350 HP

AVC 2019 | 291.00 MPH



JOSEPH & EILEEN CZABARANEK

96

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

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

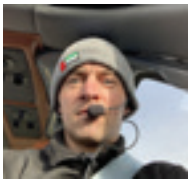
EXPERIMENTAL UNLIMITED LANCAIR IV



TOP SPEED 340 MPH
RANGE 500 SM
FUEL CAPACITY 80 GAL

ENGINE TSIO-550
HORSEPOWER 350 HP

2021 AVC | 267.70 MPH



BRYAN PATTERSON

2

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

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

EXPERIMENTAL SPORT LANCAIR LEGACY



TOP SPEED 300 MPH
RANGE 700 SM
FUEL CAPACITY 66 GAL

ENGINE IO-550
HORSEPOWER 310 HP

2021 AVC | 245.13MPH



EXPERIMENTAL SPORT

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

2 | BRYAN PATTERSON

3 X | STEVE HAMMER

6 | JOE CORAGGIO & KEVIN VERNON-HARRIS

8 | DICK KEYT & MICHELLE SONIER

12 X | MICHAEL & SUSAN LARKIN

546 | MARVIN WESSEL JR & SARAH WESSEL

STEVE HAMMER

3X

Pilot Steve Hammer served in the Air Force flying a C-130 for six years, flew for Delta Airlines for 24.5 years, and has recently retired from Air Tran after over 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 2200 hours. This is the only Lancair IV that Steve knows of that has a Continental IO-520 engine. Steve typically cruises at 210 KTAS, burning 12.5 gph, which gives him an absolute range of 1500 nm or 1500 sm with IFR reserves. Steve and his wife Anita use the plane to fly everywhere including Florida, Key West, the Bahamas, Puerto Rico, and many trips to Iowa to visit family.

EXPERIMENTAL SPORT LANCAIR IV



TOP SPEED 265 MPH
RANGE 1500 SM
FUEL CAPACITY 90 GAL

ENGINE IO-520
HORSEPOWER 300 HP

2022 AVC | 264.34 MPH



JOE CORRAGGIO & KEVIN VERNON-HARRIS

6

Race 6 is the Ramp Rat Racing Team Lancair Legacy. It was built in 2005 and is a mostly stock Legacy with a Continental IO-550. Over the last year with the help of fellow AirVenture Cup-ers Dick Keyt and Dave Anders the airplane has undergone some modifications including installing a state of the art cooling plenum, exhaust augmentation, new ram air induction, and a conversion to fully electronic fuel injection and ignition with the SDS system. With the new cooling plenum and augmenters we are able to cool and feed the engine with 19.25 square inches of total inlet. Joe has been a pilot for over 20 years. He got his start young. At the age of 12 he experienced his first Young Eagles ride, when AirVenture Cup Founders/volunteers Eric Whyte, Erik Anderson, and Ken Whyte were running an aviation day camp for kids. Since then he has become an Airline Transport Pilot, flying the Airbus 320 series for a major US airline. Joe has over 12,000 hours of flight time in 90+ different types. Joe is also a certified Sport Class air racer, flight lead, and instructor at the National Championship Air Races in

Reno, NV and will be racing there again in September. 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 is in client services for a health care revenue cycle company.

EXPERIMENTAL SPORT LANCAIR LEGACY



TOP SPEED 300 MPH
RANGE 1000 SM
FUEL CAPACITY 68 GAL

ENGINE IO-550
HORSEPOWER 315 HP

2022 AVC | 282.87 MPH



DICK KEYT & MICHELE SONIER

8

Race 8 is a 2009 Lancair Legacy RG. It will be Dick and Michele's second AirVenture Cup race in this airplane. In years past, they have flown a 1942 Ryan PT-22 in the race. 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 and serves as lead glider instructor for the Brazos River Soaring Society, a group he co-founded. He 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 AirVenture Cup race. Since then, she has achieved two jet types and flies a Cessna Citation XLS for a private charter company.

EXPERIMENTAL SPORT LANCAIR LEGACY



TOP SPEED 260 MPH
RANGE 865 SM
FUEL CAPACITY 60 GAL

ENGINE IO-550N
HORSEPOWER 310 HP

2022 AVC | 261.2 MPH



MICHAEL & SUSAN LARKIN

12X

Michael Larkin just turned 60 years of age. He is married to his wonderful wife, Sue. Mike is a Captain on the Boeing 787 for a major airline. They live in Spruce Creek, FL, the worlds largest fly-in community. Mike has been operating an aircraft consulting business for experimental aircraft since 2000, specializing in avionics, flight test, inspection, and system design. He has built or has been part of a build team on 13 experimental aircraft. The Legacy he is flying in the race was built 100% on his own starting in November 2004 and flying February 2006. He has been an aircraft mechanic and pilot since 1978. Mike has spent with the airlines, 34 years, 8 years in Army Aviation, and 3 years with Grumman Aircraft manufacturing.

EXPERIMENTAL SPORT LANCAIR LEGACY



TOP SPEED 280 MPH
RANGE 1200 SM
FUEL CAPACITY 67 GAL

ENGINE IO-550N
HORSEPOWER 370 HP

AVC ROOKIE



MARVIN WESSEL JR & SARAH WESSEL

546

This will be Sarah & Marv Wessel's 4th AirVenture Cup Race. This is the 3rd aircraft used by them to race the AVCR. They recently purchased this Glasair III from the original builder, John Knutson. They haven't made any modifications to the airplane yet, and will be racing the stock Glasair III as the "Ravagers Racing Team" since Sarah's mascot is Groot. This race will be the baseline to track how far they progress with speed mods over the next few years. They retired this year and working on the airplane will be Marv's full time job, attempting to chase the Hammer brothers around the country. Marv's co-pilot is his wife of 44 years, Sarah Wessel. Sarah is not a pilot but enjoys traveling and flying around the country in their airplane. Sarah is also his partner in retirement and closely monitors the financial aspects of Marv's aviation interests.



TOP SPEED 235 MPH
RANGE 750 SM
FUEL CAPACITY 55 GAL

ENGINE IO-540
HORSEPOWER 290 HP

AVC 2022 | 216.10 MPH



WOODY MENEAR & ROY EARLY

70

Elwood 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 he couldn't get along with! Elwood 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

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

10 | KEITH PHILLIPS & MEDFORD BRAGG

70 | WOODY MENEAR & ROY EARLY

701 | DOUG EASTMAN

EXPERIMENTAL SPORT SX SX300



TOP SPEED 315 MPH
RANGE 900 SM
FUEL CAPACITY 68 GAL

ENGINE IO-580
HORSEPOWER 350 HP

2022 AVC | 293.61 MPH



KEITH PHILLIPS & MEDFORD BRAGG

10

Race #10 is a Swearingen SX-300, 1 of 3 hombuilt aircraft constructed by its owner and pilot. Keith

Phillips purchased the kit that would become race #10 in 1985. The aircraft won the Best Workmanship Award at Sun 'N Fun and Airventure 1999, and currently has over 2,000 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 70 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 a 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 Hombuilt Aircraft Council. Besides the SX-300, he has 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 neighbor Medford Bragg, a former TWA/AA Captain and USAF Air National Guard member. Medford learned to fly as a teenager in rural Tennessee and started his airline career with TWA at the age of 21 where he flew everything from Lockheed Constellations to the Boeing 747, After his airline career he flew with Net Jets for several years just to make enough money "to get there on." Medford is a stalwart member of the "Gaggle Flight" and has owned a Harmon Rocket but now owns an SX-300 which was previously flown in the AirVenture Cup.



TOP SPEED 300 MPH
RANGE 1000 SM
FUEL CAPACITY 66 GAL

ENGINE IO-580
HORSEPOWER 315 HP

2022 AVC | 293.50 MPH



DOUG EASTMAN

701

This Sorrell Hiperbipe, flying as race #701, is flown by Doug Eastman and Lisa Gallegos, from

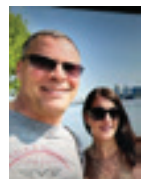
Denver, Colorado. Built in 1982, this Hiperbipe has accumulated 900 hours of flight time by its previous owners. Doug purchased the aircraft in 2008 and spent 10 years completing an extensive restoration. Doug has been flying for 35 years and has accumulated over 21,000 hours in more than 60 different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



TOP SPEED 300 MPH
RANGE 900 SM
FUEL CAPACITY 66 GAL

ENGINE IO-540
HORSEPOWER 300 HP

2021 AVC | 149.42 MPH



EXPERIMENTAL SPORT SX SX300

EXPERIMENTAL SPORT SX SX 300

BOB MILLS

49

Bob lives at Cross Country Estates airpark in Georgetown, TX, and currently flies a Gulfstream G-200 as a corporate pilot. He retired as a Southwest Airlines Captain in 2022, having flown "LUV-Jets" for 24 years. Bob is also a retired U.S. Navy Captain with 30 years of Active Duty and Reserve Military service. He was a Navy Fighter Pilot in the F-14A Tomcat, was an instructor in the TA-4J Skyhawk, and served overseas during Operation Iraqi Freedom. Bob is a Reno Air Race pilot, serves as Class President of Sport Class Air Racing, and is also a Race Instructor and Pace Pilot. He races Sport 49, his RV-Super Six, and has raced a Super Glasair III, a Thunder Mustang, a Lancair Legacy, and an L-39 at Reno. Bob is a Trustee of Formation Flying Incorporated, serves as the FFI Senior Check Pilot, and flies his Super Six in Formation Airshow performances. Bob has 46 years of flying experience, including over 23,000 hours as a Military, Air Ambulance, Corporate, and Airline Pilot, in more than 70 varied aircraft types.

EXPERIMENTAL SPORT FX

Any Experimental Category aircraft with 540/550/580 cubic inch displacement normally aspirated with Fixed Landing Gear

49 | BOB MILLS

91 | BRUCE HAMMER

EXPERIMENTAL SPORT FX SUPER 6



TOP SPEED 265 MPH
RANGE 650 SM
FUEL CAPACITY 55 GAL

ENGINE IO-540
HORSEPOWER 322 HP

2015 AVC | 245.15 MPH



JOHN ANDERSEN & 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 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.

EXPERIMENTAL ROCKET F1

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

14 | WAYNE HADATH

39 | JOHN ANDERSEN & NANCY USEDOM

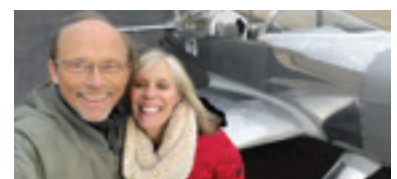
EXPERIMENTAL ROCKET F1



TOP SPEED 250 MPH
RANGE 1000 SM
FUEL CAPACITY 52 GAL

ENGINE IO-260-D4A5
HORSEPOWER 260 HP

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 he was for 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.

EXPERIMENTAL SPORT FX GLASAIR 1TD



TOP SPEED 270 MPH
RANGE 1200 SM
FUEL CAPACITY 75 GAL

ENGINE IO-540
HORSEPOWER 300 HP

2022 AVC | 269.53 MPH



WAYNE HADATH

14

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

EXPERIMENTAL ROCKET F1



TOP SPEED 245 MPH
RANGE 1200 SM
FUEL CAPACITY 52 GAL

ENGINE IO-540-D4A5
HORSEPOWER 260 HP

2018 AVC | 236.31 MPH

JIM & JAN RODRIAN

403

Jim Rodrian, with the help of his family, built this Defiant in his garage, home workshop, and hangar over a period of 25 years, completing it in February 2010. N403R won the Bronze Lindy for Plans Built Category at Oshkosh 2010. It was his first start-to-finish aircraft project. Jim learned mold-less composite construction techniques building a Long EZ fuselage and canard prior to starting his Defiant project. Deviations from the standard plans include a gull wing door rather than a full opening canopy, and down-draft cooling rather than up-draft cooling on the rear engine. Jim is president of Elsyn, Inc., an electronic design house that provides turn-key (concept to production) microcontroller-based product development services. He holds 18 US patents and numerous foreign patents because of his innovative designs. Jim's co-pilot is his wife, Jan, who has been his co-pilot and navigator since completion of Phase 1 flight testing in 2010. Jan's enthusiasm for Defiant travel includes flights to visit family, AirVenture Cup, and Defiant fly-ins, including a flight to the Bahamas.

EXPERIMENTAL SPORT MCT

A division of the Sport Class for multi engine centerline thrust aircraft.

403 | JIM & JAN RODRIAN

EXPERIMENTAL SPORT MCT RODRIAN DEFIANT



TOP SPEED 220 MPH
RANGE 1,150 SM
FUEL CAPACITY 104 GAL

ENGINE O-360-A4M
HORSEPOWER 180 HP

2016 AVC | 227.14 MPH



CRAIG & ADAM SCHULZE

777

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

EXPERIMENTAL FORMULA RG BLUE

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

28 | GREG MAHLER & DYLAN RYAN

777 | CRAIG & ADAM SCHULZE

EXPERIMENTAL FORMULA RG BLUE / LANCAIR 360



TOP SPEED 300 MPH
RANGE 1200 SM
FUEL CAPACITY 44 GAL

ENGINE 360
HORSEPOWER 230 HP

2021 AVC | 245.13 MPH



GREG MAHLER & DYLAN RYAN

28

Greg and Dylan are excited to enter their Lancair 360 for the first time in this year's Air Venture Cup. From the GR glass panels and the rest of the new avionics, new interior and racing modifications, this slick Lancair is ready for racing. They owe thanks to the A&P mechanics, the aeronautical engineers, the advisors, and the former owner for help and guidance along the way. This Lancair is a dream plane to fly. Pilot Greg Mahler (CFI CFII) has been a current pilot and flight instructor for 30 years. The Lancair 360 he currently owns and flies is his 12th purchase; it's also his second Lancair. With over 6200 total hours, he still strives to learn each time he flies. Greg has flown into OSH each year for 28 years. For 16 years, he has flown the BT-13 Warbird he owned, and for an additional 14 years, he has flown his Piper Lance or Lancair. When he thinks of the various pilot mentors in his life, one thing in common is their humble attitude about their flying abilities. He tries to emulate that about his abilities or lack thereof. Greg was a lifelong resident of Indianapolis until 2022, and now resides in Venice, FL. He has volunteered with the Greenwood, IN EAA for approximately 28 years, flying hundreds of Young Eagles over the years. He has also flown and sponsored many charity flights, mostly children for medical appointments. The Commonwealth of Kentucky awarded him the Kentucky Colonel designation for charity flights. Presently, he is a part of the Venice EAA, Chapter 1285. He did graduate studies at Purdue, West Lafayette, IN in accounting, and earned his CPA quickly. He has been Managing Partner/Owner of Mahler & Co., PC CPAs since 1974. Over the years, he has enjoyed meeting and doing tax and consulting work for many pilots, military, airline, etc., as well as many aircraft owners. Co-pilot Dylan Ryan is Greg's grandson, age 13. He loves to fly and is eager to get his pilots license as soon as possible. He is a 7th grader, at the top of his class in Riverview, (Tampa) FL. He loves soccer and is very active as a volunteer at his church.

EXPERIMENTAL FORMULA RG BLUE/ LANCAIR 360



TOP SPEED 235 MPH
RANGE 100 SM
FUEL CAPACITY 66 GAL

ENGINE IO-360
HORSEPOWER 360 HP

AVC ROOKIE

BOB JAMES & JAMES MCMURRY

24

This award-winning Lancair 320 is flown by Bob James. The airplane was built by Jim Cullison of Canby, OR in

1999. Since its completion, it won a Bronze Lindy for Champion Kit Plane at AirVenture in 1999 and Arlington in 2000. Bob and the Lancair hold two world speed records, four Sport Air Racing League class championships, and four SARL class speed records, two of which were in the AirVenture Cup in 2014 (238.04mph) and again in 2016 (241.60 mph). Bob is a commercially rated pilot with 50 years flying experience and over 1400 hours in this Lancair. He is a retired Chief Human Resources Officer for a Fortune 200 company and currently has a consulting practice focused on leadership development and executive coaching. This is Bob's sixth AirVenture Cup Race. Co-pilot Jim McMurray started his flying career in the US Air Force in 1980. He spent two years in KC-135s at Travis AFB and five as an instructor in T-37s at Reese AFB. He was hired at American Airlines in 1987 and served as an Engineer on the B-727 and the DC-10, Copilot on the B-727, B-757 and B-767 and Captain on the F-100, MD-80 and B-737. He retired from AA in Nov 2021 and is now flying part-time corporate on a Falcon-10. This will be Jim's first AVC Race and first trip to EAA AirVenture.

EXPERIMENTAL FORMULA RG RED/ LANCAIR 320



TOP SPEED 235 MPH
RANGE 800 SM
FUEL CAPACITY 42 GAL

ENGINE IO-320
HORSEPOWER 160 HP

2021 AVC | 209.64 MPH

EXPERIMENTAL FORMULA RG RED

Any Experimental Category aircraft with an engine displacement of 320 cubic inches or less, normally aspirated, with retractable landing gear.

24 | BOB JAMES AND JAMES MCMURRY

451 | BILL ROSSMANN AND WILLIAM PESSEL



BILL ROSSMANN & WILLIAM PESSEL

451

Bill Rossman I started flying at 16years old and hold a commercial/nutrient Flight Engineer and multi engine ratings.

EXPERIMENTAL FORMULA RG RED/ LANCAIR 320



TOP SPEED 235 MPH
RANGE 1000 SM
FUEL CAPACITY 47 GAL

ENGINE IO-320
HORSEPOWER 165HP

2010 AVC | 215.77 MPH



MATTHEW BUNCH & CARYN BELOBRAIDICH

498

Matt Bunch built and flew his Cozy III in 2005, then sold it for his current Cozy MKIV that he rebuilt. He added two 10" Dynon Skyviews, an autopilot, and ADS-B in and out, and numerous other accessories. JB Aircraft recently overhauled the Lycoming O-360 180 horsepower engine in May 2023 and painted the deck red with black cylinders. The Cozy has flown over 500 hours. Matt is excited to participate this year, as it will be his 4th race with AVC. He is always looking for a co-pilot. Happy flying!!!

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.

498 | MATTHEW BUNCH & CARYN BELOBRAIDICH

13X | MICHAEL & GEENE ROE

67 | KEN LAUNDRIE & RACHEL BLEIER

88 | RUSS & KRISTY MEYERRIECKS

111 | KLAUS SAVIER & JENNY TACKABURY

321 | BOB BITTNER

819 | RON NELSON & JENNIFER CETLINSKI

911 | GONZALO ARTIGAS

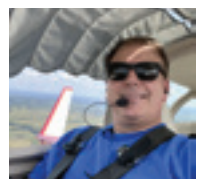
EXPERIMENTAL FORMULA FX BLUE/ COZY MKIV



TOP SPEED 200 MPH
RANGE 1000 SM
FUEL CAPACITY 50 GAL

ENGINE O-360-A4M
HORSEPOWER 180 HP

2022 AVC | 173.78



MICHAEL & GEENEE ROE

13X

Growing up in a flying family in Colorado in the 60s, Mike would fly with his dad. Fast forward to the 70s-80s, Mike served in the military as an attack helicopter mechanic. Seeing canard aircraft up close at Copperstate Fly-In 1994, the Long EZ really caught his attention, but what sealed the deal for him was the utility/useful load of the Cozy MKIV. He purchased Cozy plans in 1998. Cozy construction began in 2000. Construction started in a spare bedroom of the house, until the parts were too large for the room. His next big move was to buy a 6-car garage, and they graciously threw in a free house for his wife, Geenee. With many starts and stops over a 17-year build span, the Cozy received its airworthiness certificate in December 2017. First flight was in June 2018. 2023 will mark the fourth AirVenture Oshkosh and 1st AVC Race. The Cozy remains in primer while Mike continues with drag reduction mods. With a final paint job, he expects another 10 knots in ramp speed. :) Mike's wife Geenee flew with him over the years in several rental aircraft. After a flight in the back seat of Allen Floyd's Long EZ (BJ), she was hooked on canard aircraft. She assisted with the Cozy build, and loves flying wherever they point the Cozy. She enjoys the flying competitions, and will be assisting with flying in the AVC race.

EXPERIMENTAL FORMULA FX BLUE/ COZY MKIV



TOP SPEED 220 MPH
RANGE 1000 SM
FUEL CAPACITY 52 GAL

ENGINE IO-360
HORSEPOWER 180 HP

AVC ROOKIE



KEN LAUNDRIE & RACHEL BLEIER

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

EXPERIMENTAL FORMULA FX BLUE / COZY MARK IV



TOP SPEED 220 MPH
RANGE 1000 SM
FUEL CAPACITY 52 GAL

ENGINE IO-360
HORSEPOWER 200 HP

2021 AVC | 213.70 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.



TOP SPEED 200 MPH
RANGE 1200 SM
FUEL CAPACITY 54 GAL

ENGINE IO-360
HORSEPOWER 180 HP

2022 AVC | 200.46 MPH



KLAUS SAVIER & JENNY TACKABURY

111

This Long EZ, The "Determinator", was built by Klaus Savier of Santa Paula, CA, over a 27 year period. It has Dual Light Speed Engineering Plasma III CDI Electronic Ignition and a high pressure, timed sequential, electronic fuel injection. Klaus designs and builds his own propellers and engine components, such as high CR pistons and a billet machined accessory case, in addition to a custom oil sump and tuned intake system, which are made of carbon fiber. The Determinator is also outfitted with Klaus's canard airfoil design and main wing modifications. Klaus has built his aviation career on speed and efficiency. He holds four FAI world speed records and has won more than 40 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 260 MPH
RANGE 1800 SM
FUEL CAPACITY 44 GAL

ENGINE O-360
HORSEPOWER 225 HP

AVC 2022 | 248.98 MPH



BOB BITTNER

321

Bob Bittner found inspiration in his father's R/C flying as soon as he could look up. After a couple of decades building and flying classic competition aerobatics in R/C, the desire to climb in and fly somewhere (fast) would be met by building a Cozy MkIV, which 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 HealthCare 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 MARK IV



TOP SPEED 221 MPH
RANGE 1500 SM
FUEL CAPACITY 55 GAL

ENGINE XO-360
HORSEPOWER 180 HP

2022 AVC | 213.81 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 now has over 300 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 since 2021 and always looks forward to the next adventure. Her favorite trips so far include Saratoga, Wyoming, Oshkosh, Wisconsin, and Kanab, Utah.

EXPERIMENTAL FORMULA FX BLUE/ COZY MK IV



TOP SPEED 195 MPH
RANGE 1000 SM
FUEL CAPACITY 50 GAL

ENGINE O-360
HORSEPOWER 180 HP

2018 AVC | 181.38 MPH



GONZALO ARTIGAS

911

Jack Huston of Camp Verde, AZ finished this Glasair IIS in his home hangar over a period of 8 years, completing it in July 2010. Gonzalo purchased the plane, naming it "JD", in March 2022, with it arriving to Boston in early April 2022. This is the first time that N78JD will be in a race. Deviations from the standard plans include a Sam James plenum and wheel pants, SDS intake tubes, and one electronic ignition. Gonzalo Artigas has been running a plumbing and construction company in the Boston area since 2000.

EXPERIMENTAL FORMULA FX BLUE/ GLASAIR IIS



TOP SPEED 207 MPH
RANGE 1100 SM
FUEL CAPACITY 45 GAL

ENGINE IO-360-B1E
HORSEPOWER 180 HP

AVC ROOKIE



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

36 | JAMES HICKS

76 | STEVE & TAMMY APPLLEBAUM

83 | DAVID ADAMS

93 | RICH & LYNN LAMB

112 | JOSEPH CONLON

333 | JAMES SPRINGER

499 | DAVE CONRAD

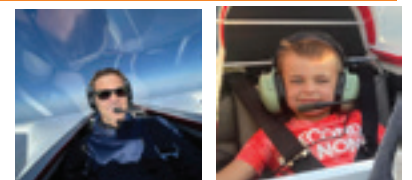
EXPERIMENTAL FORMULA FX RED/ LONG EZ



TOP SPEED 220 MPH
RANGE 1500 SM
FUEL CAPACITY 48 GAL

ENGINE O-320
HORSEPOWER 160 HP

2021 AVC | 212.56 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 day when it will be their turn!

JAMES HICKS

36

Jamie Hicks from Cincinnati Ohio. Been flying since I was 17 after growing up in aviation. First airplane purchase was a Rutan Varienze in 2014 that I later refurbished from the ground up. Flew the Varienze in a couple AVC Races. This year I am flying my Long Ez that I saved from a hangar in 2017. The Long Ez isn't pretty but it too has been rebuilt and is showing a lot of Race potential. I also own a Cozy MkIV that is the family hauler. When I'm not flying the Long EZ or Cozy, I'm either working as an Airline Pilot or home with my 1 year old son Skyler. He has already taken a liking to airplanes. I am looking forward to seeing what the Long Ez will do in the race this year. Other hobbies include giant scale radio controlled aerobatics with airplanes that are 10 ft, 40lbs and have 150-200cc gas engines. Looking forward to seeing old friends and making new ones.

EXPERIMENTAL FORMULA FX RED/ LONG EZ



TOP SPEED 215 MPH
RANGE 1000 SM
FUEL CAPACITY 52 GAL

ENGINE O-320
HORSEPOWER 160 HP

2019 AVC | 166.49 MPH



STEVE & TAMMY APPLLEBAUM

76

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

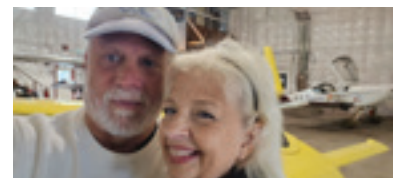
EXPERIMENTAL FORMULA FX RED/ COZY MKIII



TOP SPEED 180 MPH
RANGE 1000 SM
FUEL CAPACITY 50 GAL

ENGINE O-320
HORSEPOWER 150 HP

2022 AVC | 204.90 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 over 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 225 MPH
RANGE 1500 SM
FUEL CAPACITY 54 GAL

ENGINE IO-320
HORSEPOWER 180 HP

2022 AVC | 225.90 MPH

RICH & LYNN LAMB

93

Rich Lamb and Tim Trainer built and first flew the Long EZ in 1996, took it to Oshkosh in 1997, and started racing in 2003 at the 100th Anniversary of flight race from Kitty Hawk. Race 93 has never missed an AVC race since then, even sneaking into first place a few times. This year, Rich's co-pilot will be his wife, Lynn, a multi-year race veteran, making her one of 8 different Race 93 co-pilots and the 5th family member. Previous family member co-pilots have included his daughter, Heather, grandson, Aidyn, granddaughter, Bella, and two wives (not at the same time), Gayle and Lynn (pretty sure he's in first place in that category). Lynn will have the challenging task of keeping them on the "Direct To" course line (Eric suggests that's the best plan... they'll give that a try this year). Last year Rich was stunned and honored to receive The Lee Behel Excellence in Air Racing Award. The race team will be easy to recognize in their speed-enhancing Hawaiian shirts.

EXPERIMENTAL FORMULA FX RED/ LONG EZ



TOP SPEED 227 MPH
RANGE 1200 SM
FUEL CAPACITY 52 GAL

ENGINE O-320
HORSEPOWER 160 HP

2022 AVC | 210.59 MPH



JOSEPH CONLON

112

Joe first experienced the Airventure Cup in the early 2000s as a four-time backseater in Long EZ 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 will be his second competing in Long EZ Race 112. Joe holds a commercial certificate with SEL, MEL, Helicopter, and Instrument ratings. He has been flying since 1996 and has accumulated just over 1000 hours. He is an Aerospace Engineer with 41 years at Sikorsky Aircraft's Development Flight Center, testing the world's finest helicopters. Joe has been married to his wife, Carol, for 38 years. They have four children and two grandchildren.

EXPERIMENTAL FORMULA FX RED/ LONG EZ



TOP SPEED 200 MPH
RANGE 1100 SM
FUEL CAPACITY 50 GAL

ENGINE IO-320
HORSEPOWER 160 HP

2022 AVC | 209.99 MPH



JAMES SPRINGER

333

Jim is an ex-Navy pilot and a second-time AirVenture Cup participant. He's racing an O-320 powered Long EZ 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 200 MPH
RANGE 1200 SM
FUEL CAPACITY 44 GAL

ENGINE O-320
HORSEPOWER 160 HP

2021 AVC | 193.18 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.



TOP SPEED 200+ MPH
RANGE 300 SM
FUEL CAPACITY 32 GAL

ENGINE O-320-E2D
HORSEPOWER 150 HP

2022 AVC | 181.11 MPH



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 years 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 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

316 | PATRICK BARTOSAV-
AGE

45 | STEVE & MEGHAN
MELLOTT

54 | MIKE PHILLIPS

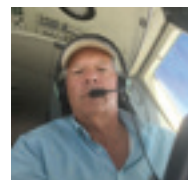
EXPERIMENTAL RV BLUE/ RV7A



TOP SPEED 200 MPH
RANGE 500 SM
FUEL CAPACITY 42 GAL

ENGINE O-360-A1A
HORSEPOWER 180 HP

2022 AVC | 185.38 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 him and his wife (who is also a pilot) over 500,000 miles. Since its completion, it has won the following awards: Kit Built Champion Oshkosh 1991, Reserve Grand Champion Oshkosh 1992, and the Wright Brothers Award, Dayton, OH, in 1993. It also set and still holds the world's record in the Triaviathon in Santa Rosa in 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 in Maine, and every place in between. It's an amazing time capsule.

EXPERIMENTAL RV GOLD

Open to any Van's RV-series aircraft powered by a normally aspirated engine with 361 or greater cubic inch displacement, or having significant airframe structural modifications

4 | DAVE & DIANE ANDERS

EXPERIMENTAL RV GOLD/ RV4



TOP SPEED 245 MPH
RANGE 900 SM
FUEL CAPACITY 32 GAL

ENGINE IO-360
HORSEPOWER 200 HP

2022 AVC | 239.00 MPH



PATRICK BARTOSAVAGE

316

Patrick Bartosavage flies and maintains the RV-6A that he will be competing in this year. N957DH is based at Stearman Field (1K1) in Benton, Kansas and belongs to a flight club known locally as the Flying Pigs. The club is made up of all types of aviators ranging from experienced airline pilots and decorated combat aviators to your typical fair-weather weekend flyer. When Patrick is not using the RV-6A for sport flying, he is either flying the club's RV-8A or keeping one of the numerous other aircraft that the club operates in working condition. When Patrick is not flying for fun, he is flying as a Boom Operator on the KC-46A Pegasus in-flight refueler as a crewmember with the greatest part-time job on the planet. Eventually, he has to go to a real job in order to support his expensive taste. He works as a Technical Services Manager at Textron Aviation in the Heavy Structures Department in Wichita, Kansas and manages a team of highly skilled technicians that repair both small and medium sized business jets.

EXPERIMENTAL RV BLUE / RV 6A



TOP SPEED 210 MPH
RANGE 720 SM
FUEL CAPACITY 38 GAL

ENGINE O-360-A1D
HORSEPOWER 180 HP

AVC ROOKIE

STEVE & MEGHAN 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 daughter, for the race.



TOP SPEED 213 MPH
RANGE 540 SM
FUEL CAPACITY 32 GAL

ENGINE O-360
HORSEPOWER 180 HP

2022 AVC | 200.59 MPH



MIKE PHILLIPS

54

N69WL RV-4 was constructed in Oregon near the Vans factory. It was signed off by DAR George Littlefield on June 13, 1986 in Oregon. The current owner in New Mexico visited Spruce Creek Fly-in (Florida) to show Mike N69WL's logs and view their airplane for a possible swap. That fateful day, Mike had just finished working with a DAR to get a "C" registered airplane changed to "N." That DAR was George Littlefield, who now lives in Florida. Amused about the bizarre coincident, he called George and asked him if he remembered signing off a Vans RV in 1986 on the west coast and its red. Oddly, his excitement was far less than mine. That was our introduction to Whisky Lima. There's an expression called "might as well." Thereupon we pulled the engine, panel, changed the firewall, changed empennage to a RV-8. Re-wired the whole airframe. And after too many years of might as well fix this / that, Whisky Lima flies again. It could not have been done without Keith Phillips, Jim Chase, and Pete Million to get this project flying. "Thank you" feels insufficient to express the depth of Mike's appreciation and their support. Whisky Lima represents Mike's 6th aircraft and 9th AVC race. There are a ton of RVs out there according to Littlefield. So, here is another example of Vans incredible flying machine. The fact

that there's 1367 RV-4's flying, Mike's is but a blur as it crosses the finish line. As a third generation Private and Glider pilot along with extensive experience as an A&P, accumulating over 2000 hrs. across 65 different types, he is confident Whisky Lima will find its place among the picturesque landscapes of the Wisconsin countryside.

EXPERIMENTAL RV BLUE / RV 4



TOP SPEED 175 MPH
RANGE 500 SM
FUEL CAPACITY 54 GAL

ENGINE IO-360
HORSEPOWER 180 HP

2017 AVC | 119.3 MPH (Xiamango)



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 RV BLUE / RV 4



TOP SPEED 231 MPH
RANGE 400 SM
FUEL CAPACITY 32 GAL

ENGINE IO-360
HORSEPOWER 180 HP

2022 AVC | 232.95



TIMOTHY PHILLIPS

48

Tim Phillips is a multi AVC race veteran, having raced with his father, Keith, in race #10 for many years and his brother Mike, in race #54 an RV4. Tim is racing his RV-4, race #48 this year. This aircraft was built by fellow EAA member Don Mcumber from Grass Lake, MI, which is just a few miles down the road from where Tim's father, Keith, grew up and learned to fly.

Tim holds his Private Pilot single engine land rating. He has been flying for over 30 years and has flown many types of aircraft. He, his father, and his brother are proud lifetime EAA members.

Tim is an Instructor Loadmaster for Flight Safety, teaching USAF/Foreign students how to be loadmasters on the C-17A Globemaster at Altus AFB, OK. He is a retired MSgt from the USAF and has logged over 5000 flying hours as a C-5/C-17A Loadmaster.

EXPERIMENTAL RV RED / RV 4



TOP SPEED 175 MPH
RANGE 600 SM
FUEL CAPACITY 32 GAL

ENGINE O-320
HORSEPOWER 160 HP

AVC ROOKIE

EXPERIMENTAL RV RED

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

48 | TIMOTHY PHILLIPS



RICK EMERIAN & JIMMY SHAMP

33

N576RD is a slow-built Vans RV-10, 4 place, single engine, constant speed propeller with a gross weight of 2,700 pounds amateur-built kit aircraft. Its first flight was in February 2009 after a four and a half year build time. It has 1,520 hours on the airframe and 480 hours on a Lycoming IO-540, six cylinder, 260 hp, with a regular magneto and an electronic ignition system. The engine was rebuilt by Lycon Engines in Visalia, CA. Two 30-gallon fuel tanks with a 10.5 gallon-per-hour and a steady 160 kt cruising speed. It has a 5 hour and 900 nautical mile range. N576RD has been to AirVenture nine times from its base airport in Madera, CA (KMAE) and this will be the third time in the AirVenture Cup Race. Rick, the plane's owner/builder is a 72 year old father of three who has five grandchildren. He has been married for 47 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 6,250 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



TOP SPEED 210 MPH
RANGE 600 SM
FUEL CAPACITY 60 GAL

ENGINE IO-540
HORSEPOWER 260 HP

2022 AVC | 192.00 MPH

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 thousand hours total time. Jim is in the process of becoming a certified DPE (Designated Pilot Examiner) by his old employer the FAA for private, commercial, and instrument check rides in the central valley of California. Rick and N576RD have been in the Hayward Air Rally out of Hayward CA eight times including his first air rally to AirVenture in 2014. This year is Jim's third year in the Cup Race and is the flight instructor who soloed Rick back in 1967 when he was 16 years old.



ROBERT CROOKS & BRUCE WITMER

41

Bob is a retired Critical Care physician who has been flying since high school, initially in an Aeronca 7AC Champ. He is a commercial and instrument rated pilot with about 3500 hours flight time in multiple aircraft types. In 2012 he started building an RV10 in his garage as a retirement project and completed it in 2017. This is the second Airventure Cup for this aircraft and crew. Bruce Witmer is a retired Orthopedic Surgeon, as well as a former Senior Medical Examiner for the FAA. He soloed at age 16 and subsequently received multiengine, instrument, and commercial pilot ratings. He has also received the FAA Master Pilot Award for 50 years of safe flying. He has partnered several aircraft including Cessna Cardinal, Baron 55, Turbo Arrow, and many years now as single owner of a Cessna T210. He is co-piloting for his previous partner in the T210 who completed the wonderfully built RV-10 used in the race.



TOP SPEED 200 MPH
RANGE 1100 SM
FUEL CAPACITY 75 GAL

ENGINE IO-540
HORSEPOWER 260 HP

2022 AVC | 191.72 MPH

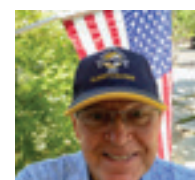
EXPERIMENTAL RV 10

EXPERIMENTAL RV 10

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

33 | RICK EMERIAN & JIMMY SHAMP

41 | ROBERT CROOKS & BRUCE WITMER



SAM HOSKINS

22

This is Sam's 15th year competing in the AirVenture Cup race and the 27th time he has flown his little Quickie to the Oshkosh convention. Having built the Q-200 over a 5-year period, Sam and his homebuilt have now accumulated more than 2100 hours of flight time. The Q-200 is powered by a highly modified Continental O-200A, turning a Catto composite propeller. The airplane was built according to the plans, but has been constantly modified over the years and few parts remain of the original build. In hopes of gaining an extra knot or two, Sam completely revamped the wheel pants, replaced both wings, modified the engine cooling, and installed high compression pistons, electronic ignition, and electronic fuel injection. Inspired by his father, who served in WWII as a Navy pilot and navigator on PBYS, Sam joined the Civil Air Patrol during the 1960s as a teenager. He started skydiving at age 21 and soon was performing at air shows, including doing the flag jump for the USA Bicentennial EAA Oshkosh 1976. As a skydiver with over 2,000 jumps, Sam participated in national championship

skydiving competitions and was a participant in two World Record free-fall formations. He also was a longtime volunteer for the now-retired Rich's Incredible Pyro team, helping set up the huge fireballs you have enjoyed here at AirVenture. Sam also hosted the SARL sanctioned Big Muddy Air Race, held Southern Illinois.

EXPERIMENTAL SPRINT

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

22 | SAM HOSKINS

EXPERIMENTAL SPRINT / QUICKIE Q200



TOP SPEED 211 MPH
RANGE 800 SM
FUEL CAPACITY 32 GAL

ENGINE O-200
HORSEPOWER 100 HP

2017 AVC | 202.28 MPH



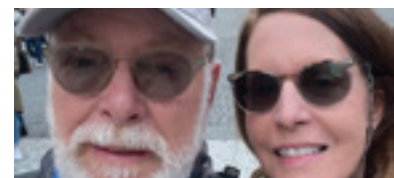
EXPERIMENTAL SPRINT-T / VL-3



TOP SPEED 230 MPH
RANGE 700 SM
FUEL CAPACITY 37 GAL

ENGINE ROTAX 915 IS
HORSEPOWER 135 HP

AVC ROOKIE



DAVID PAULY

100

Dave Pauly has been a pilot for 46 years and is also a glider pilot. He has owned four planes, and the last two were experimental. The plane flying in the race is a JMB Aircraft VL-3 915. This plane was the first of many imported from the Czech Republic. This aircraft was featured on the cover of AOPA Pilot magazine in January 2022. This will be Dave's first AVC race.

EXPERIMENTAL SPRINT - T

Any Experimental Category aircraft with an engine displacement of 240 cubic inches or less, forced-induction.

100 | DAVID PAULY

279 | OLIVIER RONVEAUX

OLIVIER RONVEAUX

279

EXPERIMENTAL SPRINT-T/VL3



TOP SPEED 230 MPH
RANGE 900 SM
FUEL CAPACITY 37 GAL

ENGINE ROTAX 915 IS
HORSEPOWER 142 MPH

AVC ROOKIE

SERRHEL & PATTY ADAMS

619

Serrhel Adams obtained his private certificate on February 29, 1988. His co-pilot & wife, Patty Adams, is a non-pilot. While not a pilot, Patty is always attentive and helpful in the cockpit. Serrhel and Patty live in Fayetteville, Arkansas, but are both from Southern Louisiana. Serrhel attended his first Airventure in 2002. He did not have the opportunity for a second visit until 2022, which was Patty's first visit. While exploring Airventure 2022, Serrhel discovered the AVC display area. Everyone with AVC was so excited and inviting, it was hard not to want to participate in their first race. They will be flying N619SM, their 2023 Cirrus SR22T. This is their third Cirrus over the past 13 years. They are not sure what kind of racer she will be, but she is great for traveling throughout the country. Serrhel and Patty also enjoy backcountry flying in Arkansas and elsewhere in their CubCrafters X-Cub. Serrhel is a Retina Specialist, providing care in Northwest Arkansas for the past 15 years. Patty is a Certified Ophthalmic Photographer, and she has worked in health care for the past 35 years. They are also the proprietors of Undiscovered Cellars, makers of Napa Valley Wines. Their current selection of wines include Undiscovered Cabernet Sauvignon, Untravelled Chardonnay, Undreamt Bordeaux Blend, and Unbreakable Super Tuscan blend. They are both excited to participate in their first AirVenture Cup.

PRODUCTION FAC1FX-T / CIRRUS SR22T



TOP SPEED 245 MPH
RANGE 901 SM
FUEL CAPACITY 92 GAL

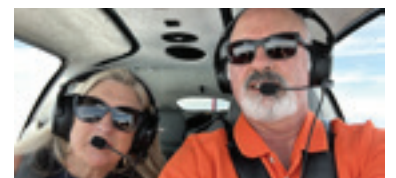
ENGINE TSIO-550-K turbo
HORSEPOWER 315 HP

AVC ROOKIE

PRODUCTION FAC 1FX-T

Any Factory-built aircraft with 280 HP and above, forced-induction, with fixed landing gear

619 | SERRHEL ADAMS



COLLEEN WEBER & MITCHELL WILD

20

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

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

PRODUCTION FAC 1 RG

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

20 | COLLEEN WEBER AND MITCHELL WILD

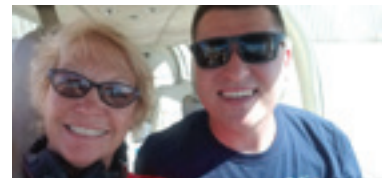
PRODUCTION FAC1RG/ DEBONAIR



TOP SPEED 165 MPH
RANGE 600 SM
FUEL CAPACITY 100 GAL

ENGINE IO-520
HORSEPOWER 285 HP

2022 AVC | 187.49 MPH



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. They still planning on flying adventures in the next few years. Their first AirVenture Cup Race was a great experience. This year, they plan on taking more pictures as well. Both are looking forward to a great time this year as well. The plane is waxed and polished for the AirVenture Cup. This plane was purchased in 2019, and moved from Crystal Airport (where it has been hangared for 52 years) to Fleming Airport.

PRODUCTION FAC 1 FX

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

26 | PETER & DEBORAH MOLINARO

84 | ALLEN FLOYD & LAURA NOEL

PRODUCTION FAC1FX / CESSNA U206B



TOP SPEED 163 MPH
RANGE 950 SM
FUEL CAPACITY 82 GAL

ENGINE IO-550
HORSEPOWER 300 HP

2022 AVC | 155.07 MPH



ALLEN FLOYD & LAURA NOEL

84

Allen Floyd began his flying adventure at age 14. He has flown too many different aircraft types to count. This year he is pilot in command of the Cessna 185 he owns with his co-pilot, Laura Noel. 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. Allen is currently building a Berkut. He's an avid general aviation pilot, and A&P, and a B-737 Captain at a major airline. This will be Allen's 4th AVC, He raced a Berkut in 2018, a Long Ez in 2021, and co-pilot in the C-185 SkyWagon in 2022. Laura is a major airline Captain flying a B-737, also an enthusiastic general aviation pilot with a love of taildraggers. This year will be her 4th year in the AVC, but first year as a co-pilot. Laura and Allen live in northern Colorado.

PRODUCTION FAC 1 FX / CESSNA 185F



TOP SPEED 140 MPH
RANGE 685 SM
FUEL CAPACITY 80 GAL

ENGINE IO-520 D
HORSEPOWER 285 HP

2022 AVC | 150.78 MPH



MICHAEL DOBLE

369

Mike Doble hails from Waukesha, Wisconsin, and flies a M35 Bonanza with stock IO-470C engine. The 2023 is Mike's first time in an air race of any sort. Mike's day job is running two brewery restaurants in the Milwaukee area.

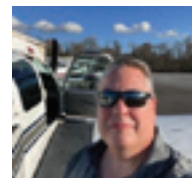
PRODUCTION FAC 2 RG / BONANZA M35



TOP SPEED 170 MPH
RANGE 720 SM
FUEL CAPACITY 63 GAL

ENGINE IO-470 C
HORSEPOWER 250 HP

AVC ROOKIE



JOHN CONROY

15

John Conroy acquired this 1958 J-35 Bonanza in 2018. Since then, he has accomplished some panel upgrades and an engine overhaul/conversion (to an IO-470N). This is John's first airplane and he is looking forward to doing some traveling in N615Q with all the new goodies. He started flying in 1984 and attained his Commercial/Instrument while in college, then flew T-43s (modified 737-200) with the Colorado Air National Guard for 6 years. He is a Captain for Frontier Airlines and lives near Denver, CO.

PRODUCTION FAC 2 RG

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

15 | JOHN CONROY

16 | D. MICHAEL BERGEN JR

88M | JUSTIN ANDERSON & JOSHUA PAPPAS

250 | DANIEL HAUMESSER

369 | MICHAEL DOBLE

PRODUCTION FAC 2 RG / BEECHCRAFT J35 BONANZA



TOP SPEED 170 MPH
RANGE 700 SM
FUEL CAPACITY 90 GAL

ENGINE IO-470N
HORSEPOWER 260 HP

AVC ROOKIE



D. MICHAEL BERGEN JR

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. We teamed with reputable companies and developed a prepreg glass vinyl ester that cures with ultraviolet light. We also developed a carbon epoxy prepreg that doesn't require refrigerated storage and cures at 100C in one hour. These prepregs also required the development of battery powered

processing equipment to support the repair scenario in the field. Mike has flown a 1960 Beech Bonanza for 11 years and has a total of 560 hours in 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.

PRODUCTION FAC 2 RG/ BONANZA M35



TOP SPEED 190 MPH
RANGE 750 SM
FUEL CAPACITY 103 GAL

ENGINE IO-470C
HORSEPOWER 250 HP

2022 AVC | 184.43 MPH



JUSTIN ANDERSON & JOSHUA PAPPAS

88M

Justin's journey in aviation has been nothing short of remarkable. Ever since obtaining his private pilot's license at the relatively low threshold of 40.2 hours, he has soared to great heights in his aviation career. The Bonanza, a versatile and beloved aircraft, has been his constant companion throughout this remarkable journey. With the private pilot's license firmly in his grasp, Justin wasted no time in furthering his aviation knowledge and skills. He embarked on the path of becoming a Certified Flight Instructor (CFI) and a Certified Flight Instructor-Instrument (CFI-I) within 3 years.



TOP SPEED 185 MPH
RANGE 825 SM
FUEL CAPACITY 80 GAL

ENGINE IO-470-N
HORSEPOWER 260 HP

AVC ROOKIE

DANIEL HAUMESSER

250

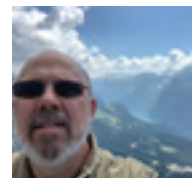
Daniel Hausmesser purchased his Comanche 12 years ago and they've both been a work in progress. Recently, he completed a 2.5+ year restoration. This is the first time flying Air Venture Cup Race and also flying to Oshkosh.



TOP SPEED 184 MPH
RANGE 700 SM
FUEL CAPACITY 60 GAL

ENGINE O-540
HORSEPOWER 250 HP

AVC ROOKIE



JONATHAN HUDIK

82

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

PRODUCTION FAC 3 RG-T

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

82 | JONATHAN HUDIK

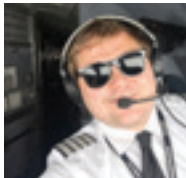
PRODUCTION FAC3 RG-T/ PIPER ARROW



TOP SPEED 222 MPH
RANGE 950 SM
FUEL CAPACITY 72 GAL

ENGINE TSIO-360
HORSEPOWER 200 HP

2021 AVC | 164.26 MPH



PRODUCTION FAC 3 RG / CESSNA 177RG

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 FAC 3 RG

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

17 | DAVID & AMBER STAMSTA

18 | ANDREW CARLSON

85 | BENJAMIN & HANNAH MITCHELL

74 | JAKOB & ERIN SILKER

201 | JOEL LUDWIGSON & LYNNETTE APITZ

205 | PATRICK DOYLE & ROBERT DIECK

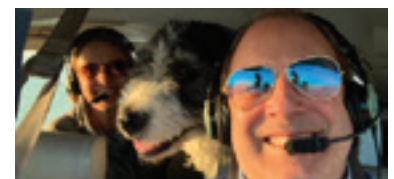
651 | MIKE & KATHY SCHOEN



TOP SPEED 180 MPH
RANGE 600 SM
FUEL CAPACITY 60 GAL

ENGINE IO-360
HORSEPOWER 200 HP

2022 AVC | 165.21 MPH



ANDREW CARLSON

18

Andrew started flying late in life at age 44. However, his first flight was with his dad when he was 18 months old, in a stroller strapped into the baggage area of a Cessna 150. He has been airplane-crazy his entire life. Now, having nearly 1200 hours of flying, he has done many things. The AVC Race is one more on his bucket list. Andrew has earned his spin instructor and tailwheel endorsements. He has taken an emergency maneuver training course and written and flown his own aerobatic sequence. He earned his commercial



TOP SPEED 178 MPH
RANGE 800 SM
FUEL CAPACITY 64 GAL

ENGINE IO-360
HORSEPOWER 200 HP

AVC ROOKIE



BENJAMIN & HANNAH MITCHELL

85

Ben is joining the Airventure Cup Race this year with his oldest daughter Hannah. This is Ben's third year racing and Hannah's first in hopefully a long series of races. They are flying a mostly stock 1968 Mooney 20F this year and hopefully a faster plane next year!

PRODUCTION FAC 3 RG/ MOONEY 20F



TOP SPEED 220MPH
RANGE 700 SM
FUEL CAPACITY 64 GAL

ENGINE IO-360
HORSEPOWER 200HP

2017 AVC | 185.82 (LONG EZ)



JAKOB & ERIN SILKER

74

Jake Silker's 1974 Piper Arrow is based at 06C, where he serves as a director for the EAA Chapter 153 (Schaumburg, IL). He also pilots floor buffers, scrubbers, and other janitorial machinery as the COO of Windy City Cleaning Services. He was introduced to aviation in a J-3 Cub with his grandfather, camping in the summer at Oshkosh. (Favorite memories include Concorde, Voyager, SR-71, Stealth Fighter, B-1 Bomber, and Constellation.)

Jake's co-pilot is his wife Erin. Erin's family helped to develop the Big South Fork Airpark, a serene and vibrant 400 acre luxury fly-in community and equestrian center 50 miles north of Knoxville, Tennessee, nestled next to the 125,000 acre Big South Fork National Park. She is the founder of Short Stacks Cleaning, a residential cleaning business in Chicago and the Northwest Suburbs.

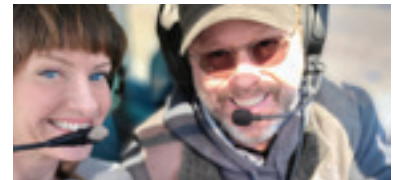
PRODUCTION FAC 3 RG / PIPER ARROW II



TOP SPEED 165 MPH
RANGE 500 SM
FUEL CAPACITY 40 GAL

ENGINE IO-360
HORSEPOWER 200 HP

AVC ROOKIE



JOEL LUDWIGSON & LYNNETTE APITZ

201

Race 201 is a 1978 Mooney 201 that Joel has owned since 1998. The panel and interior were original when purchased but it now has a new interior along with a new glass panel and 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. In April 2022, he added a single engine sea rating.

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) didn't work well with his lifestyle. While he does miss flying the jet, he doesn't miss the sitting around waiting for a trip, or being awakened in the middle of the night for an ASAP trip. Joel does not "sit around" well, right dear? Joel's wife, Lynnette, refers to the Mooney 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 our home in Minnesota. Now they just need to figure out how to afford an amphibian too! Everyone needs a spare airplane, right?

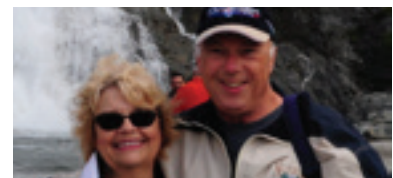
PRODUCTION FAC 3 RG / MOONEY M20J



TOP SPEED 201 MPH
RANGE 1070 SM
FUEL CAPACITY 64 GAL

ENGINE IO-360
HORSEPOWER 200 HP

2022 AVC | 178.40 MPH



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.



TOP SPEED 205 MPH
RANGE 700 SM
FUEL CAPACITY 60 GAL

ENGINE IO-360
HORSEPOWER 200 HP

2022 AVC | 170.69 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!



TOP SPEED 170 MPH
RANGE 500 SM
FUEL CAPACITY 48 GAL

ENGINE IO-360-C1C
HORSEPOWER 200 HP

2022 AVC | 160.92 MPH



PRODUCTION FAC 3 RG / MOONEY M20J

PRODUCTION FAC 3 RG / PIPER P28R-200

MIKE & TYLER UNERTL

58

Mike earned his private pilot certificate in 2010. He had always wanted to fly, but it took his son's interest in aviation and his wife's support

before he learned to fly at 44 years old. He bought his Cessna 182 in 2010 so he could fly with his wife and two sons. He is an EAA chapter 640 member and has helped with the AVC race in past years. He's excited to participate this year with his son Tyler, who is a graduate of U.W.M. Mankato's aviation program.

PRODUCTION FAC 3 FX

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

58 | MIKE & TYLER UNERTL

97 | ANDY III & ANDY IV BERNHARD

43 | ERIC TRIGG

PRODUCTION FAC 3 FX / CESSNA 182M



TOP SPEED 170 MPH
RANGE 900 SM
FUEL CAPACITY 84 GAL

ENGINE O-470
HORSEPOWER 230 HP

AVC ROOKIE



ANDY III & ANDY IV BERNHARD

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 they 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.

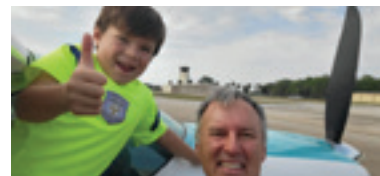
PRODUCTION FAC 3 FX / CESSNA 182R



TOP SPEED 160 MPH
RANGE 600 SM
FUEL CAPACITY 88 GAL

ENGINE Northpoint XP470
HORSEPOWER 235HP

2022 AVC | 157.19 MPH



ERIC TRIGG

43

Eric soloed at 16 yrs old and obtained his private license at 17 yrs old in 1974. In college he continued on with his commercial pilots certificate while in engineering school in Colorado.

His first flying job was towing sailplanes during summer break. The next summer he got a job flying a Cessna 185 for a helicopter company in Fort Collins. He bought a Citabria once graduated from college and put close to 1000 hrs on that airplane. He flew for Sun West Airlines, Mesa Airlines, and retired from Southwest Airlines. Eric lives on an airpark in Colorado and owns a 1978 Cessna 180K since 2000. With over 25,000hrs flying time and over 3500 hrs of tailwheel time Eric still loves flying, especially it tailwheel airplanes.



TOP SPEED 160 MPH
RANGE 600 SM
FUEL CAPACITY 75 GAL

ENGINE O-470
HORSEPOWER 230 HP

AVC ROOKIE

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 FAC 4 RG/ MOONEY M20C



TOP SPEED 170 MPH
RANGE 680 SM
FUEL CAPACITY 52 GAL

ENGINE O-360
HORSEPOWER 180 HP

2022 AVC | 169.71 MPH

PRODUCTION FAC 4 RG

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

662 | STEVEN DIECK



ALEXANDER LOWE

38

PRODUCTION FAC 4 FX

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

38 | ALEXANDER LOWE

53 | DENNIS SEITZ & BRADLEY LEWITZKE

96 | WILLIAM & MICHAEL SNYDER

605 | DAVID STUART & VINCENT ELSINGER

TOP SPEED 170 MPH

RANGE 554 SM

FUEL CAPACITY 51 GAL

ENGINE O-360

HORSEPOWER 180HP

AVC ROOKIE

DENNIS SEITZ & BRADLEY LEWITZKE

53

Dennis is a Mechanical Engineer, Business Development Manager, EAA Chapter 640 President and Learn Build Fly Volunteer. Dennis is married to his lovely wife of twenty-six years with two dogs and a step son. He is a Wisconsin native but has lived in Alberta Canada, Minnesota, Arizona and Colorado. Enjoys outdoor activities fishing, hunting, hiking, biking and camping. Dennis has been a GA pilot for six years with 500 plus hrs.

Brad is a native of the Wausau Area. As a professional pilot and business owner with over 10,000 hrs he is type rated in many aircraft to include SEL, SES, ME, Turbine, Rotorcraft, Commercial Glider, etc. Brad holds Commercial, ASEL, AMEL, Instructor and ATC tickets. He is an avid outdoors enthusiast with a passion for biking and history of motorcycle racing. He and his son pilot his companions a TBM 850 for business all across the US.



TOP SPEED 140 MPH

RANGE 350 SM

FUEL CAPACITY 43 GAL

ENGINE O-360

HORSEPOWER 180 HP

AVC ROOKIE

PRODUCTION FAC 4 FX/
GRUMMAN AA5B

PRODUCTION FAC 4 FX/
CESSNA 172M

WILLIAM & MICHAEL SNYDER

96

This is Bill's and his son Scott's third AirVenture Cup Race. 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 to 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. Scott grew up around aviation, working at his father's FBO in Cheyenne, WY. He 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 then as a P-3 Orion pilot after graduating from the U.S. Naval Academy. Scott retired from the Navy and is currently a First Officer for Southwest Airlines, flying the Boeing 737. 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 Scott's wife Heidi and Bill's grandkids to fly, and supporting the EAA Young Eagles program.



TOP SPEED 140 MPH
RANGE 560 SM
FUEL CAPACITY 40 GAL

ENGINE O-360
HORSEPOWER 180 HP

2022 AVC | 139.04 MPH



DAVID STUART & VINCENT 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 in to 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 FAC 4 FX/ GRUMMAN TIGER



TOP SPEED 160 MPH
RANGE 850 SM
FUEL CAPACITY 52 GAL

ENGINE O-360
HORSEPOWER 180 HP

2021 AVC | 268.25 MPH



DAN BAUKNECHT & MARK WESTEN

4E

Dan Bauknecht and his passenger, Mark Westen, will be flying N6495K, a 1975 Cessna 150M. Dan is the owner/operator of 4ever Creations Studio, manufacturing custom-crafted wheel chocks for general aviation, commercial, businesses, novelty, and the United States military. Dan obtained his pilots license with Wausau Flying Service at the Wausau Downtown Airport. Dan's passenger, Mark Westen, is the Sheriff of Langlade County, Antigo, WI. Dan and Mark have been friends for decades and are both aviation enthusiasts. They hatched the plan while getting coffee one morning when Dan made a statement to Mark that he was floating the idea of flying in the AirVenture Cup this year after watching the departure and arrival at Wausau Downtown Airport over the last few years. Mark immediately said, let's do it. They began the registration process that same day. Dan and Mark are looking forward to the AVC as an opportunity to meet like minded aviation minded people, and learn all the ins and outs of flying the AVC!

PRODUCTION FAC 6

Any Factory-built aircraft with less than 130 HP

4E | DAN BAUKNECHT & MARK WESTEN

33B | SABEN CONTE & NICHOLAS POWERS

PRODUCTION FAC 6/ CESSNA 150M



TOP SPEED 90 MPH
RANGE 250 SM
FUEL CAPACITY 26 GAL

ENGINE O-200
HORSEPOWER 100 HP

AVC ROOKIE



SABEN CONTE & NICHOLAS POWERS

33B

Our names are Saben Conte and Nicholas Powers, and we are both going into our senior year at Indiana State University. We have both earned our Commercial Pilot Certificate and are currently working on our Certified Flight Instructor Certificate. Saben is from Sellersburg, Indiana and wants to follow in his father's footsteps and be a pilot for UPS. Nicholas is from Milwaukee, Wisconsin and hopes to fly for a major airline one day. We are passionate aviation students who are seeking to learn from participating in the Air Venture Cup Race. Racing alongside some of the most veteran pilots, the Air Venture cup will challenge our years of collective aviation experience while forming valuable connections along the way!

PRODUCTION FAC 6/ DIAMOND DA-20



TOP SPEED 149 MPH
RANGE 600 SM
FUEL CAPACITY 24 GAL

ENGINE IO 240-B
HORSEPOWER 125 HP

AVC ROOKIE



ED COLE

500

Ed Cole purchased his Rockwell Twin Commander 500B back in 2006, has about 2200 hours in the aircraft, and is flying in his 4th 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 year's race and the opportunity to spend time with the talented pilots who fly in the AirVenture Cup Race.

PRODUCTION TWIN 1

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

500 | ED COLE

PRODUCTION TWIN 1/ ROCKWELL TWIN COMMANDER



TOP SPEED 230 MPH
RANGE 860 SM
FUEL CAPACITY 156 GAL

ENGINE IO-540
HORSEPOWER 290 HP

2022 AVC | 199.97 MPH



A.J. BLACKBURN II & SHELBY BLACKBURN

00

Alan (A.J.) Blackburn II and Shelby Blackburn are a father and daughter race team. They 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 Jack (wife/mother and son/brother, 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. 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. Shelby will be starting the 5th grade in the fall of 2023. Outside of aviation and travel, the family enjoys further passions such as SCUBA diving, sailing, and farming.

PRODUCTION TWIN 2-T

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

00 | A.J. BLACKBURN II & SHELBY BLACKBURN

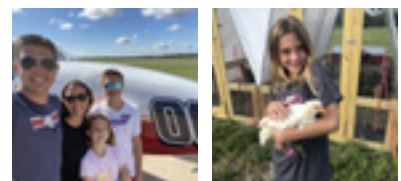
PRODUCTION TWIN 2-T/ PIPER AZTEC



TOP SPEED 250 MPH
RANGE 1,400 SM
FUEL CAPACITY 176 GAL

ENGINE TSIO-540
HORSEPOWER 250 HP

2022 AVC | 199.99 MPH



STEVE ZIMMERMAN & STUART CORNEW

27

Steve Zimmermann is a retired engineer and a lifelong pilot. He grew up spending weekends at a grass airfield in NJ where the family C172 was hangared. Holding ASEL, AMEL, ASES, Glider, Sport Seaplane, Comm/Instr, and CFIG ratings, Steve currently owns and flies an A36 Bonanza (his camera platform for aerial and air-to-air photography) and the Diamond DA62, which is entered in this year's AirVenture Cup. His co-pilot, Stuart Cornew, grew up in Mexico flying taildraggers and gliders, and has been Steve's flying buddy through numerous aviation adventures spanning nearly 45 years. The Diamond DA62 is a modern light twin featuring composite construction, a high-aspect, 48' wing, and efficient 2.0 liter turbocharged Diesel engines burning Jet-A1 fuel.

PRODUCTION TWIN 3-T

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

27 | STEVE ZIMMERMAN & STUART CORNEW

PRODUCTION TWIN 3-T/ DIAMOND DA62



TOP SPEED 210 MPH
RANGE 1000 SM
FUEL CAPACITY 86 GAL

ENGINE AE330
HORSEPOWER 180 HP

AVC ROOKIE



MARK HOWARD & SID HAUSDING

72

Mark is a Private Pilot, Light Sport Repairman, and Sport CFI. He has been a private pilot since he was 17. His plane is a 2008 Jabiru J-250 from the land down under. She is a S-LSA and has been to Oshkosh many times. This is her fifth race. She's finished 3rd, 2nd, and FIRST in Light Sport class. She loves to fly over the mountains of Colorado and Wyoming. Yellowstone is her favorite destination (after Oshkosh). Sid grew up making wooden and plastic airplane models and reading about anything aviation. His dad was a pilot in WWII. His grandfather bought a Super Cruiser in 1947. Sid would sit in his dad's lap in the back. Sid is a Private Pilot whose "bucket list" is to fly his Glastar GS-1 around the US border. Racing should be another skill level and great experience for improving concentration in the cockpit.

LIGHT SPORT

Any Experimental or ASTM compliant light sport Aircraft.

72 | MARK HOWARD & SID HAUSDING

113 | KENNETH BETHUNE & TINA MOSQUEDA

LIGHT SPORT / JABIRU J250



TOP SPEED 138 MPH
RANGE 700 SM
FUEL CAPACITY 36 GAL

ENGINE J3300
HORSEPOWER 120 HP

2021 AVC | 127.77 MPH



KENNETH BETHUNE & TINA MOSQUEDA

113

My name is Kenneth Bethune and I've been flying since 2010. I live in Huntsville Alabama and I got to combine my love of boating and flying with flying my Searey. One of my best friends Russ Meyerricks (don't judge him because he is a cozy guy) talked me into joining you awesome people at the last minute :)



TOP SPEED 100 MPH
RANGE 300 SM
FUEL CAPACITY 22 GAL

ENGINE rotax 914
HORSEPOWER 115 HP

AVC ROOKIE



CASEY JONES II & CYNTHIA WITTKE

XO

Casey is a jet-rated pilot with almost 40 years of flight experience in aircraft ranging from Cenna 172s, Piper Warriors, and Cirrus SR22s to the Ford Tri-Motor. His most recent steed is his Cirrus Vision Jet. Casey is a mechanical engineer and is President and CEO of Wynn O. Jones & Associates, the Midwest's leading provider of laboratory cabinetry.

PRODUCTION JET SE/ CIRRUS SF50 VISION JET



TOP SPEED 365 MPH
RANGE 1,100 SM
FUEL CAPACITY 300 GAL

ENGINE FJ33-5A
HORSEPOWER 1200 HP

AVC ROOKIE

PRODUCTION JET SE

any single engine certified jet.

XO| CASEY JONES II & CYNTHIA WITTKE

IN MEMORIUM

PAT PURCELL 1945-2022

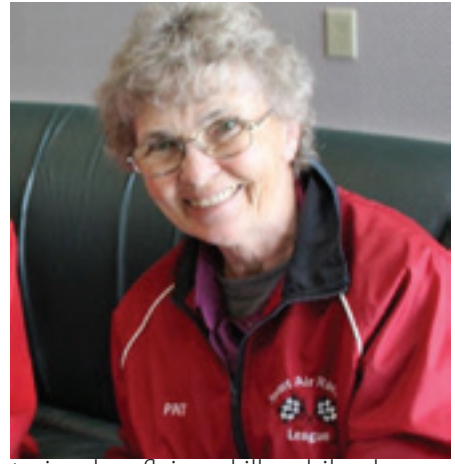
Pat Purcell was a long time air race participant as both a race pilot and as a race organizer. Most recently she was an active Sport Air Race League host offering multiple venues a year for “her pilots” to race. Unfortunately, Pat succumbed to health issues this year.

While most people know Pat for her commitment to air racing in the last many years through SARL, she didn't often talk about herself. Pat was a pilot. For part of her career, she flew executives around the country as a corporate pilot and also was an air ambulance pilot. She prided herself on mastering her flying skills while also maintaining a professional female appearance, wearing stockings and high heels, without letting that get in the way of the business of being a pilot. Pat's logbook showed multiple thousand hours in quite a few different airplanes from gliders to taildraggers to multi engine cabin class aircraft.

Beyond her professional flying, Pat also was a race pilot in multiple cross country air races, some up to 3000 miles. Mostly flying her Comanche 400 for her racing career, she had the privilege of having some famous female aviators as her co-pilots including famous WASP and 99 Margaret Ringenberg and hall of fame pioneer pilot Edna Gardner Whyte. Her racing career spanned 1975-1986 when she lost her medical and wouldn't fly as PIC again, but that wouldn't stop her from racing with other folks. She raced in The All Women's International Air Races, the 99s Air Derby, Grand Prix Air Race, Air Race Classic, the Marion Jayne Air Race, amongst many other point to point races.

In addition to the contributions to SARL that Pat is most recently known for, she also was the Vice-President of the National Air Races, owned and operated High Velocity Events, LLC., and was organizing air races up until 6 months prior to her passing.

Pat was an ardent supporter of the AirVenture Cup and all of our race pilots whether or not she had met you. The staff and alumni of the AirVenture Cup are saddened at Pat's passing, but are fortunate to call her a friend and fellow race pilot. Tailwinds Pat.



THANK YOU TO OUR SPONSORS!

PLATINUM



GOLD



SILVER



BRONZE



TROPHY

