

AIRVENTURE CUP



2025

27TH RUNNING CROSS COUNTRY RACE

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 2025, the "World's Greatest Aviation Celebration." It is always exciting to see the AirVenture Cup competitors arrive at Oshkosh after a day of fun flying competition. The race has become an AirVenture tradition; in fact, one of the legendary aircraft from previous years – Mike Patey's Turbulence – is now on permanent display in the EAA Aviation Museum. We hope you'll stop by and see it up close.



The AirVenture Cup is also a unique and fun way to demonstrate the performance and safety of different classes of aircraft with fellow aviators. Special thanks go to the more than 100 volunteers who make this event possible. No matter their role, they are all 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.

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

JACK J. PELTON
EAA CEO/CHAIRMAN OF THE BOARD

Participants, Volunteers, and Race Fans

Race Teams and Fans, Welcome to the 2025 AirVenture Cup!

On behalf of the entire race staff and all of our amazing volunteers I want to welcome you to the 27th Running of the AirVenture Cup Race.

We are thrilled to be back in Wausau, WI once again as the host city for the race. The support from the community has been amazing. In addition, the Wausau Downtown Airport, the FBO, EAA Chapter 640 and Learn-Build-Fly have been instrumental in putting this 27th running together.

Without their support we couldn't be here. They have done an amazing job hosting the race.



Once again this year the race has grown and we have the largest field of entries we have ever had. To all the new teams this year, welcome to the AirVenture Cup, we hope you have an enjoyable and safe race, and that racing becomes part of your summer traditions. If you are a returning racer, welcome back, it is great to see you again.

As the race has evolved, the turn points have grown in number, in the early Kitty Hawk races we had 1, this year 7 cities are hosting the mandatory checkpoints for the race. Several are once again having "Race Watch Parties" at their airports which has been fun to see. When we started racing in 1998, we never thought we would have spectators on a cross country race course, but this year we are expecting several thousand people to be cheering on the racers throughout the race course.

Finally a huge thank you to all the volunteers that make the race happen. Everyone on the race staff, including myself is a volunteer. Putting on this event is a tremendous amount of work each year, and without the hard work and dedication of each and every one of our volunteers both race weekend and during the offseason, the race couldn't happen. Whether they are in Wausau, the turn points, or the finish line, the volunteers are the ones that make the magic happen.

Thank you all for being part of the 27th Running of the AirVenture Cup Race. Have fun, fly fast and have a safe race!

A handwritten signature in blue ink that reads "Eric Whyte".

ERIC WHYTE

CHAIRMAN, 2025 EAA AIRVENTURE CUP RACE

2025 AVC Staff



Chairman Eric Whyte

Along with Erik Anderson, Eric Whyte organized the first AVC race held in 1998 from aviation's birthplace at Kitty Hawk, North Carolina to Oshkosh, Wisconsin. An accomplished pilot holding various type ratings, Eric is also a long-time EAA AirVenture volunteer. His leadership has evolved the AirVenture Cup Race to what it is today – from an initial 10 racers to over 120 registered this year!



Vice Chairman Joe Coraggio

A volunteer since 1998, Joe currently serves as vice-chairman and competitively races (number 6) in the AVC race. In addition, he leads the maintenance team while overseeing many aspects of the pre-race tasks. For many years, Joe was responsible for design of the race program which he trained and turned over to Kailey Biedrzycki to manage the entire program.



Co-Chairman Stephanie Schulko

Steph began volunteering with the AVC race in 2012 in running the Young Eagle events as part of the public open house of the race weekend. She transferred into the “Mama Bear” role since then and is an integral part of the staff. She leads many of the race pre-planning facets as well as the logistics of the race weekend activities.



Co-Chairman Sarah Whyte

Sarah is our constant volunteer you see at race check-in. She is responsible for not only for check-in but also in helping with the starting and finishing lines and with calculating the official race results.



Co-Chairman Kathy Schoen

Kathy became a volunteer in 2019 after competing as co-pilot in her first race with her husband Mike (number 651). Her involvement began with marketing communications for the race and has evolved to being part of the race staff. She assists with any tasks that need to be done planning the race in addition to managing the communications and media for the race.



Co-Chairman Craig Henry

Craig has been involved since 2000 with the race and serves on the starting line crew. His support at the starting line with take-off timings has been instrumental. In addition, Craig has also been involved in the maintenance program, completing much of the pre-race paperwork and many plane inspections race weekend.



Co-Chairman Dick Keyt

Long time racer (number 8) turned volunteer, Dick has volunteered in various roles. He has provided support aircraft, chase and photo planes, led the registration and insurance for a couple of years and then found maintenance to be the focus for the race. Dick is the lead maintenance inspector.



Co-Chairman Cody Biedrzycki

Cody has been a volunteer since 2018, and most recently became the treasurer for the race in addition to assisting the chairman (Eric) with FAA waiver and turn point approvals. He is a valued staff member. Always willing to pitch in and do whatever is needed to make the event a success.

Co-Chairman Mike Felske

Mike started with the first AVC race as a turn point judge. His long-term involvement with the race is an appreciated achievement. Since the first race, he has worked his way to organizing the finish line.

Co-Chairman Todd Shannon

Todd and his wife Terri own the FBO in Mitchell, SD and have hosted the AVC race multiple years. Todd has been involved with the race since 2008 and assists with the sponsorship program for the race.

AVC Volunteers

From the bottom of our hearts, we at the AirVenture Cup Race want to thank you for the incredible gift of your time, passion, and energy in making this year's race an unforgettable triumph. Your unwavering dedication and infectious enthusiasm breathed life into every moment of the event, creating a vibrant tapestry of community, excitement, and shared purpose.

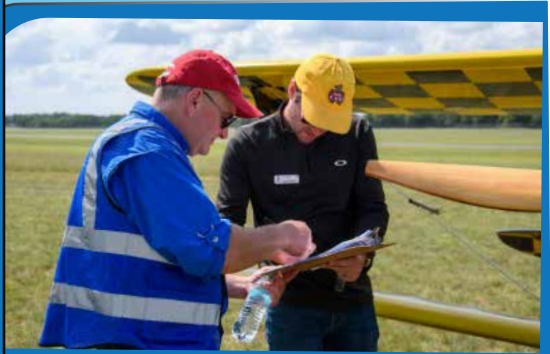
From the earliest planning sessions to the exhilarating final moments of the race, your presence was a cornerstone of our success. Whether you were warmly welcoming racers at registration, vigilantly ensuring participant safety, tackling logistical challenges with grace, or cheering with boundless spirit from the sidelines, your contributions wove a thread of joy and connection through every aspect of the race.

We know that events like the AirVenture Cup Race don't just happen—they are brought to life by the heart and soul of volunteers like you. Your selflessness, going above and beyond with a smile, is nothing short of inspiring. The professionalism and warmth you brought created an atmosphere where racers, spectators, and fellow volunteers felt not just supported, but truly celebrated. You didn't just help make the race happen—you made it soar.

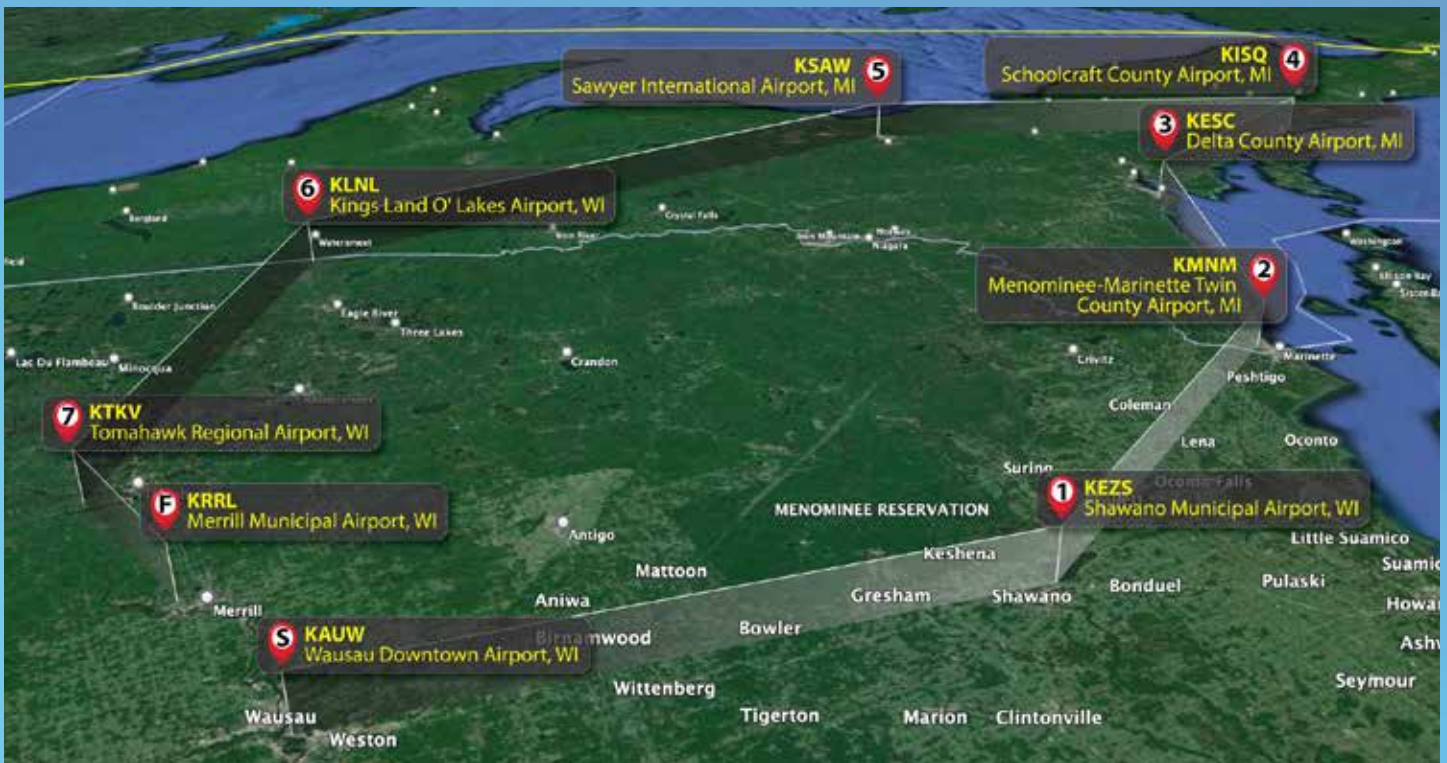
Your efforts have left an indelible mark on the AirVenture Cup Race, etching memories of camaraderie, determination, and shared passion into the hearts of everyone involved. Because of you, this event wasn't just a race; it was a moment of connection, a celebration of community, and a reminder of what we can achieve together.

Thank you, from all of us, for pouring your heart into this event. We are endlessly grateful for you and already look forward to the next time we can come together to create something extraordinary. Your spirit is the heartbeat of the AirVenture Cup Race, and we hope you feel as proud of this experience as we are of you.

With heartfelt gratitude,
The AirVenture Cup Race Team



Course Map



KAUW- Wausau Downtown (Start Line) The Wausau airport was founded in 1927 and carried commercial flights until 1969 when the Central Wisconsin Airport began operations. Both based and transient general aviation aircraft are supported by the fixed-base operator (FBO) Wausau Flying Service. Wausau hosted the AVC start line in 2021 and is slated to be the start line though the 29th anniversary of the race.



KEZ- Shawano is a city and county-owned public-use airport located one nautical mile northeast of the central business district of Shawano, a city in Shawano County, Wisconsin, United States. The airport is located on Shawano Lake and has a landing area for seaplanes.



KMNMM- Menominee-Marquette Menominee Regional Airport covers an area of 760 acres at an elevation of 625 feet above mean sea level. It has two runways: 3/21 is 5,999 by 100 feet with an asphalt surface; and 14/32 is 5,101 by 100 feet with an asphalt surface. Both runways have approved GPS approaches. The airport has a fixed-base operator that offers a lounge, restrooms, courtesy transportation, snooze rooms, a conference room, and fuel



KESC- Delta county is a county-owned public-use airport located two nautical miles southwest of the central business district of Escanaba, a city in Delta County, Michigan, United States. It offers limited commercial service, which is subsidized by the Essential Air Service program.



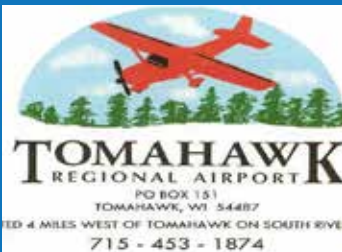
KISQ- Schoolcraft county is a county-owned public-use airport located 3 miles northeast of the central business district of Manistique, Michigan, a city in Schoolcraft County, Michigan, United States. There are 6 aircraft based at this airport, all single-engine airplanes.



KSAW- Marquette Sawyer Regional previously named Sawyer International Airport, is a county-owned, public-use airport in Marquette County, Michigan, United States. It is located 17 nautical miles south of the central business district of the city of Marquette. This commercial and general aviation airport is located near Gwinn, on a portion of the former K. I. Sawyer Air Force Base, which closed in September 1995. The airport opened for passenger service in September 1999, serving Marquette and the surrounding area. It replaced the former Marquette County Airport.



KLNL- Kings Land O' Lakes is a public use airport located one nautical mile southeast of the central business district of the unincorporated community of Land O' Lakes in the town of Land o' Lakes, Vilas County, Wisconsin, United States. It is owned by the town of Land o' Lakes. In August 2024, there were 14 aircraft based at this airport: all 14 single-engine.



KTKV- Tomahawk Regional is a city owned public use airport located three nautical miles west of the central business district of Tomahawk, a city in Lincoln County, Wisconsin, United States. In August 2024, there were 15 aircraft based at this airport: 12 single-engine, 2 multi-engine and 1 glider.



KRRL- Merrill Municipal (Finish Line) is a city owned public use airport located one nautical mile northwest of the central business district of Merrill, a city in Lincoln County, Wisconsin, United States. In August 2024, there were 47 aircraft based at this airport: 44 single-engine, 2 multi-engine and 1 jet.

2024 Race Results

Aircraft	Race #	Place	Pilot	Total Time	Total avg speed (MPH)	Aircraft	Race #	Place	Pilot	Total Time	Total avg speed (MPH)
Experimental Classes:						Factory Classes:					
Turbine						Jet					
Lancair Legacy	29	1	Shane Daly & Bruce Anning	1:17:56	328.90	Cirrus SF50 Vision Jet	XO	1	Casey Jones II & Cindy Wittke	1:26:36	295.99
Unlimited						Twin 4					
Lancair Legacy	4T	1	Tom Mc Nerney	1:15:24	339.95	Rockwell Twin Commander	500	1	Ed Cole	2:08:11	199.97
Sport						Twin 1T					
Lancair Legacy	6	1	Joe Coraggio & Kevin Vernon-Harris	1:28:40	289.09	Aerostar 601	122	1	Carol (Joe) Ford	1:52:16	228.32
Glaisair III	10X	2	Timothy Slater & Tom Wilson	1:29:10	287.47	Twin 2-T					
Lancair Legacy	8	3	Dick Keyt & Michele Sonier	1:31:38	279.73	Cessna Skymaster	337	1	Elliot & Melanie Abel	2:06:26	202.73
Lancair Legacy	12X	4	Mike & Sue Larkin	1:34:42	270.67	Piper Aztec	0	2	Alan Blackburn II & Jack Blackburn	2:13:11	192.46
Lancair Legacy	2	5	Bryan Patterson & Steve Hammer	1:34:48	270.38	Twin 3					
Lancair Legacy	44	6	Burt Hodgins & Art Penner	1:38:10	261.11	Piper PA 30	52Y	1	Andrew & Eileen Weingram	2:19:41	183.50
Glaisair III	546	7	Marvin & Sarah Wessel	1:45:19	243.38	Twin 3-T					
Sport FX						Diamond DA62					
Glaisair I TD	91	1	Bruce Hammer	1:33:15	274.88	Beechcraft BE36	75	1	Patrick & Luke Larreategui	2:11:55	194.31
Sport SX						Cessna 210K					
SX-300	10	1	Keith Phillips & Trevor Bone	1:25:22	300.26	FAC1RG					
SX-300	70	2	Woody Menear & Roy Early	1:26:24	296.67	Beechcraft BE36	189	2	Mitchel Grenwalt & Don Schwenning	2:17:12	186.83
SX-300	42	3	Medford Bragg & Aaron Pierce	1:28:14	290.51	FAC1FX					
Rocket F1						GB1					
Rocket F1	14	1	Wayne Hadath	1:45:14	243.58	Cessna 185	84	2	Allen Floyd & Laura Noel	2:45:54	154.51
Rocket F1	39	2	John Andersen & Nancy Usedom	1:53:06	226.63	FAC2RG					
Rocket F1	45	3	Steve & Meghan Mellot	2:08:46	199.06	Beechcraft J35 Bonanza	15	1	John Conroy	2:09:33	197.86
Formula RG Blue						Bonanza M35					
Lancair 360	777	1	Craig & Adam Schulze	1:45:46	242.35	Piper PA-24	250	3	Dan Haumesser & Robert Dieck	2:17:20	186.64
Lancair 360	28	2	Greg Mahler & Dylan Ryan	1:52:29	227.88	FAC3RG					
Lancair 360	81K	3	David & Cole Frangos	1:59:14	214.98	Mooney M20J	21	1	Rebecca Cutri-Kohart & Byron Rodgers	2:14:49	190.13
Formula FX White						Mooney M20J					
Long-EZ	907	1	Michael Owens	2:03:17	207.91	Piper PA28R-200	651	3	Mike & Kathy Schoen	2:34:47	165.60
Formula FX Blue						FAC3RG-T					
Long EZ	111	1	Klaus Savier & Jenny Tackabury	1:38:57	259.04	Piper Arrow IV Turbo	82	1	Jonathan Hudik & Martha Reith	2:37:12	163.06
Garaggio EZ	3	2	Sean VanHatten	1:57:04	218.96	FAC3FX					
Glaisair IIS	911	3	Gonzalo Artigas & Jorge Huston	2:34:17	166.14	Cessna 182M	58	1	Michael & Tyler Unertl	2:39:09	161.06
Formula FX Red						Cessna 182R					
Cozy III	65	1	Jorgens Skovbjerg	1:57:06	218.89	FAC4FX					
Long-EZ	112	2	Joe Conlon & Stephen Silder Jr	1:58:01	217.19	Grumman Tiger AA5B	FE1	1	James Greene & Bruno Brasileiro Ferreira	2:47:35	152.95
Long-EZ	93	3	Rich Lamb & Bella Erikson	1:59:57	213.69	Piper Warrior II	605	2	Earl Stuart & Vinnie Elsinger	2:50:39	150.20
Formula CZ						Grumman Tiger AG-5B					
Cozy Mk IV	8L	1	Les Laidlaw	2:04:17	206.24	Cessna 172M	53	4	Dennis Seitz & Thomas Wood	2:57:02	144.79
Cozy Mk IV	88	2	Russ & Kristy Meyerriecks	2:04:46	205.44	Cessna 172P	96	5	Michael & Heidi Snyder	2:58:36	143.52
Cozy Mk IV	498	3	Matt Bunch	2:08:04	200.15	Piper PA28-180	86	6	Howard Buck & Jeanette Eaton	3:09:08	135.53
Cozy Mk IV	89	4	Mark Rieger	2:09:31	197.91	Cessna Cardinal 177B	68	7	Roland & Jay Biber	3:14:10	132.01
Cozy Mk III	76	5	Steve & Tammy Applebaum	2:09:50	197.43	FAC5					
RV Blue						Cessna 172M					
RV-4	TF	1	Brent & Kristi Travis	1:55:01	222.86	FAC6					
RV-7	61	2	Matthew Koschak	2:07:02	201.78	Eagle 150B	66	1	Jaden Stapleton	2:52:21	148.72
RV-7A	Pi 3.14	3	Kevin Phelps & David Walsh	2:14:14	190.95	Cessna 150	LN	2	Luke Burlingame & Nicholas Fishburn	4:16:27	99.95
RV Red						Cessna 150M					
RV-6	67H	1	Jonathan & Aerin Hubbell	2:09:01	198.68	4E					
RV-8	212	2	Jeremy Heidinger	2:13:46	191.62	3					
RV-4	48	3	Tim Phillips	2:16:04	188.38	2					
RV 10						1					
RV-10	41	1	Bob Crooks & John Krikorian	2:09:09	198.47	Bob Crooks & John Krikorian					
RV-10	33	2	Rick Emerian & Jimmy Shamp	2:13:39	191.79	2:09:09					
RV-10	475	3	David & Cindy Seitz	2:24:29	177.41	2:13:39					
Sprint						2:24:29					
VariEZE	22T	1	Joe Person	2:20:37	182.29	177.41					
Sprint T						182.29					
JMB Aircraft VL-3	100	1	Dave & Susan Pauly	2:06:44	202.25	202.25					
Biplane Blue						202.25					
Christen Eagle II	C7	1	Cary Cumberland	2:44:05	156.22	202.25					
Biplane Red						156.22					
Pitts S1SE	17C	1	Curtis Cumberland	2:47:32	153.00	156.22					
Pitts S1C	93B	2	Lee Cumberland	2:52:25	148.67	153.00					
Light Sport						148.67					
Aeroprakt A-32	HB	1	Brad Lewitzke & Michael VanDerLoop	3:20:01	128.15	148.67					
Aeroprakt A-32	FV	2	Deb & Don Shuman	4:03:16	105.37	128.15					

2025 RACE CLASSES

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

EXPERIMENTAL

TURBINE	FORMULA RG WHITE	FORMULA 1
UNLIMITED	FORMULA RG BLUE	FORMULA RV WHITE
SPORT	FORMULA RG RED	FORMULA RV BLUE
SPORT SX	FORMULA FX WHITE	FORMULA RV RED
ROCKET F1	FORMULA FX BLUE	FORMULA RV 10
SPORT ME	FORMULA FX RED	SPRINT-T
SPORT MCT	FORMULA CZ	SPRINT

PRODUCTION

JET-ME	FAC 2 FX	FAC 4 RG
JET-SE	FAC 2 RG-T	FAC 4 FX
FAC 1 FX-T	FAC 2 RG	FAC 5
FAC 1 FX	FAC 3 RG-T	FAC 6
FAC 1 RG	FAC 3 RG	TWIN 1
SKYWAGON	FAC 3 FX	TWIN 2T
		TWIN 3

LIGHT SPORT

HEAVY METAL

Ashland

Aurora

Dayton

Dixon

Escanaba

Fond du Lac

1998

AIRVENTURE CUP

Kitty Hawk to Oshkosh

As new employee in EAAs information services department, but a multi-decade veteran and member of the organization, Eric Whyte, develops the idea of a cross country air race to connect Kitty Hawk, NC to Oshkosh, WI. The idea was refined through discussions with Ben Owen and Jack Cox, and ultimately pitched to Tom Poberezny. The pitch was a success and Tom green-lit the idea directing Whyte to make it happen. Eric built a committee with Erik "Swede" Anderson as Vice-Chair, Tim Bass, and Ken Whyte to bring the race to fruition. Now, 27 years and 26 races later, the AirVenture Cup's rich and colorful history is a testament to the trust EAA put in a member with an idea.



First Flight to World of Flight

1000 Miles

3 Classes
10 Airplanes

Fastest Speed
295.26

2003

CENTENIAL OF FLIGHT

Kitty Hawk

The AirVenture Cup was an official part of the Centennial of flight celebration in North Carolina. As a part of this momentous occasion, we had the Race Right Land Left time trials orchestrated by Race 25, Jack Watson. We were 78 racers that year. Many race classes were added for the 2003 event, notably the Formula RV class was added due to the popularity of the type.



1999 - 2003

2 Leg, 2 Day Event

On the way to the starting line for the 1999 event, the race committee stopped at Commander Aero at the Dayton Wright Brothers Airport to pitch the idea of using the airport and FBO services to serve as an intermediate stop for future years of the AirVenture Cup. The FBO owner at the time, John Bosch, was enthusiastic and supportive of the idea. As was becoming typical of race morning, weather along the race course on race day 1999 created logistical challenges requiring the committee to come up with a new plan. Eric Whyte phoned John Bosch and said, "You know that race we were talking about bringing to Dayton next year, what if we bring it there this afternoon?" Commander Aero rolled out the red carpet and the intermediate stop was such a resounding success it became Plan A for the foreseeable future, which ended up being through the race in 2003.



2006

Class Expansion

Divison by Displacement

AirVenture Cup participation was sufficient to justify dividing classes in a more granular manner. The intention of the founders of the race was to not make cubic dollars the recipe to success, so Red and Blue designations were added to race classes to incite more competitive racing. Red for 320s and Blue for 360s. The concept of class differentiation by engine displacement, horsepower, and induction style would become a mainstay of AirVenture Cup philosophy to maintain competitive classes promoting innovation, while maintaining the ability for the everyday racer to participate.

Blue
360 cubic inch engines

Red
320 cubic inch engines

Classes by engine displacement & induction

2008

AN EASTBOUND RACE

Mitchell, SD Hosts the Starting Line

The AirVenture Cup had always been a west-bound race until 2008 when Mitchell, SD became the host city for the starting line. For the next 10 years, even years would start at MHE and race eastbound. This made the race significantly more appealing to those coming from the west. The City of Mitchell, and the proprietors of Wright Brothers Aviation, the FBO always took tremendous care of the racers. A bi-annual pilgrimage to the Corn Palace became tradition. Over the years the AirVenture Cup group provided hundreds of Young Eagle rides during the event as a way to give back to the local community.



2012

WAUSAU WELCOMES AVC

A New Finishline

The finishline for the first many years of the AirVenture Cup was along the western lakeshore of Lake Winnebago, just south of Warbird Island, and Wendt's Marina. As racer numbers increased, so did the need to de-conflict with arrival traffic into Oshkosh. A few locations served as the finishline including a private runway in Lomira, WI and Fond du Lac. In 2012 we used Wausau, WI as the finishline for the first time. The relationship with John Chmiel, the airport staff, and EAA Chapter grew and the community support of the event has become second to none.



2012

PRODUCTION CLASSES

FAC Classes Adopted

The AirVenture Cup was originally conceived as an EAA event focused on experimental aircraft. The race was envisioned as a means of providing a flying activity for the original roots of EAA, the homebuilders and sparking innovation and experimentation. The Sport Air Racing League, started in 2007, had growing popularity amongst AVC racers. In 2012 AVC was officially a SARL event and as such we added production classes to our ranks.

FAC, TWIN,
A class for every
type of aircraft.
HEAVY METAL

2013

MT. VERNON, IL

A New Starting Line

The airport manager, Chris Collins, reached out to the AVC offering airport use. Ultimately, MVN was selected as the starting line for the year. The mayor made an official proclamation and the race day was made an official holiday in the city of Mt. Vernon.



2016

PATEY SHATTERS 400

New AVC Course Record
Mike Patey and his turbine powered Legacy, Turbulence, set an all time AVC record. A record that still has not been beaten.

438.02
MPH



2021

ROUND ROBIN COURSE

Racing Wausau to Wausau

With taking 2020 off of racing due to the cancellation of AirVenture, we had an opportunity. AVC leadership decided to run the race as a round robin course starting and ending in Wausau. This way logistics and public health concerns were limited to one jurisdiction. It turned out that the majority of racers really enjoyed the new format and it also sparked additional participation. Additionally, the race committee was able to significantly improve the quality of the event being able to focus on one location for logistics. This will become the format for the race at least until the 30th running.



Wausau
to
Wausau

2023

25 YEARS OF AIR RACING

Wausau, WI hosts silver anniversary

The AirVenture Cup is the world's longest continuously running cross country air race. In 2023 we were able to celebrate our Silver Anniversary with a large cadre of alumni and rookies.



Lee Behel Excellence in Air Racing Award

Lee Behel, a distinguished pilot, first competed in the AirVenture Cup Race alongside his 10-year-old son, Jay, forging a bond that introduced Jay to aviation. Behel raced for 15 consecutive years until his tragic death in a crash during a qualifying heat at the 2014 Reno National Air Races. To honor his legacy, the AirVenture Cup Race organizers established the annual Lee Behel “Excellence in Air Racing Award.” In 2015, the inaugural award was presented to longtime racer Richard C. “Dick” Keyt. Upon learning of the award, Jay Behel expressed profound gratitude, stating, “I was overwhelmed. This is an incredible tribute to my father, where our shared passion for aviation began.”

Behel’s remarkable career included 25 years of service with the Nevada Air National Guard flying fighter jets, founding the Sport Class and co-founding the Jet Class at the Reno National Air Races, piloting submarines, and setting world airspeed records. Mike McEvoy, chair of the award committee, described Behel as embodying the essence of air racing: “He exemplified competitive spirit, innovation, calculated risk-taking, and a drive to push boundaries.”

The AirVenture Cup Race was conceived in 1997 at Camp Scholler during the EAA AirVenture convention by dedicated volunteers Eric Whyte and Kjell Erik “Da Swede” Anderson, with the inaugural race held in 1998. Their vision laid the foundation for the event’s enduring success. In 2016, the award committee faced a unique challenge when considering Eric Whyte, a committee member, as the most deserving recipient. Through careful planning, the committee orchestrated a discreet vote to ensure Whyte’s contributions were recognized, honoring his decades of service to the race and its community.



For outstanding contributions to the world of air racing including education, sportsmanship, organizational, and technical contributions to air racing that allow the community of racers to flourish, develop, and grow.

This award is presented in the memory of Lee Behel “Race 5” who taught air racers from around the world how to fly fast, win, be safe, but most of all...

...how to be competitors and not spectators in life.

Lee Behel Award Recipients



Dick Keyt -2015
Eric Whyte-2016
Keith Phillips-2017
Bruce Hammer-2018
Dave Adams-2019
Joe Coraggio-2020
Klaus Savier-2021
Rich Lamb-2022
Dave Anders-2023
Andrew Findlay-2024

Marty Abbott

This Turbine Legend, piloted by Marty Abbott, currently holds the record for the fastest speed in AVC history at 401 mph, achieved during the 2010 race. This impressive aircraft is powered by a high-performance Garrett Dash 10, meticulously built by Marty and his team in Calgary. The Turbine Legend has claimed victory in nearly every race it has participated in, showcasing its exceptional performance.

This plane cruises comfortably at FL200 and 383 knots true airspeed. A retired Royal Canadian Air Force pilot, Marty has flown a variety of aircraft throughout his career, with the CF-104 being his personal favorite. His race number pays tribute to his time in what he affectionately refers to as the "missile with a man in it."

1200
Horsepower

420
MPH Top Speed

AVC History

Year	Engine	Rank	Speed (MPH)
2022	Turbine	DNS	
2021	Turbine	1st	372.62
2019	Turbine	1st	403.99
2018	Turbine	2nd	384.52
2017	Turbine	2nd	386.23
2016	Turbine	2nd	419.14
2015	Turbine	1st	357.46
2013	Turbine	1st	354.30
2011	Turbine	1st	377.44
2010	Turbine	1st	401.09



Turbine Legend

Garrett



104

Experimental - Turbine

Shane & Kayla Daly

Shane Daly is the owner of Innovative Wings Inc., an aircraft builder assist shop located in Calgary, Alberta, Canada. With over 24 years of experience in aircraft building, Shane has played a crucial role in the completion of more than 30 aircraft. He holds an advanced Diploma in Aeronautical Engineering, highlighting his technical expertise in the field. This year, Shane's co-pilot is his youngest daughter, Kayla, who will be making her debut at the AirVenture Cup Race and visiting Oshkosh for the first time. Together, they will be flying a highly modified turbine-powered Lancair Legacy.

Originally constructed from an all-carbon Race Legacy kit, this project quickly evolved into a larger undertaking than they anticipated. Powered by a Pratt & Whitney PT6A-20 turbo-prop engine, this plane really moves along! Additionally, it features the latest Garmin avionics and holds the distinction of being the only Legacy in the world equipped with side stick controls.



Lancair Legacy

Pratt and Whitney



550
Horsepower

370
MPH Top Speed

AVC History

2024	Turbine 1st	328.90
2023	Turbine 1st	322.02
2022	Turbine	DNS
2017	SportFX-T 1st	211.46

29

Experimental - Turbine

Andrew Findlay & Karen Madden

Andrew started racing at a young age, starting with downhill skiing and later progressing to snowmobiles and motorcycles, ultimately leading him to the world of air racing. Driven by a competitive nature, Andrew motivates his team to strive for excellence while collaboratively solving challenges. His team claimed victory at the Reno National Championship Air Races in the Sport Gold category in both 2018 and 2019, exceeding 402 mph average race speed. In 2023 and 2024, they continued their success at the Las Cruces Races with their highly modified Lancair Super Legacy. With more than 2800 flight hours—1500 of which were in Lancair aircraft—Andrew has flown 65 different types of aircraft. He holds a Bachelor of Science in Mechanical Engineering, a Master of Science in Mechanical Engineering, and an MBA, and he currently serves as a Director of Engineering. He met his wife, Jackie, at the races. Together, they are raising two young boys, Alex (8) and Grayson (5), who share their parents' love for speed on bikes and in airplanes. After the AirVenture Cup race, Andrew and his team will participate in Pylon Racing in Las Cruces, New Mexico, in October. Stay updated on their racing activities by following them on Instagram @findlay_race_30 and visiting teamonmoment.com.

350
Horsepower

400
MPH Top Speed

30X



Lancair Legacy

Continental

MENTOR

AVC History

2024	Unlimited		DNF
2023	Unlimited	1st	326.87
2022	Unlimited		DNS
2019	Unlimited	1st	291.00
2018	Unlimited		DNS
2017	Sport	1st	275.59



Experimental - Unlimited

350
Horsepower

330
MPH Top Speed

MENTOR

AVC History

2023	Unlimited	2nd	303.82
2021	Unlimited	1st	267.70
2017	Unlimited	3rd	227.43



Joseph & Amelia Czabaranek

This will be Joe's fourth AirVenture Cup as a pilot. An aeronautical and systems engineer, he currently works with the USAF, delivering new KC-46 aircraft from Seattle, WA. Joe holds a Commercial Glider rating and a Private SEL rating, with just over 1150 flight hours. This race will be his third in N463CZ, now with over 350 hours logged on this aircraft.

Joe is proud to have been the fourth owner of the Lancair IV kit #63, a project he dedicated five years to completing, contributing to an overall build time of 25 years. Co-piloting with Joe will be his daughter, Amelia. At just seven years old, Amelia is already contemplating a future as a professional pilot, inspired by her mother. She attended her first AirVenture when she was only five weeks old!



Lancair IV

Continental

96

Experimental- Unlimited

Delton (Dee) & Jacob Child



300
Horsepower

270
MPH Top Speed

AVC ROOKIE

Delton (Dee) Child has 44 years of flying experience. He earned private pilot certificate while he was still in high school. He then spent 12 years serving in the United States Air Force, accumulating over 2500 flight hours as a T-37 instructor pilot and F-16 pilot.

After his military service, Delton became an airline pilot in 1997. In total, he has over 16,000 hours of commercial and general aviation experience, across a variety of aircraft including the Boeing 727, 737, and 767, in addition to the DC-9, MD-95 (B717), the A319, 320, 321, and 330, as well as a Glasair III, Aeronca Champ, and the Cessna 172, 182, and 206.



Glasair III

Lycoming

60

Experimental - Sport

Joe Coraggio & Kevin Vernon-Harris

Race 6 features the Ramp Rat Racing Lancair Legacy, originally built in 2005 as a stock Legacy with a Continental IO-550 engine. Over the past few years, the aircraft has undergone significant modifications thanks to the collaboration of fellow AirVenture Cup participants, including Dick Key, Dave Anders, and Sean Daly. The latest enhancement comes from their sponsor, Innovative Wings, owned by expert engineer and builder Sean Daly (Race 29). They converted the flap system to a track actuation, removing four external flap hinges and thereby significantly reducing drag on the underside of the wing. Additional upgrades include the installation of state-of-the-art cooling plenums (currently at Revision 3), exhaust augmentation, a new ram air induction system, and a complete conversion to electronic fuel injection and ignition using the SDS system.



315
Horsepower

300
MPH Top Speed

AVC History

2024	Sport	1st	289.09
2023	Sport	1st	278.71
2022	Sport	1st	282.87
2021	Sport	1st	286.07
2019	Sport	1st	272.65
2018	Sport		DNF



Lancair Legacy

Continental

6

Experimental - Sport

Kevin (Skids) & Karen Eldredge

Kevin Eldredge and his wife Karen will be competing in this year's AirVenture Cup in their custom-built and highly modified Glasair III, named G4 Gryphon. Kevin has competed in previous cup races in his iconic Nemesis NXT "Relentless" and has consistently raced at the Reno Air Races since 2002. Gryphon was previously built and raced by Jim Rust and Robbie Grove as Race 24, and has spent many years running well over 400 mph with a twin-turbo Lycoming engine. The Eldredges purchased the airframe after Jim blew the motor in 2023, just in time to re-engine with the first liquid-cooled 383 engine built by ASAP Aircraft Engines out of Bakersfield, California. The new normally aspirated engine pushed Gryphon over 300 mph at the final Reno Air Races in September 2023. Kevin and Karen presently own Discount Aircraft Salvage Company in Deer Park, Washington, where they recover and salvage many different aircraft. The business has been around for over 40 years and affords them both lots of time off in the winter! Follow Kevin: www.myAirport.com and Karen's new business www.bee-bomb.store



Glasair III

Lycoming

350
Horsepower

300
MPH Top Speed

AVC History

2011	Sport	DNS
2010	SportFX	DNS
2008	Unlimited 2nd	331.41
2007	Unlimited 1st	337.46



7

Experimental- Sport

Cary Cumberland

Cary Cumberland, 56, began his aviation journey at the age of 19 when he learned to fly in a Luscombe alongside his brothers. Growing up in a family with a passion for aviation, Cary's father was an experienced airplane builder, inspiring them to take on building projects themselves. Together, they completed two Skybolts and a Pitts. In 2018, Cary and his brother, Kelly, built a Christen Eagle. Driven by a desire for speed, Cary and his other brother, Curtis, sought a high-performance aircraft and acquired a 2006 Lancair Legacy, which Cary proudly flies today. Known for its impressive speed, this airplane retains the classic characteristics of a stock Legacy, featuring an IO 550 engine that delivers 310 horsepower, coupled with a two-bladed Hartzell propeller. The addition of a new Garmin avionics package has transformed Cary's flying experience, making it not just fast but also a pleasure to fly.

310
Horsepower

260
MPH Top Speed

AVC History

2024 Biplane Blue 1st 156.22



Lancair Legacy

Continental

7C

Experimental - Sport

Dick Keyt & Michele Sonier

Race #8 is a 2009 Lancair Legacy RG, marking its second entry AirVenture Cup race. In previous years, Dick and Michele raced a 1942 Ryan PT-22. During the AirVenture Cup in 2001, Dick flew his Polen Special II to set a world speed record for a 500km closed course, reaching speeds over 300 mph. At that time, it was the fastest four-cylinder powered vehicle in the world. The Polen Special is currently undergoing extended restoration, with plans for it to be displayed at the EAA Museum. Dick is the founder of the Dennis Polen Aviation Educational Foundation and serves as the lead glider instructor for the Brazos River Soaring Society, which he co-founded. He is a retired American Airlines 777 Captain and a former USAF fighter pilot who flew the F-4. In 2018, Michele earned her instrument rating just a day before flying out to the AirVenture Cup race. Since then, she has achieved two jet type ratings and now flies a Cessna Citation XLS for a private charter company.

8



Lancair Legacy

Continental

310
Horsepower

260
MPH Top Speed

MENTOR AVC History

2024	Sport	3rd	279.73
2022	Sport	4th	261.20
2018	Vintage	2nd	94.87
2017	Vintage	1st	89.47
2015	Vintage	2nd	91.90
2012	RGBLue-T	1st	321.22
2009	FormulaRG-T	1st	252.53
2008	RGBLue	1st	313.26
2007	RGBLue	1st	259.99
2005	FormulaRG	1st	261.25
2004	FormulaRG	1st	233.19
2003	FormulaRG	1st	260.93
2002	FormulaRG	1st	261.76
2001	FormulaRG	1st	261.00
2000	FormulaRG	1st	265.84
1999	FormulaRG	1st	232.56

Experimental - Sport

Steve Hammer

300
Horsepower

265
MPH Top Speed

MENTOR AVC History

2023	Sport	4th	259.48
2021	Sport	3rd	264.34
2019	Sport	3rd	260.30
2018	Sport	2nd	256.90
2017	FXBlue	3rd	219.68
2016	FXRed	5th	204.23
2016	FXBlue	3rd	251.34
2015	RGBLue	DNS	
2014	FXBlue	3rd	247.96
2013	FXBlue	3rd	242.97
2012	FXBlue	3rd	266.65
2011	FXBlue	2nd	240.00
2007	FXBlue	1st	247.63
2006	FXBlue	1st	244.93
2004	FormulaFX	1st	214.42
2003	FXBlue	2nd	230.17
2002	FormulaFX	1st	239.51
2001	FormulaFX	2nd	230.47

Pilot Steve Hammer served six years in the Air Force flying a C-130, followed by 24.5 years with Delta Airlines and over a decade with Air Tran before his recent retirement. A long-time participant in the AirVenture Cup, Steve enjoys a good battle against his brother, Bruce, for the top spot in their class. In an effort to slow his brother down, Steve has been very generous in sending Bruce new pizza recipes to try! This year, Steve will be flying his Lancair IV in the AVC race. This aircraft, originally built by Craig and Kirt Wheeler, first flew in 1996. Steve is the third owner, having purchased it from Carl McIntyre. With a total flight time of 2200 hours, this particular Lancair IV is notable for being the only one known to have a Continental IO-520 engine. Steve typically cruises at 210 KTAS, burning 12.5 gallons per hour, which allows for an absolute range of 1500 nautical miles or 1500 statute miles



Lancair IV

Continental

with IFR reserves. Steve and his wife, Anita, take advantage of their plane for travel, flying to destinations such as Florida, Key West, the Bahamas, Puerto Rico, and many trips to Iowa to visit family

3X

Experimental - Sport

Marvin & Sarah Wessel

Sarah and Marv Wessel are returning for their sixth AVC Race. This will be third aircraft they have raced in the AirVenture Cup. They acquired this Glasair III from its original builder, John Knutson. Currently, the plane remains unmodified and will be raced as a stock Glasair III under the banner of the Ravagers Racing Team, with Sarah's racing mascot being Groot. This race marks a significant milestone, as it will serve as a baseline to track their progress in installing speed modifications in the coming years. Since their retirement, the couple has focused on renovating their house and hangar, limiting their ability to make changes to the aircraft thus far. They like to say: when you're consistently in last place in your class, you can only go up from there! Next year, Marv plans to make enhancements to the plane in hopes of keeping pace with the Hammer brothers across the country. Marv's co-pilot is his wife of 46 years, Sarah Wessel. Although not a pilot herself, Sarah enjoys traveling and flying with Marv. She plays a key role in his retirement, actively managing the financial aspects of his aviation endeavors.

546



Glasair III

Lycoming

290

Horsepower

235

MPH Top Speed

MENTOR

AVC History

2024	Sport	7th	243.38
2023	Sport	5th	244.66
2022	RGBLue	2nd	216.10
2021	SportFX	1st	228.22
2019	SportFX	1st	220.54



Experimental - Sport

Wilhelm (Bill) Percival

While Wilhelm Percival was an Air Force pilot, he and his wife, Pam, built a Long EZ, N95WP, which he still flies today. A couple of years ago, N95WP won Best Composite at the Copper State Fly-in, in Buckeye, AZ. After the Air Force, while flying for a government operation, he built Velocity N105WP. Bill and Pam live in Las Vegas, NV.

5X



Velocity

Lycoming

300

Horsepower

215

MPH Top Speed

AVC ROOKIE



Experimental - Sport

Timothy & Danielle Slater

“Tim Slater grew up in a small airport community in northern Illinois. He is now based out of Poplar Grove Airport. Tim runs a small business comprised of automotive, engine development/building, composites manufacturing, and more. He is flying “Cruse Missile,” which has a rich history in Sport Class Air Racing as well as a few showings in the AirVenture Cup. Since managing the aircraft, many enhancements have been made to increase its potential, with the most notable being the EFI by SDS. This is the foundational change to prepare the aircraft for turbocharging. The Cruse Missile sports the logo of ‘The TIE Project’, a new organization founded by Tim with the purpose of enticing the youth to explore their potential in the trades industries. Utilizing exciting activities such as air racing, engine building, design/fabrication, and more, The TIE Project seeks to inspire the youth through their interaction and involvement in The TIE Projects.



350
Horsepower

280
MPH Top Speed

AVC History

2024 Sport 2nd 287.47



Glasair III

Lycoming

10X

Experimental - Sport

Keith Phillips & Trevor Bone

Race #10, a Swearingen SX-300, is one of three homebuilt aircraft by pilot Keith Phillips, who bought the kit in 1985. It won Best Workmanship at Sun 'N Fun and AirVenture 1999, with over 2,000 flight hours. Keith has flown it coast-to-coast and led three SX groups to Alaska. A 70-year flying veteran, retired USAF fighter pilot, and aerospace consultant, Keith has competed in the AirVenture Cup since 2000. Past president of EAA Chapter 288 in Daytona Beach, he leads the Spruce Creek “Gaggle Flight” and served on the EAA Homebuilt Aircraft Council. Keith, who built a Tailwind and Pitts Model 12, earned the 2016 Tony Bingelis Award and 2017 Lee Behel Excellence in Air Racing Award.

Co-pilot Trevor Bone, racing with Keith for the second time, met him at Spruce Creek Fly-In while at Embry-Riddle, graduating in 2019. Trevor flew King Air C90 and 200, now pilots a Phenom 300 for a medical transplant company, and is typed in a Challenger 350 and Falcon 7X, with over 4,000 hours. Raised in Elizabeth City, NC, near First Flight Airport, he lives in Raleigh, NC, aspiring to join a legacy airline or cargo company.



SX-300

Lycoming

10

315
Horsepower

300
MPH Top Speed

MENTOR

AVC History

2024	SportSX	1st	300.26
2023	SportSX	2nd	293.17
2022	SportSX	2nd	293.50
2021	SportSX	2nd	293.18
2019	SportSX	2nd	287.77
2018	SportSX	1st	284.68
2017	SportSX	1st	291.27
2016	SportSX	2nd	303.30
2015	SportSX	2nd	293.14
2014	SportSX	2nd	309.96
2013	Sport	2nd	286.07
2012	Sport	5th	300.80
2011	Sport	3rd	272.13
2010	Sport	8th	279.27
2009	Sport	3rd	274.82
2007	Sport	5th	291.20
2006	Sport	2nd	278.81
2005	Sport	2nd	278.12
2004	Sport	1st	244.43
2003	Sport	2nd	270.42
2002	Unlimited	5th	103.21
2001	Sport	1st	279.64
2000	Sport	2nd	290.79

Experimental - Sport SX

Kevin Roll & Heron Weidner

J. Kevin Roll brings extensive aviation experience to the racing circuit. A former Air Force pilot, he flew both the F-4 and F-16, and he currently serves as a contract instructor pilot for F-16 simulators. Additionally, he is an instructor for the Extra 330, specializing in upset and spin training, and competes in the Jet Class at the National Championship Air Races in Reno/Roswell. Race #62, an SX-300, was previously owned & flown by the highly talented Tuck McAtee for 22 years. During his ownership, McAtee took the plane to Alaska five times and participated in the AirVenture Cup race several times as well.

300
Horsepower

300
MPH Top Speed

AVC ROOKIE



SX-300

Lycoming

62

Experimental- Sport SX

Harry Hinkley & Aaron Pierce

. The SX300 N301E, built by Tom Dempsey in Odessa, TX, first flew in 1988. After years as a "hangar queen," it has been flying for the past 22 years, with modifications earning it multiple first-place awards in the AirVenture Cup and other races.

Pilot Harry, with over 50 years of flying experience, has owned a Maule, Twin Comanche, Aerostar, Super Viking, and the SX300. This is his 16th AirVenture Cup race, alongside interests in automotive, aviation, and real estate.

Co-pilot Aaron, an Embry Riddle graduate, flew Metroliners for a FedEx feeder in Puerto Rico, then corporate aircraft in Florida. He transitioned to finance, managing portfolios and private equity transactions. Later, he joined a startup developing rocket fuel for the US Navy, working on ejection seat and hypersonic missile fuels. At Boeing in Southern California, he addressed

737 MAX issues and flight crew procedures. After connecting Pararescue operators with media professionals, Aaron co-created the Space Rescue project and now develops five media projects.

315
Horsepower

300
MPH Top Speed

AVC History

2021	Sport SX 1st	308.29
2019	Sport SX 1st	311.19
2016	Sport SX 1st	322.37
2015	Sport SX 1st	311.99
2014	Sport SX 1st	328.33
2011	Sport 2nd	301.54
2010	Sport 2nd	312.36
2009	Sport 2nd	298.91
2008	Sport 2nd	315.79
2006	Sport 3rd	278.53



SX-300

Lycoming

30

Experimental- Sport SX

Woody Menear & Brian Attinger

Elwood (Woody) is a believer in Christ. He is a retired airline pilot, aircraft builder, and restorer. He is also a restorer of old cars and motorcycles. For most of his 70 years, he has been a Pennsylvania guy. He never saw a fellow motorhead he couldn't get along with! Woody restored a 1965 Lotus Elan and a 1974 Norton Commando. As of this writing, both English vehicles have done 7,000 and 3,500 miles, respectively. 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 295mph, give or take. The airplane is bright yellow and therefore easy to distinguish from ALL those red ones! The 2023 installation of a Ly-Con modified IO-580 added a new dimension to this remarkable and now venerable airplane design! Wishing all the racers and weekend of fellowship and safe, fun and joy-filled competition!



70



SX-300 Lycoming

350
Horsepower

315
MPH Top Speed

MENTOR
AVC History

2024	Sport SX 2nd	296.67
2023	Sport SX 1st	294.85
2022	Sport SX 1st	293.61
2021	Sport SX 3rd	292.08
2019	Sport SX 3rd	274.14

Experimental - Sport SX

Bob Mills

322
Horsepower

260
MPH Top Speed

AVC History

2015	Rocket F1	1st	245.15
2010	Sport FX	3rd	244.57



Bob Mills flies Race 49, a highly modified RV Super Six known as "Rocket Six." This one-of-a-kind aircraft features a strengthened RV-6 fuselage, a modified RV-7/RV-8 empennage, and unique composite tapered wings designed by NASA PhD Steve Smith. Bob collaborated with Smith and Bob Kuykendall, owner of HP Aircraft, which specializes in advanced composite gliders, to bring this exceptional aircraft to life. Flying in the Reno Air Races since 2011, Rocket Six has garnered attention in the racing community. Bob serves as the President of Sport Class Air Racing, where he is involved in developing NextGen Air Racing with the Sport Air Racing Council. In addition to racing, he flies the Super Six in formation airshows as a member of the Falcon Flight Formation Team. A retired Naval Aviator with experience flying the F-14A and TA-4J, Bob also enjoyed a career as a Southwest Airlines Captain on the B-737. He's an absolute failure at retirement though, and currently flies a G-200 aircraft as a Corporate Pilot out of Austin, Texas.



RV-6 Lycoming

49

Experimental- Sport FX

Bruce Hammer

Bruce Hammer, a seasoned competitor in the AirVenture Cup, has missed only two races since his first in 1998! His excitement for this year's event remains as strong as it was at his first race. Bruce will be flying his Glasair 1-TD, which he built over a three-year period and has continuously modified ever since. Bruce's latest modification was replacing the original Lycoming 360 engine with a more powerful Lycoming 540. The new engine is positioned back against the firewall, just one inch farther forward than its predecessor. To maintain proper weight and balance, he has selected a 3-blade fixed-pitch prop from Cato, known for their exceptional craftsmanship. This year, Cato is developing a high-performance 2-blade fixed-pitch race prop specifically tailored to match the engine's horsepower and the airplane drag.



300
Horsepower

270
MPH Top Speed

91



Glasair 1TD

Lycoming

MENTOR

AVC History

2024	Sport FX	1st	274.88
2023	Sport FX	1st	276.76
2022	Sport FX	1st	269.53
2021	FX Blue	2nd	253.93
2019	FX Blue	2nd	248.61
2018	FX Blue	2nd	245.00
2017	FX Blue	2nd	245.23
2016	FX Blue	1st	280.61
2015	FX Blue	1st	259.93
2014	FX Blue	1st	274.05
2013	FX Blue	1st	258.20
2012	FX Blue	1st	280.42
2011	FX Blue	1st	247.31
2010	FX Blue	1st	255.74
2009	FX Blue	1st	253.76
2008	FX Blue	1st	265.11
2007	FX Blue	2nd	243.47
2006	FX Blue	3rd	241.47
2005	FX Blue	1st	242.06
2004	Formula FX	2nd	212.18
2003	FX Blue	3rd	225.50
2002	Formula FX	2nd	232.40
2001	Formula FX	1st	238.07
2000	Formula FX	1st	244.67

Experimental - Sport FX

Jim Stone

Jim grew up in Lancaster, PA and, following high school graduation, his family moved to Pensacola, FL where he attended the University of West Florida, earning a B.S. in Molecular Biology. During his college years, he became interested in flying and had a fascination with landing on an aircraft carrier. He was accepted into the Navy Pilot program and earned his wings of gold in 1978. During his first fleet tour as a young fighter pilot, he met and married the love of his life, Kathy Tuck of Virginia Beach, Virginia. During his 20 years as a Naval Aviator, he made five six-month deployments aboard five different aircraft carriers, and flew the F-4, F-5, F-14, F-16, and F-18. A 1986 Top Gun graduate, flight instructor and adversary pilot, he later retired with the rank of Commander in 1995 with over 4000 hours and 650 Carrier landings. Jim's second career began with a job offer from United Parcel Service (UPS), where he spent over 23 years flying the B757, B767, B747, and MD11. During his career with UPS, he built his Harmon Rocket II over the course of nine years and had his first flight in it in 2007. Jim retired from UPS in 2019 and

moved to Spruce Creek Fly-in located in Port Orange, FL. Soon after arriving in Spruce Creek, he volunteered to be the Airport Manager and continues in that position today while working on his golf game and flying his Harmon Rocket regularly.



260
Horsepower

240
MPH Top Speed

AVC ROOKIE



Harmon Rocket 2

Lycoming

90

Experimental - Rocket F1

Steve & Eric Mellott

Steve resides west of Berthoud, Colorado, on a private grass airstrip (86CO) with his wife, Judy, and their three children: Eric, Meghan, and Ryan. As a Boeing 737 airline captain, he brings a wealth of experience to the skies. Steve retired from the Wyoming Air National Guard after 22 years of service in both the Air Force and Air National Guard. During his Air Force career, he piloted C-21 Learjets and HC-130s for Combat Search-and-Rescue missions. In the Guard, he flew C-130H3s until his retirement in 2017. Steve's son, Eric, will be entering his senior year at Berthoud High School next year. Eric is actively involved in soccer, cross-country, and track, and is also working towards obtaining his private pilot's license.

260
Horsepower

276
MPH Top Speed

MENTOR AVC History

2024	Rocket F1	3rd	199.06
2023	RV Blue	2nd	206.66
2022	RV Blue	2nd	200.59
2021	RV Blue	2nd	203.39



F1 Rocket

Lycoming

45

Experimental- Rocket F1

John (John-A) Anderson

Race #39 is an F1 Rocket built over a span of six years by John Andersen from Kenosha, WI. It was first flown on the 103rd anniversary of powered flight. The aircraft was constructed entirely stock, per the plans. John began his project in his basement before moving it to his garage, and eventually to the airport where it was completed. The journey from home to hangar was quite memorable, as it was made with the help of a police escort. John sat in the cockpit and, like every homebuilder, made airplane noises as he was towed to the airport three miles away. This year marks 15 years since John began flying his machine and returning to the fly-in at Oshkosh. This will be his 45th consecutive year attending Oshkosh! John is a corporate, charter, and air ambulance pilot, and he is also a certified flight instructor. He jokes that he has a "real job" as an IT director. This is John's 11th AirVenture Cup Race. In the 2021 race, he achieved a speed of 221.75 MPH.

260
Horsepower

250
MPH Top Speed

MENTOR AVC History

2024	Rocket F1	2nd	226.63
2023	Rocket F1	2nd	224.29
2021	Rocket F1	1st	221.75
2019	Rocket F1	2nd	209.55
2018	Rocket F1	3rd	218.59
2017	Rocket F1	2nd	222.67
2016	Rocket F1	2nd	244.43
2015	Rocket F1	3rd	227.93
2014	Sport FX	2nd	234.77
2013	Sport FX	1st	220.11
2012	Sport FX	2nd	244.44
2011	Sport FX	3rd	210.18

39



Team Rocket F-1

Lycoming

Experimental - Rocket F1

Wayne Hadath

Wayne Hadath will be flying "Little Bit," an F1 Rocket, in the upcoming AirVenture Cup Race. This marks their return after a three-year absence, and Wayne is eager to reconnect with both familiar and new faces in the racing community.

"Little Bit" first took to the skies in September 2005, marking Wayne's inaugural build. He thoroughly enjoyed the learning process and the challenges that came with it. Currently, "Little Bit" is the only slow-built F1 Rocket still in flight, a testament to Wayne's craftsmanship. In addition to the F1 Rocket, he also flies an RV-10 and a Pitts S2E, but the F1 Rocket remains his favorite.

14



Team Rocket- F1

Lycoming

260
Horsepower

245
MPH Top Speed

MENTOR AVC History

2024	Rocket F1	1st	243.58
2023	Rocket F1	1st	243.15
2019	Rocket F1	1st	237.03
2018	Rocket F1	1st	236.31
2017	Rocket F1	1st	231.24
2016	Rocket F1	1st	265.17
2015	Rocket F1	2nd	243.26
2011	Sport FX	2nd	237.00
2010	Sport FX	4th	241.06
2009	Sport FX	2nd	234.74

Experimental - Rocket F1

John Marcinkevich & Miles Verge

John is a retired Air Force and Air National Guard veteran with a diverse background in aviation. He has served as a technician crew chief during his first seven years in the Air Force. He has logged numerous flight hours in various aircraft, including the T-37, T-38, KC-135A, KC-135E, R, and F-16. In addition to his military service, John served as a pilot for Pan Am, flying the Boeing 727 out of New York. His personal flying experience includes ownership of several aircraft: a Stinson 108, Lake LA4, Bonanza G36, Cessna 414, and Cessna 182. Currently, he flies a Velocity V Twin, built in 2015 and recently upgraded with Garmin Glass. John co-pilot will be his grandson, Miles Verge, who is turning 16 this year. Miles is currently studying ground school and has been immersed in aviation since he was born, frequently accompanying John on flights. He is pursuing his PPL and is eager to take to the skies alongside his grandfather in this race.



180
Horsepower

215
MPH Top Speed

AVC ROOKIE



Velocity V Twin

Lycoming

135

Experimental - Sport ME

Nicholas (Nick) Biondo & Zach Beavers

Nick is an enthusiastic member of Sport Class Air Racing and is looking forward to his first cross-country race in "Unleashed," a Lancair 360. When he's not racing, he flies the Boeing 737 for a major airline, where his love of aviation shines through in both his professional and competitive endeavors.



225
Horsepower

260
MPH Top Speed

AVC ROOKIE



Lancair 360

Lycoming

55

Experimental - Formula RG White

Erno Ovari

Erno (pronounced AIR-no) Ovari was born in Hungary and grew up in Germany, where his passion for aviation took flight at the age of 14. He began flying gliders in Hungary and Germany, eventually expanding his skills to paragliding across the Alps. After relocating to the United States, Erno became a U.S. citizen in 2012 and earned his private pilot certificate in 2014. Whether for business or leisure, Erno travels extensively across the country. With his Lancair 360, affectionately named "Zoomie," he quips, "up to a thousand miles, I can beat the airlines." After purchasing Zoomie, he dedicated over two years to restoring and refining it. Through careful rebuilding, he successfully lightened the airframe by more than 100 pounds, resulting in improved speed and efficiency. When Erno first acquired Zoomie, it cruised at a solid 200 knots (230 mph). Thanks to his upgrades, it now reaches 215 knots (247 mph) while burning just 8 gallons of fuel per hour. Like every pilot chasing perfection, he continues to seek even greater speed and efficiency. This year marks Erno's second AirVenture Cup race with Zoomie, and he is thrilled to be back on course!



Lancair 360

Lycoming

219
Horsepower

245
MPH Top Speed

AVC History

2022	RG Blue	DNS
2021	RG Blue	2nd 235.41



81

Experimental - Formula RG Blue

Craig (Hollywood) & Jordan Schulze

230

Horsepower

300

MPH Top Speed

AVC History

2024	RG Blue	1st	242.35
2023	RG Blue	1st	249.54
2021	RG Blue	1st	245.13
2019	RG Blue	1st	242.76
2018	RG Blue		DNS
2017	RG Blue	1st	234.86
2016	RG Blue	2nd	258.28
2015	RG Blue	1st	243.13
2014	RG Blue	2nd	253.82
2013	RG Blue	3rd	239.01
2010	RG Red	1st	229.69
2001	Formula RG		DNS



Craig Schulze will be racing Race 777 alongside his son, Adam, marking Craig's 10th appearance at the AVC Race. His devotion to aviation began at a young age; he started building model airplanes at three and took his first flight at six. With a love for flying that runs deep, Craig jokes that his blood cells are airplane-shaped! While he flies primarily for enjoyment, Craig holds commercial and instrument ratings, as well as a Letter of Authorization to fly the L-39. He designed and built Race 777 in just 22 months, completing the aircraft in 2007. In 2008, Race 777 earned the title of Grand Champion at EAA Oshkosh. Craig has since built and rebuilt three additional Lancair 360s. Notably, Race 777 is one of only two Lancair 360s ever constructed with air conditioning. This year at Oshkosh, Craig and his sons will also unveil their latest innovation, the SkyTug—a 30-pound portable aircraft tug capable of towing a 3000-pound airplane.



Lancair 360

Lycoming

777

Experimental- Formula RG Blue

Leith & Lewis Stevens

Leith Stevens learned to fly in 2021, a long-awaited dream that began in his childhood when he first experienced general aviation with his father, Lewis Stevens, a flight instructor and avid aerobatic pilot. Lewis guided Leith from his first lesson through to earning his private pilot certificate, as well as several aerobatic endorsements. Leith completed his flight training in Australia, where he now holds pilot certificates in both the USA and Australia. An owner of a Lancair 360 for the past two years, Leith relishes the thrill of fast, long cross-country flights. He recently upgraded to a lighter Hartzell composite propeller and gave his aircraft a fresh paint job. Leith currently resides in Colorado with his family and works at a software company that provides solutions to prominent aerospace firms. Meanwhile, Lewis, now semi-retired, teaches upset recovery and aerobatic techniques to experienced pilots in South East Queensland, Australia.

180

Horsepower

235

MPH Top Speed

AVC ROOKIE



69



Lancair 360

Lycoming

Experimental - Formula RG Blue

William Rossman & Tom Boyd

William is the proud owner of a Lancair 320, registered as N9MG. Having been in aviation for many years, he has honed his skills in various aircraft, achieving certification as a Commercial Multiengine Flight Engineer. One of his major experiences includes operating the Boeing 727. Throughout his aviation journey, William has developed a deep appreciation for both flying and the intricacies of aircraft design, which is evident in his interest in the Lancair 320. He values the blend of performance and efficiency that this aircraft offers, making it a perfect fit for his racing aspirations. Participating in air races is not only a thrilling challenge for William, but also an opportunity to connect with fellow aviation enthusiasts. He enjoys the camaraderie that comes with competing, sharing experiences with other pilots, and pushing his limits in the skies. This year, he looks forward to the upcoming race to showcase the capabilities of the Lancair 320 and engage with the vibrant racing community.

165

Horsepower

235

MPH Top Speed

AVC History

2023	RG Red	2nd	220.05
2010	RG Red	2nd	215.77



Lancair 320

Lycoming

451

Experimental - Formula RG Red

Klaus Savier & Jenny Tackabury

"The Determinator," a Long EZ built over 27 years by Klaus Savier in Santa Paula, CA, is a marvel of engineering. Equipped with a Dual Light Speed Engineering Plasma III CDI electronic ignition and a high-pressure, timed sequential electronic fuel injection system, it showcases Klaus's custom innovations. These include self-designed propellers, high compression ratio pistons, a billet machined accessory case, a light-weight carbon fiber oil sump, and a tuned intake system. The aircraft also features a unique canard airfoil and modified main wing, optimizing speed and efficiency. Klaus, founder of Light Speed Engineering since 1985, has a storied career focused on performance. He holds four FAI world speed records and over 40 race victories, driving advancements in electronic ignition and speed modifications for experimental aircraft. Co-piloting with him is Jenny Tackabury, raised in a flying family with parents who raced in the Unlimited category. Jenny's lifelong involvement in rallies and races adds seasoned expertise to their team. Together, Klaus and Jenny push "The Determinator" to new heights, embodying their relentless pursuit of aviation excellence.



Long EZ

Lycoming

225

Horsepower

260

MPH Top Speed

AVC History

2024	FX Blue	1st	259.04
2023	FX Blue	1st	259.48
2021	FX Blue	1st	258.19
2019	FX Blue	1st	258.65
2018	FX Blue	1st	248.75
2017	FX Blue	1st	250.61
2016	FX Blue	2nd	275.72
2014	FX Blue	2nd	270.55
2013	FX Blue	2nd	253.92
2012	FX Blue	2nd	273.75
2010	Sprint	1st	241.47
2008	Sprint	1st	258.51
2007	Sprint	1st	254.89
2006	Sprint	1st	241.64

111

Experimental - Formula FX Blue

Sean (Skippy) VanHatten

Sean "Skippy" VanHatten's aviation journey began at nine with an EAA Young Eagles flight, sparking a lifelong passion. Building and flying RC airplanes as a child, he later earned an ATP rating with nine type ratings and a Master of Science in Flight Test and Evaluation from the National Test Pilot School. Since 2016, Sean has competed in the Reno Air Races' Sport Class, securing third place in the Sport Gold Heat in 2023, the final year of the event. As Vice President of Operations for Sport Class Air Racing, he also serves as the primary pace pilot. Professionally, Sean balances aircraft management, corporate flying, and contract flight test pilot work for experimental aircraft manufacturers. His friendship with Joe, formed during the 2018 Reno Air Races when Joe lent him a Legacy aircraft to race, has been pivotal.

Together, they're preparing both airplanes for AVC 2025. Sean's Long EZ, a standout aircraft, will also be showcased at AirVenture 2025, marking a milestone for the type. His expertise and dedication continue to shape the future of air racing and experimental aviation.



168

Horsepower

250

MPH Top Speed

MENTOR

AVC History

2024 FX Blue 2nd 218.96



Garaggio EZ

Lycoming

3

Experimental - Formula FX Blue

Brian Hoover

Brian Hoover is proud to be racing 110AT, a Thorp T-18 crafted by Oats Tokle in California during the 1970s. This aircraft is a pleasure to fly and also an honor to continue its legacy. The T-18 is known for its remarkable performance, and he looks forward to exhibiting its capabilities in the race.

180

Horsepower

230

MPH Top Speed

AVC ROOKIE



Thorp T-18

Lycoming

11

Experimental - Formula FX Blue

Gonzalo (Slick) Artigas & Jorge Huston

In 2025, Gonzalo Artigas will compete in his third race at AVC, flying Race #911. It will also be his second race with Jack Huston as co-pilot. Gonzalo acquired the airplane from Jack in 2022, and since then, he has completed two coast-to-coast trips, with a third getting underway right after OSH. It's been a fantastic adventure! He enjoys visiting small airstrips along the way, where he always looks forward to meeting fellow aviation enthusiasts and exchanging captivating stories.

Gonzalo Artigas has been running a plumbing and construction company in the Boston area since 2000.

180

Horsepower

236

MPH Top Speed

AVC History

2024	FX	Blue	3rd	166.14
2023	FX	Blue	5th	198.78



Glasair IIS

Lycoming

911

Experimental- Formula FX Blue

James (Jim) Springer

Jim is a former Navy pilot and is excited to return for his second AirVenture Cup. He will be racing "Brandi," an O-320 powered LongEZ. With safety as his top priority, Jim is thrilled for the event and aims to finish strong—anywhere but last place! In his first race in 2021, Jim achieved an average speed of 193.18 MPH, and he hopes to improve upon that this year.

160

Horsepower

200

MPH Top Speed

AVC History

2022	FXRed			DNS
2021	FXRed	5th		193.18



Long EZ

Lycoming

333

Experimental - Formula FX Red

Dave Conrad

This will be Dave's fourth AVC Race. He is a semi-retired design engineer, as well as the co-founder and president of Learn Build Fly at the Wausau Downtown Airport. A pilot throughout his adult life, Dave has built or worked on four airplanes.



150

Horsepower

215

MPH Top Speed

AVC History

2024	FXRed		DNF
2023	FXRed	6th	199.84
2022	FXRed	7th	181.11
2018	FXRed	4th	173.71



Tailwind W10C

Lycoming

499

Experimental - Formula FX Red

David Adams

David Adams will be flying Race #83, a Long-EZ, in the upcoming AirVenture Cup Race. A retired Electrical Engineer, David and his wife, Matilda, dedicated over 11 years to building the Long-EZ, beginning in 1984. The aircraft took its first flight on June 30, 1995, making Race #83 30 years old during the 2025 AirVenture Cup! All major components of the Long-EZ were crafted in a spare bedroom of their home before being assembled in their garage. David began racing in 2008 and quickly became passionate about the sport. To date, he has competed in 89 SARL races, earning the SARL Silver in Experimental category in 2010 and securing 1st Place in the SARL Sprint Class in 2009, 2010, 2012, and 2015. Since 2009, David has participated in the AirVenture Cup almost every year. He has held a private pilot license since 1983 and boasts over 3700 hours of flight time. In 2021, Race #83 was upgraded with an IO-320 engine.

180

Horsepower

225

MPH Top Speed

MENTOR

AVC History

2023	FX Red	1st	226.57
2022	FX Red	1st	225.90
2021	FX Red	1st	220.99
2019	Sprint	1st	196.39
2018	Sprint	DNF	
2017	Sprint	3rd	196.52
2016	Sprint	DNF	
2015	Sprint	2nd	200.85
2014	Sprint	1st	207.84
2013	Sprint	DNF	
2012	Sprint	1st	221.48
2011	Sprint	DNF	
2010	Sprint	3rd	198.53
2009	Sprint	1st	190.94



Long EZ

Lycoming

83

Experimental - Formula FX Red

Justin Phillipson

Justin Phillipson started his aviation path early on, fueled by watching the Reno Air Races every year since he was a kid. Airshows with the likes of Bob Hoover, Julie Clark, and the Coors Light Silver Bullet kept the fire lit. He started flight training at Stead Airport in Reno at 21 and upon obtaining Commercial and CFI ratings, he started instructing in 2004. Along the way, he has flown everything from gliders to seaplanes to helicopters and jets, including his day job of piloting a Gulfstream 650. When he's not working, he is refining two Formula One racers he fields at the National Championship Air Races. While he is not a rookie in the air racing circle, AirVenture Cup is a new twist on racing for him.

160

Horsepower

200

MPH Top Speed

AVC ROOKIE



Tailwind

Lycoming

79

Experimental- Formula FX Red

Joe & Matthew Conlon

Joe, a retired aerospace engineer with 42 years at Sikorsky Aircraft, first joined the AirVenture Cup in the early 2000s, racing as a back-seater in Long EZ Race #93 and once in RV-7A Race Pi (314). In 2017, he debuted as Pilot-in-Command in his PA28-180, earning four second-place finishes in the FAC4FX class. Now in his fourth Long EZ race (Race #112), he's secured two second-place finishes in Formula FX Red. A commercial pilot since 1996, Joe holds single-engine, multi-engine, helicopter, and instrument ratings, with over 1,000 flight hours. This year, Joe's co-pilot is his son, Matthew, the eldest of his four children with wife, Carol, whom he'll celebrate 40 years with in October. Matthew, a University of Florida aerospace engineering graduate, followed Joe into aviation, serving over ten years in the U.S. Navy. He flew T-6A Texan II, T-45 Goshawk, and T-44C aircraft, completed two deployments, and served as an instructor pilot. Now a U.S. Navy Reserve pilot with VR-62 Nomads, Matthew flies the Airbus A321 for a major airline. Joe and Matthew race together, blending family, skill, and passion for flight at AirVenture.



Long EZ

Lycoming

160

Horsepower

218

MPH Top Speed

MENTOR

AVC History

2024	FX Red	2nd	217.19
2023	FX Red	2nd	218.12
2022	FX Red	5th	209.99
2021	FAC4FX	2nd	138.73
2019	FAC4FX	2nd	137.43
2018	FAC4FX	2nd	135.15
2017	FAC4FX	2nd	133.25



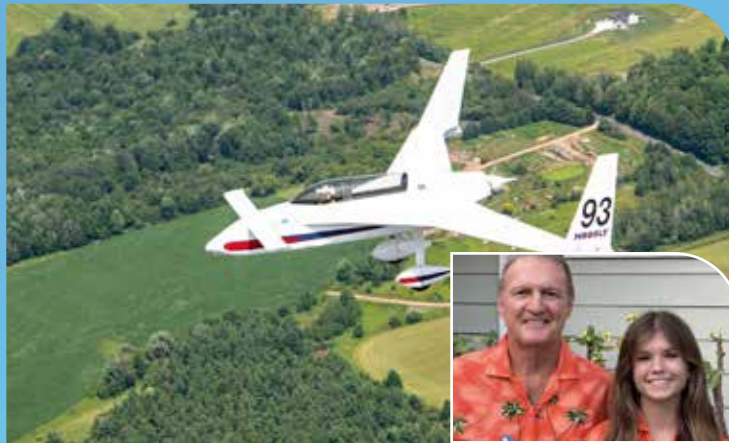
112

Experimental - Formula FX Red

Rich Lamb & Bella Erikson

Since building and flying their Long EZ in 1996, Rich Lamb and Tim Trainer have raced as Race #93 in every AirVenture Cup since 2003, starting at Kitty Hawk's 100th Anniversary of Flight, and clinching first place multiple times. This year, Rich's co-pilot is his granddaughter, Bella, a third-year racing veteran and the fifth family member to join him in the cockpit, following his daughter, Heather, grandson, Aidyn, and wives, Gayle and Lynn. Bella handles navigation, keeping them on course. In 2022, Rich and Lynn flew the Long EZ from South Florida to Coeur D'Alene, Idaho, for Burt and Dick's birthdays, then to Bellingham, Washington, with friend Joe Conlon in his Long EZ. That same year, Rich received The Lee Behel Excellence in Air Racing Award, a proud moment. The team stands out in their signature orange Hawaiian shirts, embodying their racing spirit. For Rich, the thrill of the race is matched only by the joy of reuniting with the AirVenture community, a cherished tradition of camaraderie and family.

93



Long EZ

Lycoming

160
Horsepower

227
MPH Top Speed

MENTOR AVC History

2024	FXRed	3rd	213.69
2023	FXRed	3rd	213.63
2022	FXRed	4th	210.59
2021	FXRed	2nd	213.00
2019	FXRed	3rd	206.18
2018	FXRed	1st	206.08
2017	FXRed	2nd	209.76
2016	FXRed	2nd	229.99
2015	FXRed	5th	209.99
2014	FXRed	3rd	224.24
2013	FXRed	2nd	210.62
2012	FXRed	2nd	232.63
2011	FXRed	3rd	206.00
2010	FXRed	3rd	210.17
2009	FXRed	3rd	206.25
2008	FXRed	1st	226.67
2007	FXRed	3rd	221.19
2006	FXRed	1st	205.28
2005	FXRed	2nd	206.84
2004	FormulaFX	6th	183.88
2003	FXRed	3rd	196.96

Experimental - Formula FX Red

Jorgen Skovbjerg

Jay Skovbjerg, known as "Cookie," built his aircraft, N655DK, which first flew in January 1999 after an extensive 11-year construction process. Since then, it has logged approximately 1600 flight hours, exploring diverse destinations from La Paz, Mexico, to First Flight, North Carolina, and Nome, Alaska. Early on, Jay developed a passion for aircraft efficiency and speed, inspired by fellow enthusiasts in the canard community. Over the years, N655DK has seen numerous modifications aimed at enhancing its performance. This year marks Jay's seventh year participating in the AirVenture Cup Race. After enjoying the unique challenges of the Centennial two-day race in 2003, he is thrilled to return to compete and earn a chance at bringing home a prize. Jay looks forward to connecting with fellow speed enthusiasts and sharing the excitement of the race.

160
Horsepower

220
MPH Top Speed

AVC History

2024	FX RED	1st	218.89
2022	FX RED	2nd	220.56
2019	FX RED	2nd	212.94
2017	FX RED	3rd	202.12
2016	FX RED		DNS
2005	FX RED	3rd	197.07
2003	FX RED	10th	178.27



Cozy III

Lycoming

65

Experimental - Formula CZ

Michael Satchell

Mike's fascination with aviation was first inspired at the tender age of four, during his first flight in a Piper Cub. This early experience would lay the foundation for a lifelong love of flying. After years of anticipation and dedication, Mike realized his dream by obtaining his Private Pilot License (PPL) in 2013 at the age of 55. He further enhanced his skills with tailwheel and complex endorsements, showcasing his commitment to mastering diverse flying techniques. In 2022, Mike completed the construction of his Cozy MK IV, powered by a Titan IOX-370 engine and equipped with an SDS EM5 EI/EFII system. This aircraft represents not only his technical expertise, but also his unwavering passion for aviation. In recent years, Mike has taken to the competitive skies, participating in numerous SARL races across Texas in the FX Gold class. Although he faced a setback during the 2024 AVC race due to an avionics issue, Mike is determined to bounce back and is optimistic about achieving a respectable finish in the upcoming 2025 season.

95



Cozy MKIV

Titan

195
Horsepower

216
MPH Top Speed

AVC ROOKIE

Experimental - Formula CZ

Russ & Kristy Meyerriecks

In their fourth year of racing their self-built Cozy MKIV, Russ and Kristy embody passion, precision, and perseverance in the skies. While a first-place finish has thus far eluded them, their unwavering dedication to performance and ongoing refinement of their homebuilt aircraft keeps them in close contention. They remain committed to pushing the limits and improving with each race.

88



Cozy MKIV

Aerosport Power

180
Horsepower

200
MPH Top Speed

AVC History

2024	Formula CZ	2nd	205.44
2023	FX Blue	4th	205.97
2022	FX Blue	3rd	200.46



Experimental - Formula CZ

Steven (Stevie two dogs) & Tammy Applebaum

Stevie Two Dogs, Race 76, is known as the Tool of Karma. A psychotherapist by profession, he a writer by necessity, and an imaginary author created by his characters, he finds refuge in the skies above. This year, thanks to premier canard builder and restorer Mike Toomey, Steve will be flying a stunning, Lycoming-powered Cozy III, which he affectionately calls "Mean Mister Mustard". His wife and crew chief, Tammy, will be on hand to manage the aircraft and ensure the engine runs smoothly. With her expertise, she will also keep the chaos seven evil exes at bay and forestall four weddings and a funeral for yet another year. With a motto that echoes through his pursuits, Steve lives by the mantra: "Yesterday is a memory, tomorrow isn't here. All you've got is the here and now... make your momma proud."

76



Cozy MKIII

Lycoming

150

Horsepower

180

MPH Top Speed

MENTOR

AVC History

2024	Formula CZ	5th	197.43
2023	FXRed	5th	201.75
2022	FX Red	6th	204.90
2021	FX Red	4th	198.36
2019	FAC3RG	DNF	
2018	FAC3RG	1st	165.77
2017	FAC3RG	3rd	156.74
2016	FAC3RG	2nd	183.66
2015	FAC6	1st	116.19
2013	FAC6FX	1st	146.38
2012	FAC6	1st	171.89

Experimental - Formula CZ

Ken Laudrie

Growing up in Green Bay, WI, Ken attended Oshkosh many times in the late 1970s and 1980s, which is where the Long EZ caught his eye. The plans for the Long EZ were unavailable by the time he was ready to start building in the 1990s, so Ken chose to purchase Cozy Mark IV plans instead. After 8.5 years of building, N230KL took flight for the first time in September 2000. Since then, Ken has made numerous enhancements to the aircraft, upgrading its panel, propeller, engine, and aerodynamics. Following high school, Ken pursued his aviation career at Spartan School of Aeronautics, where he earned his A&P certification as well as his Private Pilot license. He went on to work at Flight Safety as an A&P technician while he completed his flight ratings. Over the years, Ken has served as a flight instructor, charter pilot, commuter pilot, and non-scheduled airline pilot. He currently works for a major airline.



200

Horsepower

220

MPH Top Speed

AVC History

2023	FX Blue	3rd	209.19
2022	FX Blue	DNF	
2021	FX Blue	3rd	213.70



Cozy MKIV

Lycoming

67

Experimental - Formula CZ

Bob Bittner

Bob, a seasoned pilot with over 1600 flight hours, has been flying for decades, starting with model airplanes and fulfilling his dream of piloting real aircraft. He loves sharing his passion through Young Eagles flights with hundreds of young aviators. Professionally, Bob develops medical imaging software for PET/MRI. He recently acquired a Searey flying boat for aquatic adventures and completed his Cozy MkIV project after 20 years, incorporating original plans and custom enhancements, including a redundant digital fuel control system for racing performance. His Cozy has explored the Mountain West and Bahamian islands. Unfortunately, an engine issue forced Bob to withdraw from the 2024 AVC race, though he averaged 217.32 MPH in 2023. His co-pilot, Shannon Fegley, aspires to be the first to fly to every country. With over 2000 flight hours in the last five years, Shannon flies medical cargo, fire missions, and aerial surveys, currently piloting a Caravan in Florida. She's excited for her first air race, grateful to Bob for the opportunity.



321



Cozy MKIV

Lycoming

180

Horsepower

221

MPH Top Speed

MENTOR

AVC History

2024	Formula CZ	DNF
2023	FX Blue	2nd 217.32
2022	FX Blue	2nd 213.81
2019	FX Blue	3rd 204.46

Experimental - Formula CZ

Dominic Cacolici

Growing up in the 1980s, Dom was steeped in motorsports, watching his dad build dragsters and funny cars professionally. His need for speed sparked early, racing dirtbikes and driving an '85 TransAm as his first car. In 2006, weary of long Ohio commutes for his engineering job, Dom planned to build a gyro-copter, but his father urged him to learn fixed-wing flying first. After a \$59 introductory flight, Dom embraced aviation, training with instructor Boris Nastasich and traveling to job sites in various aircraft. In 2012, after moving to St. Petersburg, Florida, Dom and his then-wife explored the state by air while he built a career designing airports from Tampa to Seattle. Initially believing air racing was for retired USAF pilots, Dom's perspective shifted in 2022 when he discovered the Reno Air Races. Welcomed by the Formula 1 racing community, he pursued his dream of competing. In 2023, Dom raced as a rookie in the International Formula 1 class in Reno, piloting #72. His crew chief, Abe Tray from Sky Addict Aviation, alongside brother Ben Tray and Jason Fraley, tirelessly rebuilt the engine, avionics, and fuselage, ensuring Dom's success in his debut year.



100

Horsepower

200

MPH Top Speed

AVC ROOKIE



Cassutt 111M

Continental

72

Experimental - Formula 1

John Schultz

John Schultz is a retired Navy Developmental Helicopter Test Pilot with extensive experience flying SH-60B Seahawks around the globe. He primarily operated from smaller ships, including frigates, cruisers, and destroyers, and completed a tour on an aircraft carrier. As a test pilot, John flight-tested various H-60 airframes as well as the MQ-8 Firescout UAV. In pursuit of a lifelong dream of building his own aircraft, John built his RV-14A, completing the project (including paint) in four years in his two-car garage. The dinosaur on the tail is a whimsical character designed by his daughter during her childhood, reflecting how airplanes turn dinosaurs into fun and noise!

34



RV-14A

Lycoming

215
Horsepower

230
MPH Top Speed

**AVC
ROOKIE**



Experimental- Formula RV White

Matthew & Angela King

Matt is a lifelong aviation fan who has been flying since the early 1990s. An Aerospace Engineer by trade, he honed his skills in flight testing while contributing to the development of the HondaJet at Mississippi State University. 1XP is his first aircraft, and after acquiring her, Matt logged nearly 100 hours within the first month—truly a testament to his love for flying.

220
Horsepower

230
MPH Top Speed

**AVC
ROOKIE**



RV-8

Lycoming

390

Experimental- Formula RV White

Aidan Bilger

Aidan Bilger is currently pursuing a degree in aeronautical engineering technology at Purdue University. He has been flying his RV8 since obtaining his Private Pilot License in November 2024. The upcoming AirVenture Cup will mark his debut in air racing!

52



RV-8

Aero Sport

180

Horsepower

220

MPH Top Speed

AVC
ROOKIE



Experimental- Formula RV White

Bryan Weinzettle

Bryan Weinzettle's aviation journey began at 26, in a rented Cessna 150. After logging about 100 hours, Bryan embarked on a decade in the international oil and gas industry, during which he didn't fly at all. Upon returning to the United States, he purchased a Cessna 172 and quickly joined the local EAA Chapter 302. Eager to take the next step, he immediately began building his Vans RV-7. The eight years spent constructing his RV-7 were filled with personal growth as he acquired additional ratings, built flight hours, and ultimately transitioned to a career as an airline pilot. When he's not flying, Bryan enjoys restoring cars, riding motorcycles, and continuing work on his RV-7. He is grateful for the support and camaraderie found within EAA 302, a vibrant community of aviators devoted to sharing their love of flying. Bryan looks forward to featuring his RV-7 in upcoming races and connecting with fellow aviation enthusiasts.

180

Horsepower

209

MPH Top Speed

AVC ROOKIE



RV-7

Lycoming

17

Experimental - Formula RV Blue

Joel Megginson

200
Horsepower

200
MPH Top Speed

AVC ROOKIE



Joel Megginson, a rookie racer at the AirVenture Cup, brings a lifetime of aviation passion to the event. With 40 years of professional experience, including a distinguished Air Force career as a combat veteran, Joel trained in the T-37 and T-38 and flew the C-141 and C-17 globally. He led the largest airborne operation since World War II and served in a unique Special Operations unit. Transitioning to airlines, he now captains the Airbus A350, having flown aircraft like the Boeing 727, 757, 767, 777, and MD-88 over a 30-year career with a major U.S. carrier. Nearing 25,000 flight hours across 30 aircraft types, Joel's personal Vans RV-7A, N14SR, remains a favorite. A decade with the Museum of Flight in Rome, Georgia, deepened his love for warbirds, where he flew the T-28 and C-45 and joined the Board of Directors. His humanitarian relief flights to the Bahamas post-Hurricane Dorian with friend Pete O'Hare in a Korean War-era C-45 earned a feature

in Smithsonian's Air and Space magazine. Living in Venice, Florida, near his hangar and the beach, Joel cherishes time with his partner, Gwen, sons Sam and Matt, and EAA Chapter 1285. An avid writer, musician, yogi, and project enthusiast, he's eager to connect with aviators, learn about racing, and embrace the camaraderie at AirVenture.



RV-7A

Lycoming

141

Experimental - Formula RV Blue

Mike Phillips

This year marks Mike's 10th race in the AirVenture Cup, where he has competed in five different aircraft. He has secured 1st place in two races and consistently finished in the top three in most others. Mike is a full-time A&P mechanic and holds private pilot and glider ratings. For anyone considering joining the racing community, he cannot emphasize enough the fun and joy of participating. He serves as proof that you don't need extensive resources to start racing; even sharing a plane can be a viable option. Mike feels fortunate to have a supportive family that shares his affinity for flying. Aviation is a big family, and every visit to an airport feels like coming home.

180
Horsepower

175
MPH Top Speed

AVC History

2024	RV Blue	DNS
2023	RV Blue 3rd	199.47
2017	Motorglider LG 1st	119.13
2015	Biplane Unlimited 1st	164.66
2003	Unlimited 4th	138.95



RV-4

Lycoming

54



Experimental- Formula RV Blue

Kevin Phelps & David Walsh

Flying Race Pi (314 for the non-engineers) are David Walsh and Kevin Phelps. The race aircraft, a Vans RV-7A, was crafted by Walsh, Phelps, and John Thielges over a period of seven years, taking to the skies for its first flight on December 17, 2011. Since then, it has made twelve trips to AirVenture. David Walsh, who has been flying since his college days, is a Certified Flight Instructor (CFI) in both Rotorcraft and ASEL/AMEL, and holds additional ratings for seaplanes and gliders. A retired Flight Test Engineering Technical Fellow from Sikorsky Aircraft, he now works as a corporate pilot in Stuart, Florida. Joining him in the cockpit is Kevin Phelps, who also retired from Sikorsky Aircraft after 37 years of service. Phelps holds an Airline Transport Pilot (ATP) license and is a corporate pilot in Stuart, Florida as well. "The AirVenture Cup is THE aviation event we look forward to each year," shares the team, who are proud to be participating in their twelfth AirVenture Cup. They often joke that they are so old that they sometimes forget who is the pilot and who is the co-pilot!

314



RV-7A

Lycoming

180

Horsepower

200

MPH Top Speed

MENTOR

AVC History

2024	RV Blue	3rd	190.95
2023	RV Blue	4th	191.64
2022	RV Blue	3rd	185.38
2021	RV Blue	3rd	190.77
2019	RV Blue	6th	184.25
2018	RV Blue	3rd	184.32
2017	RV Blue	8th	184.59
2016	RV Blue	4th	206.84
2015	RV Blue	3rd	187.73
2014	RV Blue	4th	203.02
2013	RV Blue	8th	180.21



Experimental - Formula RV Blue

Ronald (Ron) & Tanya Cardwell

Ron Cardwell built his RV-8 in his garage over the course of 6 years. He constructed the tail and wings using standard kits, while the fuselage was ordered as a quick-build kit. Ron completed all the wiring for the aircraft's electrical system and the GRT Avionics panel. This project marked Ron's first experience with kit construction, and he used mostly stock components directly from Van's. The aircraft was painted by Fulltron Aviation in Springfield, Missouri. Professionally, Ron is an airline pilot with a legacy U.S. airline, primarily flying the 757 and 767 on routes across the U.S. and occasionally overseas. His wife, Tanya, serves as his co-pilot. Although she is not a pilot, she runs a successful dog training business and enjoys accompanying Ron on their aviation adventures. Together, Ron and Tanya have flown their aircraft from coast to coast. In 2022, they took their 1948 Stinson 108-3 on a round trip from Colorado



180

Horsepower

220

MPH Top Speed

AVC ROOKIE



RV-8

Lycoming

to Maine in the spring. Later that year, in August, they dedicated a week to completing the Washington State Airport Passport program, landing at approximately 110 airports over five days of flying.

32

Experimental - Formula RV Blue

Patrick (Barto) Bartosavage

Patrick Bartosavage is the pilot and maintainer of the RV-6A that he will be flying in this year's competition. The aircraft, N957DH, is based at Stearman Field (1K1) in Benton, Kansas, and is part of a local flight club known as the Flying Pigs. This diverse club boasts members ranging from experienced airline pilots to decorated combat veterans, as well as casual weekend flyers. When Patrick isn't flying the RV-6A for sport, he can often be found piloting the club's RV-8A or ensuring that other aircraft in the club's fleet are well-maintained. Alongside his hobby flying, Patrick serves as a Boom Operator aboard the KC-46A Pegasus in-flight refueler, relishing what he considers the best part-time job in the world. To support his aviation hobbies, Patrick works as a Technical Services Manager at Textron Aviation in the Heavy Structures Department in Wichita, Kansas. In this role, he leads a team of skilled technicians responsible for repairing small and medium-sized business jets.

180
Horsepower

200
MPH Top Speed

MENTOR
AVC History

2023 RV Blue 5th 175.89



RV-6A

Lycoming

316

Experimental - Formula RV Blue

Matthew Koschak

Matt Koschak returns in 2025 for his second Airventure Cup Race, flying his Vans RV-7. Since he was a kid, he always held a lifelong dream of building his own airplane. In January 2013, he enrolled in the EAA sheet metal workshop at Oshkosh. There, Matt acquired essential skills for constructing aluminum sheet metal aircraft, but also realized that building an entire airplane would require a considerable amount of time. In the spring of that year, an opportunity arose when a friend informed him about an RV-7 project for sale in Texas. Recognizing the potential, Matt flew to El Paso to purchase the project, and with his father, drove it back to Chicago. With hopes of having the plane airborne within a year, he eagerly began the project. It ultimately took five years before N16DK finally took to the skies. In addition to aviation, Matt enjoys time spent with his wife and son, as well as playing the drums. Professionally, Matt works as an acoustical engineer at Shure Incorporated, where he designs high-quality microphones, loudspeakers, and earphones for both professional audio and consumer markets.



185
Horsepower

230
MPH Top Speed

MENTOR
AVC History

2024 RV Blue 2nd 201.78



RV-7

Superior

61

Experimental - Formula RV Blue

David Harm & Abigail Falkowski

David's RV 9A took to the skies for its inaugural flight on 12/21/21, after nine years of dedicated building. Since then, it has received a stunning paint job from Fulltron Aviation in Springfield, MO. Now, three years later, David is excited to participate in his first cup race, with his co-pilot, his granddaughter Abby Falkowski.

160

Horsepower

195

MPH Top Speed

AVC ROOKIE



RV-9A

Lycoming

82D

Experimental - Formula RV Red

Curtis & Lee Cumberland

Curtis Cumberland has been flying for 35 years and building biplanes for 30 years. He is now flying N834T that has been to EAA Airventure our times and Sun 'n' Fun five times. He has received a Gold Lindy at Oshkosh. Curtis's family is involved in flying, building, and EAA. His father flew his Pitts in the AC flight rally for years and won it twice. This is the closest thing Curtis has found to that rally, so he's in! His son, Lee Cumberland, will participate, as well as his brother, Cary Cumberland, all competing in biplanes. Curtis is currently in the heat of finishing an RV to compete in a class with more competition. It's going to be very close but he is trying to get there this year. He looks forward to seeing everybody.



160

Horsepower

175

MPH Top Speed

AVC History

2024 Biplane Red 1st 153.00

17C



RV-4

Lycoming

Experimental - Formula RV Red

Jeremy & Denah Heidinger

Jeremy Heidinger is a regional airline Captain and previously worked as an aircraft maintenance technician for nearly 25 years. He holds an A&P license with Inspection Authorization (IA) and possesses a strong background in avionics. During his maintenance career, he built his RV-8, affectionately named Caroline, over a span of 13 years, from 2003 to 2016. Racing has been a constant fascination for Jeremy throughout his life, from motorcycles, cars, sailboats, and now, of course, airplanes! Currently, he is working on a Cassutt race plane project in his garage. Jeremy met his wife in the Carolinas while serving in the army as an airborne avionics technician on Blackhawk helicopters. They considered naming one of their children Caroline but ultimately chose a something different, allowing the RV-8 to carry that name.

160

Horsepower

230

MPH Top Speed

AVC History

2024 RV Red 2nd 191.62



RV-8

Lycoming

212

Experimental- Formula RV red

Timothy Phillips

“Tim Phillips is a seasoned competitor in the AVC Race series, having raced with his father, Keith, in Race #10 for many years, and with his brother, Mike, in Race #212, a Pitts Model 12. This year, Tim is piloting his RV-4, Race #48, an aircraft built by fellow EAA member Don Mcumber from Grass Lake, MI, located just a few miles from Keith’s hometown, where he first learned to fly. With over 30 years of flying experience, Tim holds a Private Pilot single engine land rating and has flown a wide range of aircraft. He, along with his father and brother, are proud lifetime EAA members. Professionally, Tim serves as an Instructor Loadmaster for Flight Safety, where he trains USAF and foreign students to become loadmasters on the C-17A Globemaster at Altus AFB, Oklahoma. He is a retired Master Sergeant from the United States Air Force, having logged over 5000 flight hours as a Loadmaster on both the C-5 and C-17A.”



160

Horsepower

175

MPH Top Speed

AVC History

2024 RV Red 3rd 188.38
2023 RV Red 1st 189.29



RV-4

Lycoming

48

Experimental - Formula RV Red

Eric Janssen

Eric Janssen is a private pilot and AirVenture Cup rookie. He is an engineer by trade, which caused him to gravitate towards experimental aircraft. After getting a taste for aerobatics, he almost purchased a Citabria. However, a ride with a friend in his RV-4 sealed the deal for him—Eric knew he had to be part of the RV community. The AirVenture Cup presents a perfect opportunity for him to benchmark his aircraft against others in similar conditions, providing valuable insights into speed performance. His goal for this event is to establish a baseline for his plane. In the coming years, he plans to enhance its performance through aerodynamic improvements and potentially increasing power.

160

Horsepower

210

MPH Top Speed

AVC ROOKIE



RV-4

Lycoming

19

Experimental - Formula RV Red

Bob Crooks & Bruce Witmer

260

Horsepower

200

MPH Top Speed

AVC History

2024	RV 10	1st	198.47
2023	RV 10	1st	192.05
2022	RV 10	3rd	191.72



Bob learned to fly in an Aeronca Champ, achieving his private pilot certificate while still in high school. Over the years, he has advanced his skills to earn a commercial certificate and an instrument rating, accumulating nearly 4000 hours of flight time. He has worked with a variety of aircraft throughout his career, and currently, he proudly owns an RV-10, which he built in his garage. To him, it's the best of all the planes he has flown.



RV-10

Lycoming

41

Experimental - RV- 10

Rick Emerian & Jimmy Shamp

260
Horsepower

210
MPH Top Speed

AVC History

2024	RV 10	2nd	191.79
2023	RV 10	2nd	190.06
2022	RV 10	2nd	192.00
2021	Sport FX	3rd	194.71



33

Rick, a 73-year-old aviation enthusiast, built and owns N576RD, a Vans RV-10 kit aircraft completed in 2009 after a 4.5-year build. This four-seat, single-engine plane, powered by a 260-horsepower Lycoming IO-540 engine with 555 hours since a Ly-con Engines rebuild, features a constant-speed propeller and a 2700-pound gross weight. With two 30-gallon fuel tanks, it consumes 10.5 gallons per hour, cruising at 160 knots with a 5-hour, 900-nautical-mile range. N576RD, based at Madera Airport (KMAE), has 1576 airframe hours and has flown to AirVenture ten times, competing in the AirVenture Cup Race four times, including this year. Rick, a dedicated family man married for 48 years with three children and five grandchildren, began flying at 16, earning commercial, instrument, multi-engine, and CFII ratings by 19. With 6350 hours in general aviation piston aircraft, he's a respected member of EAA 376 Kings River, Central California Aviation Association, and Quiet Birdmen's FAT chapter, earning the Wright Brothers "Master Pilot" award. His co-pilot, Jim, a lifelong friend and Rick's first flight instructor, has over 12,000 hours and is a retired FAA employee of 33 years, recently certified as a Designated Pilot Examiner. Jim, also a "Master Pilot" awardee, joins Rick for their fourth AirVenture Cup Race. The duo has competed in the Hayward Air Rally nine times, with Rick's first AirVenture rally in 2014.



RV-10

Lycoming

Experimental- RV-10

David and Cindy Seitz

As cash grain farmers in Wisconsin, David and Cindy Seitz manage approximately 1000 acres of land. In addition to their farming operations, the couple provides custom services that include spraying, fertilizer spreading, planting, and harvesting. Their 19 grandchildren often lend a hand, helping out wherever they can.



260
Horsepower

200
MPH Top Speed

AVC History

2024	RV 10	3rd	177.41
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RV-10

Lycoming

475

Experimental - RV-10

Charles (Dan) Smith & Amanda Ward

Dan is based at KOQN Brandywine Airport, located within the Brotherly Love Bravo airspace. This is his inaugural participation in the AirVenture Cup. His flying experience primarily covers the East Coast, ranging from the Carolinas up to Maine.

142

Horsepower

170

MPH Top Speed

**AVC
ROOKIE**



Sling Tsi

Rotax

TLG

Experimental- Sprint-T

James Mauch & Reed Hatch

At 17, James built a hang glider in his parents' driveway, using a set of plans he bought for \$5 from an ad in Popular Mechanics magazine. Though he took a break from flying during his 20s and 30s to focus on education, career development, and raising a family, he promised himself he would fly again before December 17, 2003. Since then, he hasn't looked back. James and his wife raised four daughters, and he spent most of his career in startups, briefly working as a lawyer—though he quickly realized that the legal profession wasn't for him. Now retired, he enjoys the freedom to fly once more. Most of his flying adventures involve 3-4 hour cross-country flights to "stalk" his children and grandchildren.

160

Horsepower

235

MPH Top Speed

**AVC
ROOKIE**



Risen 916Sv

Rotax



555

Experimental - Sprint-T

Thomas Simpkinson

Thomas "Andy" Simpkinson brings over 45 years of aviation experience, having flown with the Air Force, Southwest Airlines, and in general aviation. His aircraft, built by Bruce Cruikshank, took to the skies for the first time in 2007. The plane is based on an RV-9A airframe and is powered by an Eggenfellner Subaru engine. Notably, the aircraft has undergone numerous modifications to accommodate Bruce's needs as a double leg amputee, enabling him to fly it with confidence and skill. Its performance closely matches that of an RV-9A equipped with an O-320 engine, making it a remarkable machine. With 1650 flight hours logged across the country, this will be the first air race for both the airplane and pilot.



150
Horsepower

195
MPH Top Speed

AVC ROOKIE



Cruikshank Bc-1 Subaru

23

Experimental - Sprint

Jay Van Every

Jason "Jay" Van Every acquired his Long-EZ in the spring of 2023, after the aircraft had been inoperable for a couple of years due to COVID-19. The plane, designated N455EZ, was originally built by Ken and Debbie Iwatate, who first flew it in 1983. Their modifications to the original design have been documented and replicated by many builders over the years. Due to its history, the effort to restore this historic aircraft was deemed worthwhile. Jay undertook a comprehensive refurbishment, rebuilding the original Lycoming O235-L2C engine and upgrading every system to ensure safe operation. Recently retired from the Marine Corps, Jay served as a KC-130 F/R/T/J Flight Engineer and has decades of experience in aircraft maintenance and flight operations. He currently works for ESP, Inc. in flight simulation, providing services for the Navy and Marine Corps. In addition to restoring N455EZ, Jay is working on a second Long-EZ, with a focus on enhancing performance.



LongEz Lycoming

115
Horsepower

220
MPH Top Speed

AVC ROOKIE

73

Experimental - Sprint

Jamon & Dane Pruitt

Jamon and Dane Pruitt are excited to rejoin the AirVenture Cup Race after a seven-year break. They will be piloting a 1965 Meyers 200D in the Factory One class, a plane that has participated in the race multiple times in the past. With hopes of performing well again this year, the brothers bring a wealth of racing experience, as Dane has competed successfully in various classes. They have maintained close connections with friends in the AVC community, meeting each year at Oshkosh. This year, they look forward to the fellowship and excitement of returning to the race alongside their fellow competitors. In addition to racing, Jamon has a Stewart S51 Mustang project that has been gradually coming together in the back corner of his hangar. He hopes to one day complete this aircraft and bring it to both the race and to Oshkosh for its own moment in the spotlight.



285

Horsepower

238

MPH Top Speed

AVC History

2019	FAC1RG	4th	167.10
2018	FAC1RG	1st	205.70
2017	FAC1RG	2nd	165.13
2016	FAC1RG	1st	221.78
2015	FAC1RG	1st	202.95



Meyers 200D

Continental

200

Production- FAC1RG

Mitchel Grenwalt & Don Schwenning

Mitchel Grenwalt, 35, hails from Nevada, Ohio, and is a newly-minted CFI flying his grandfather's 1971 Cessna 210K. This aircraft has been in his family since it was brand new, and Mitchel has spent almost his entire life flying it, using it to acquire his instrument, commercial, and now CFI ratings. Mitchel's co-pilot for the race is his good friend, Don Schwenning, a 69-year-old retired Tool & Die Maker from Upper Sandusky, Ohio. Don earned his pilot certificate at just 19 years old, but as life unfolded—with marriage and raising four children—his flying aspirations took a backseat. He became a "Rusty Pilot." At the age of 64, Don and a partner acquired a 1964 Piper Cherokee 140. He became re-certified and is thrilled to be back in the left seat.



300

Horsepower

225

MPH Top Speed

AVC History

2024	FAC1RG	1st	194.31
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Cessna 210K

Continental

189

Production- FAC1RG

Robert (Rob) Evans Jr

Robert is a third-generation pilot, and his aviation journey began with his first trip to Oshkosh in 1976. Robert's grandfather, a World War I pilot, was a member of the American Flying Club and resided at the club house in New York City after the war. Growing up, both of his parents were pilots; they had a 1954 Cessna 170B and a 1946 Ercoupe. Robert's father restored Aeronca Champs, but his favorite project was a blue 1954 Meyers 145, which has been featured in several aviation magazines over the years. He purchased it in the early 1980s, obtained the STC for the IO360 engine, and they flew it to Oshkosh together in 1999, where it was sold later that week. Robert earned his pilot's license in 1988, and most of his flight time has been spent in Grumman Tigers, a Traveler, and an A36 Bonanza. His 1975 Traveler was the LoPresti prototype for the new Tiger cowl. Several years ago, he bought a Meyers 200D, affectionately named "Dusty," with the goal of restoring it to flight and being its best caretaker until a new owner comes along. When Robert isn't flying, he enjoys spending time with his family, playing guitar, and singing at local clubs. He also has a passion for antique cars, particularly his Custom Eight Packard Coupe.



285
Horsepower

210
MPH Top Speed

AVC ROOKIE



Meyers 200D

Continental

81T

Production- FAC1RG

Mitchell Wild & Colleen Weber

Colleen Weber and Mitchell Wild are returning for their fourth AirVenture Cup Race, piloting their 1961 Debonair, nicknamed "Garcone." The duo has remained undefeated in the past few years of competing. Colleen volunteered with the AirVenture Cup finish line crew for several years before joining as a participant. She is an active member of the 99s Wisconsin Chapter and serves as the Treasurer for the Wisconsin Aviation Hall of Fame, demonstrating her commitment to aviation and the racing community. Mitchell is a Sales Director at Jet OUT, an aircraft co-ownership company based in Milwaukee, WI. He brings a competitive spirit and a keen eye for race detail to the team. His extensive qualifications include multiple certificates and ratings, along with being a Certified Flight Instructor (CFI), Multi-Engine Instructor (MEI), and Certified Flight Instructor Instrument (CFII). Together, Colleen and Mitchell embody a blend of experience and enthusiasm that enhances their racing performance and camaraderie.

285
Horsepower

195
MPH Top Speed

AVC History

2023	FAC1RG	1st	191.74
2022	FAC1RG	1st	187.49
2021	FAC1RG	1st	176.78



Beechcraft 35-A33

Continental

20

Production- FAC1RG

Patrick & Luke Larreategui

Patrick Larreategui is a private pilot who grew up and lives in Dayton, Ohio (the Birthplace of Aviation). He is a self-proclaimed AvGeek. Patrick obtained his private pilot certificate in 2007 and has since earned instrument and multi-engine ratings. He also holds tailwheel, high performance, and complex endorsements. He flies for several volunteer pilot organizations including Angel Flight East, Freedom Aviation Network, and PilotsNPaws. Mostly, he enjoys flying with his family. He has flown single engine planes on adventures to Newfoundland, the Caribbean, the Pacific Northwest, and all over the United States. He has owned two Mooneys and now flies a Bonanza A36. Patrick and his co-pilot son, Luke, have attended every AirVenture since 2015 and both agree that it is their favorite week of the year. Luke has been flying with his Dad since he was 6 months old. He is a student in the Part 141 aviation program at Bowling Green State University. He obtained his private pilot certificate in 2024 and is working on his instrument rating. Together, they are excited to participate in the 2025 AirVenture Cup!

75



Beechcraft BE36

Continental



300
Horsepower

224
MPH Top Speed

AVC History
2024 FAC1RG 2nd 186.83

Production-FAC1RG

John Secord & Kent Aitchison

John is the proud owner of Race 47, a rare classic 1964 Meyers 200C. He feels honored to have acquired this aircraft and to have the opportunity to bring it to the AVC and other SARRL events for everyone to enjoy. The Meyers is often regarded as one of the best-built aircraft, and commands respect among true aviation aficionados. At 61 years young, Race 47 has been featured in multiple articles and news segments, even gracing the pages of Flying Magazine. John posted a speed of 223 MPH at the Sunshine Express 400 in the FAC1RG class and earned First Place Overall in the 2016 FAC1RG category and Third Place 2016 Overall Production Winner. Professionally, John is a full-time airline pilot whose passion for aviation ignited at a young age. He learned to fly at 16 with his father, a retired Air Force Major General and avid aviation enthusiast. This bond and shared love for flying have been the driving forces behind John's involvement in both the EAA and AVC Race.



Meyers 200C

Continental

47



285
Horsepower

200
MPH Top Speed

AVC History
2019 FAC1RG 3rd 191.77
2016 FAC1RG 2nd 207.98
2015 Formula FX Blue 2nd 210.09
2011 Formula FX Blue 4th 213.13

Production- FAC1RG

John Gritschke & Trace Gamache

John began his aviation journey in 1981, earning his Private Pilot SEL certificate the following year. He secured his Instrument rating in 1983 while studying at Southern Illinois University, where he graduated in 1987 with a degree in Aviation Technology. After graduation, he transitioned into a career in firearms training equipment and facilities, a field he continues to work in today. In 2019, John also earned his SES rating in Alaska. John regularly flies his Piper Comanche 400, affectionately known as "The Red Rocket," from 3CK and 57C airports. He resides in Crystal Lake, where he enjoys spending time with his family, which includes two children and one grandchild.



400
Horsepower

223
MPH Top Speed

AVC ROOKIE



Piper PA 24-400

Lycoming

18

Production- FAC1RG

Jeff Montgomery & Paul Hermoso

Jeff Montgomery began his flying journey as a teenager, and his passion for aviation has only grown over the decades. Participating in the AirVenture Cup race has been on his bucket list for many years, and with the recent acquisition of his Columbia 400, he felt it was the perfect time to embrace the rookie experience in 2025. Currently, Jeff serves as a Captain on the Boeing 777 for a major airline, honing his flying skills and deepening his love for aviation. Each year, he volunteers as a radio host on EAA Radio at Oshkosh, where he also camps alongside the racers in Camp Scholler—a tradition he looks forward to every summer. He is excited to participate in the upcoming race!

310
Horsepower

200
MPH Top Speed

AVC ROOKIE



Lancair Columbia 400

Continental

400

Production- FAC1FX-T

Michael Scheppa & David Boulos

Michael and Dave are aviation enthusiasts driven by a shared passion for airplanes and the industry as a whole. As professionals in the field, they possess a profound understanding of the complexities and wonders of flight. When they're not working, they cherish time spent with their families and enjoy exploring the Northeast in Michael's PA-32 or Dave's PA-28 (The Mighty 235). This marks their first entry in the AirVenture Cup Race, and they are excited about the opportunity to put their skills to the test. They look forward to the adventure ahead and the chance to connect with fellow aviation enthusiasts.

300
Horsepower

160
MPH Top Speed



AVC ROOKIE



Piper PA 32-301Xtc

Lycoming

53K

Production- FAC1FX-T

Serrhel & Patty Adams

303
Horsepower

270
MPH Top Speed

MENTOR
AVC History

2024	FAC1FX 1st	218.96
2023	FAC1FX-T 1st	204.70



Serrhel Adams, a Retina Specialist from Fayetteville, Arkansas, earned his private pilot certificate on February 29, 1988. His wife, Patty, a Certified Ophthalmic Photographer with 35 years in health-care, serves as his attentive co-pilot, though she's not a pilot herself. Originally from Southern Louisiana, the couple discovered the AirVenture Cup (AVC) at Oshkosh's AirVenture in 2022, with Serrhel attending since 2002 and Patty since 2022. They flew their first AVC in 2023, an experience so thrilling they immediately marked their calendars for the next year. The race, new friendships, aircraft displays, and shared stories were highlights. This year, they'll fly N900GC, a 2024 Game Composites GB1 built in nearby Bentonville, Arkansas. It's their first aerobatic plane, with Serrhel cautiously exploring inverted flying, while Patty prefers staying upright. Beyond the GB1, they enjoy cross-country and backcountry flights in their Cirrus and CubCrafters X-Cub. Serrhel also mentors his son, Nicholas, in video and social media, sharing their aviation adventures as #oldguysfly. Outside aviation, Serrhel and Patty run Undiscovered Cellars, producing Napa Valley wines like Undiscovered Cabernet Sauvignon, Untravelled Chardonnay, Undreamt Bordeaux Blend, and Unbreakable Super Tuscan. As they prepare for their third AVC, their passion for flying, community, and adventure continues to soar.



GB1

Lycoming

99

Production-FAC1FX

Laura & Allen Floyd

How do two pilots decide who gets to fly the AVC? Take turns, of course! This year, Laura is racing their Cessna 185 (Fifi, aka: Fifi the Beastie), while Allen will serve as co-pilot and flight engineer. Both are captains at a major airline, using professional aviation to fund their general aviation habit. Laura and Allen are avid taildragger pilots, as well as experimental aviation enthusiasts. Allen previously raced his own homebuilt Long Ez, a Berkut, and the 185. Laura has raced a Luscombe and the 185. They live with their planes in Northern Colorado.

285
Horsepower

140
MPH Top Speed

AVC History

2024	FAC1FX	2nd	154.51
2023	FAC1FX	2nd	157.01
2022	FAC1FX	2nd	150.78
2021	FAC1FX	2nd	178.12
2018	VINTAGE	1st	102.73



Cessna A185-F

Continental

84

Production- Skywagon

Steve & Jett Krasovich

Steve Krasovich, owner of a 1976 Cessna 185F (N185HJ), began his aviation journey in 1975 after high school, attending A&P school and earning his Private Pilot License in 1976 and A&P certificate shortly after. After seven years as an A&P in a propeller shop and gaining instrument, commercial, and multi-engine ratings, he flew for airlines until retiring in August 2020. From the late 1970s to mid-1990s, Steve competed in aerobatics with the IAC up to the advanced category, flying various Pitts models. He acquired N185HJ in 2018 and has since flown to AirVenture annually, as well as to Idaho's backcountry, Baja Mexico, and across Colorado and the mountain west. As an A&P, he maintains the aircraft, installing a new interior, 15 STCs, and currently upgrading the panel. His co-pilot, 13-year-old nephew Jett, an aspiring pilot, joins him on adventures, including Idaho backcountry trips, and is excited for the AirVenture Cup Race and AirVenture. Steve also flies a Beech 18 for the CAF's Mile High Wing at KBJC. Beyond aviation, he enjoys woodworking, diving, fishing, hunting, mountain biking, and traveling with his airline-pilot wife.

37



Cessna 185F

Continental

300
Horsepower

MPH Top Speed

AVC ROOKIE



Production- Skywagon

Devin & Melvin Dahlberg

Devin live in Franktown, Colorado, and has owned his C-185 since spring 2022. After purchasing the airplane, he and his father built a hangar and a grass runway on his property. This is Devin's first year participating in the air race, and he looks forward to the experience, even if it means getting passed by everyone!

300

Horsepower

145

MPH Top Speed

AVC ROOKIE



Cessna A185-F

Continental

503

Production- Skywagon

Kenneth (Ken) & Debra Long

Recently retired, Kenneth and his wife are proud owners of a 1979 Cessna 185F. After a long hiatus from flying, Kenneth returned to the cockpit less than a year ago and is eager to embark on extensive travels with his wife and their dog aboard their Skywagon. In his earlier years, he served as a Certified Flight Instructor for gliders, offering rides in the stunning locations of Aspen and Boulder, Colorado. Kenneth looks forward to this new chapter of his aviation journey, bringing a passion for flight and a sense of adventure as they explore the skies together.

300

Horsepower

209

MPH Top Speed

AVC ROOKIE



Cessna 185F

Continental

FF

Production- Skywagon

Al Wickel

This is Al Wickel's very first AirVenture Cup race. He is very excited to participate in his Cessna 185 on amphibious floats. While he probably won't break any land speed records, he is looking forward to the camaraderie. Al flew Fast Movers in the Air Force for 30 years. The majority of his career was spent in single-seat fighters like the F106 and the F-15, with five years instructing in the T-38. He also worked for a major carrier flying various Boeing aircraft, including the 727, 757, 767 and retired in the 777 flying internationally. Al enjoys flying the 185 on floats throughout New England during the summer months. In the winter time, he resides in Florida, flying formation with friends in their Vans aircraft. He has an RV-8 that is hangared in Florida from October through May, and flies floats on Moosehead Lake from June through September. Al is the oldest of seven sons, of which four fly (including Al). Their dad was with Pan Am for 37 years and their mom was a Stewardess with a Pan Am as well. The rest, as they say, is history.

285
Horsepower

126
MPH Top Speed

AVC ROOKIE



Cessna 185F

Continental

784

Production- Skywagon

Daniel (Comanche Dan) Haumesser & Bob Dieck

Daniel Haumesser started flying in 1984 while in the Air Force stationed in Tacoma, WA. After leaving the Air Force, he flew for the Missouri State Highway Patrol and eventually purchased this fixer-upper Piper Comanche around 2009. Over the years, Dan has brought it up to speed one project at a time while flying around the country and the Bahamas. He completed an engine overhaul, new prop, and new panel just prior to last year's race, and used the race to finish breaking in the engine by "flying it like he stole it". This year's race improvements include lessons learned from last year. Robert Dieck of Wausau, WI is once again racing in Race 250 with Dan Haumesser. Bob has become the "right seat guy," having flown in 2018 in Race 662, then in 2019 and 2022 in Race 205, while having missed 2021 because of a short-notice scheduling conflict. Bob joined Dan in 2023 as a last-minute fill-in. Bob has over 47 years of flying experience, having earned his private pilots license at age 19.



Piper PA-24

Lycoming



250
Horsepower

192
MPH Top Speed

AVC History

2024	FAC2RG	3rd	186.64
2023	FAC2RG	2nd	192.44

250

Production- FAC2RG

Malcom & Haldan Dickinson

Malcolm Dickinson became a private pilot in 1993, a seaplane pilot in 1994, and a flight instructor in 1995. He has been teaching in single-engine airplanes and seaplanes for 30 years - mostly giving transition training to new owners of Piper Comanche, Lake Buccaneer, and ICON A5 aircraft. He flew for Endeavor Air and JetBlue before joining United in 2023, and is currently a 757/767 First Officer. Malcolm and his two teenage sons live in Connecticut. His co-pilot in the race, Haldan Dickinson, is a 17 year old student pilot.

260

Horsepower

227

MPH Top Speed

AVC ROOKIE



Piper PA-24

Lycoming

92

Production- FAC2RG

Jonathon & Grant Lorek

Based in Ohio, Jonathon enjoys flying with his wife, Brandy, and two children, Grant and Anneliese, in their 1965 Comanche 260. Living in Northeast Ohio (but strong roots in Michigan) gives the family the exposure to aviating throughout all four of mother nature's seasons. As a lifetime EAA members, as well as providing continual sponsorship to the AirZoo and the Michigan Flight Museum, Jonathon and Brandy strongly believe in the benefits of education through aviation activities and institutions. As a family, they are striving to see and experience all 4 corners of this great country in the Comanche during the next 3 years. This year will be their first AirVenture Cup race and Jonathon will be piloting with Grant as co-pilot. The entire extended family plans to be in attendance and camping on the grounds at Oshkosh this year. Thank you to all the volunteers who allow this enjoyable week in WI happen!

260

Horsepower

227

MPH Top Speed

AVC ROOKIE



Piper PA-24

Lycoming

09P

Production- FAC2RG

Benjamin (Ben) Pitcher & Francisco (Paco) Delgado

Benjamin grew up in an aviation family, and has been flying since he was a child. He is currently a professional pilot in Indianapolis, IN, flying a Citation Excel. Benjamin is the proud owner of a 1948 Luscombe 8F and a 1966 Piper Comanche 260B. His wife, Juliet, and son Henry enjoy flying across the country in their spare time, and are always looking for their next adventure.

260
Horsepower

192
MPH Top Speed

AVC ROOKIE



Piper Comanche 260B

Lycoming

721

Production- FAC2RG

John Conroy

Defending Class Champion John Conroy acquired his 1958 J-35 Bonanza in 2018. Shortly after the purchase, he undertook panel upgrades and completed an engine overhaul, converting it to an IO-470N. This Bonanza, designated N615Q, is John's first airplane, and he looks forward to traveling with all its new enhancements. John began flying in 1984, earning his Commercial and Instrument ratings while in college. He then served with the Colorado Air National Guard for six years, flying T-43s (modified 737-200). Currently, John is a Captain for Frontier Airlines and resides near Denver, Colorado.

260
Horsepower

196
MPH Top Speed

MENTOR AVC History

2024	FAC2RG	1st	197.86
2023	FAC2RG	1st	196.97



Beechcraft J35

Continental

15

Production-FAC2RG

Mike Bergen Jr

Mike is a materials engineering manager. He worked at the U.S. Navy R&D center outside of Washington, DC for 31 years. The last 26 years of his tenure were spent in the composite materials branch, managing the development and application of composite technology for the fleet. Mike has had his own engineering consulting business since 2012 and is knowledgeable in all aspects of composite materials and processes. He has owned and flown his 1960 Bonanza for 14 years. The plane has flown in several Sport Air Racing League races since 2017. 2023 was his third time flying the AirVenture Cup.

16



Beechcraft M35

Continental

250
Horsepower

190
MPH Top Speed

MENTOR

AVC History

2024	FAC2RG	2nd	189.66
2022	FAC2RG	1st	184.43
2021	FAC2RG	1st	187.30



Production-FAC2RG

Jonathan Hudik & Martha Reith

Jon Hudik is the owner and current caretaker of this 1982 Turbo Arrow IV. It was built in 1982 at Piper's Vero Beach factory as a dealer demo aircraft, equipped with extended range tanks and built in oxygen system. In 1985, it was purchased by Jon's family and has been left in relatively stock conditions over the years, except for a few practical upgrades. Jon is currently a Captain at American Airlines, flying the Boeing 737 out of ORD. Like many other pilots, Jon caught the aviation bug when his parents introduced him to flying at a young age and has been into aviation ever since. As a graduate of the University of Dubuque's Flight Program, he has worked his way up the ladder over the years to his current position at American Airlines. When not working, he can be found traveling, camping, or flying somewhere for that \$100 lunch in the Arrow. Martha returns for a second year to help Jon navigate the sky. She learned to fly as a personal challenge during the pandemic, but it quickly became a full-blown aviation addiction that altered the course of her career journey. She has her commercial single engine IFR rating and is working on her CFI and multi-engine while collecting Fly Wisconsin airport stamps. Her ultimate aviation goal is flying alongside her partner on the B747.

82



Piper Turbo Arrow IV

Continental

200
Horsepower

220
MPH Top Speed

AVC History

2024	FAC3RG-T	1st	163.06
2023	FAC3RG-T	1st	165.53
2021	FAC3RG-T	1st	164.26
2018	FAC3RG-T	1st	163.58
2016	FAC3RG-T	1st	185.25
2015	FAC3RG-T	1st	160.27



Production-FAC3RG-T

Joel Ludwigson & Lynnette Apitz

Race 201 is a 1978 Mooney J model, which Joel and Lynnette have proudly owned since 1998. This will be their fifth AirVenture Cup race. The Mooney has allowed them to journey across the U.S., connecting them with family in the West and offering warmth in the South during winter months. It provides a convenient one-stop trip to destinations like Florida or Arizona. Lynnette affectionately refers to the Mooney as their “time machine” or “magic carpet.” They enjoy the friendships they have made flying the race and enjoy the sparring that occurs amongst the racers, only to be settled on race day.



200

201

MPH Top Speed

AVC History

2024	FAC3RG	2nd	180.87
2023	FAC3RG	1st	182.39
2022	FAC3RG	1st	178.40
2019	FAC3RG	3rd	175.51



Mooney M20J

Lycoming

201

Production- FAC3RG

Mike & Kathy Schoen

Mike and his wife, Kathy, are participating in their fourth AVC Race. They relish the opportunity to connect with fellow racers and crew from across the country. Mike retired in 2023 after many years flying a business jet, and they are embracing a more leisurely lifestyle. Kathy has been an integral part of the AVC Race staff for several years, enjoying her work with this dedicated team. This year, Mike and Kathy aim to improve on their previous race times. They will be racing their 1976 Piper Arrow II in the FAC3RG class, which features many aircraft that are likely faster than theirs. Nonetheless, they are determined to make a strong showing—or at the very least, look good while trying!



200

Horsepower

170

MPH Top Speed

MENTOR

AVC History

2024	FAC3RG	3rd	165.60
2023	FAC3RG	4th	164.13
2022	FAC3RG	4th	160.92
2021	FAC3RG	2nd	161.98
2019	FAC3RG	5th	151.34

651



Piper P28R-200

Lycoming

Production-FAC3RG

Rebecca Curti-Kohart & Byron Rodgers

Rebecca and Byron race their Mooney 201 N201EQ in the Air Venture Cup - each time trying to reach an epic 201 mph air race speed. They have made a host of improvements to their Mooney to reduce drag and increase speed. Rebecca, formerly a NASA aerospace engineer and now a lawyer, is an instrument-rated private pilot. Byron, a major airline Captain, has six jet type ratings and has flown over 60 kinds of aircraft. He is also an A&P and IA who runs RPM Aircraft Service, a general aviation maintenance shop in Gaithersburg, Maryland (KGAI). Rebecca and Byron enjoy participating in all types of general aviation air racing. Rebecca holds multiple FAC3RG records in SARL stretching back to 2010, and together, they have won the FAC3RG class in every AirVenture Cup they have raced in. In June 2024, Rebecca competed in her first All-Women's Air Race Classic, winning four leg prizes. N201EQ, at 190mph handicap speed, was the fastest four-cylinder Mooney ever handicapped in the history of the air race by over 8mph. In 2024, Rebecca and Byron won first place in the Air Race Derby.

200
Horsepower

201
MPH Top Speed

AVC History

2024	FAC3RG	1st	190.13
2021	FAC3RG	1st	188.64
2016	FAC3RG	1st	199.01
2014	FAC3RG	1st	197.47



Mooney 20J

Lycoming

21

Production-FAC3RG

Adam & Isabella Andrews

Adam Andrews is a lifelong aviator. Growing up in Anchorage, Alaska, the aviation bug started early for him from his dad, who was a bush pilot. Adam built model airplanes, attended airshows, and took his first flight lesson at age 18. After soloing in 9.5 hours, he knew flying was in his blood. Adam moved his family to Wisconsin in 2004 and has attended EAA AirVenture every year since. Adam enjoys flying his 1971 Cessna Cardinal RG as well as building his Zenith Super Duty STOL aircraft. Adam is also the owner of Aeroworks Productions LLC, which is a specialty imaging and production company based in Kenosha, WI. His daughter Bella is his co-pilot and is an instrument-rated pilot herself. Both will be on the EAA grounds this year in a media capacity as well.

200
Horsepower

170
MPH Top Speed

AVC ROOKIE



Cessna Cardinal 177RG

Lycoming

71

Production- FAC3RG

Jacob & Erin Silker

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 during the summer at Oshkosh. His 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.

200
Horsepower

165
MPH Top Speed

AVC History

2023 FAC3RG 5th 161.55



Piper Arrow

Lycoming

74

Production- FAC3RG

Tim Mathson & Marton Gyuro

Tim Mathson lives in Wausau, WI, where he and his wife Sue raised 5 children. He obtained his pilot's license at age 50, after most of the kids were launched into adulthood. Tim spent his professional career designing commercial fans at Greenheck. His typical mission today is flying to visit his children and grandchildren. Tim has watched the AirVenture Cup race for several years and is competing for the first time this year. Tim's co-pilot is long-time friend and coworker, Marton Gyuro. Marton grew up in Budapest, Hungary, but now makes his home in Minocqua, WI. He has degrees in aerodynamic and aerospace engineering and specializes in CFD modeling. Marton serves as Commander of the Eagle River Civil Air Patrol Squadron.

He learned to fly gliders in Europe, but has a passion for fighter jets and still makes annual trips with old school mates visiting Air Force bases and spotting planes.

200
Horsepower

170
MPH Top Speed

AVC ROOKIE



Cirrus SR-20

Continental

929

Production- FAC3FX

Andy & Andreas Bernhard

Andy 3 and Andy 4 are back for their fourth race in their Cessna 182R, Race #97 (N6122N), aiming to add to their three trophies. Their aviation passion stems from Andy 2, who flew in South Africa during the 60s and 70s. Inspired, Andy 3 earned his PPL in South Africa in 1992, followed by aerospace engineering degrees (BS in South Africa, MS and PhD in the USA). He spent nearly 25 years at Sikorsky, designing helicopters, and now works at Lockheed Martin's Skunkworks. As Chief Engineer for the Sikorsky S-97 RAIDER, a high-speed coaxial helicopter exceeding 200 knots, Andy 3 chose Race #97 to honor it. In 2023, Andy 2, at 88, traveled from South Africa to fly in Race #97 with Andy 3 and Andy 4. Their memorable trip included watching a Falcon 9 launch from 5,500 feet above Cape Canaveral, landing at the Wright Brothers Memorial in North Carolina to walk the 120 feet of the 1903 first flight, and visiting College Park Airfield, Maryland—the world's oldest continuously operating airport. Andy 4 enjoys KidVenture, the night airshow, F-22 demos, and endless Root Beer Floats at Oshkosh. Andy 3 anticipates the AVC race, connecting with friends and admiring unique aircraft. Race #97 (N6112N) thrives in loose formation with AVC competitors and the iconic Fisk approach to Oshkosh.

97



Cessna 182R

Continental

235
Horsepower

160
MPH Top Speed

AVC History

2024	FAC3FX	2nd	159.84
2023	FAC3FX	3rd	158.47
2022	FAC3FX	2nd	157.19
2021	FAC2FX	1st	152.68



Production-FAC3FX

Michael & Tyler Unertl

This marks the third year that Michael and his son, Tyler, will compete in the AirVenture Cup Race. They're looking forward to reconnecting with fellow racers from past events and embracing the friendly competition that the race offers. When not racing, Michael enjoys flying for fun and food, combining his passion for aviation with his love for culinary adventures. Tyler, a graduate of the University of Minnesota Mankato's Aviation program, is currently flying charter flights in a Pilatus PC-12.

230
Horsepower

170
MPH Top Speed

MENTOR

AVC History

2024	FAC3FX	1st	161.06
2023	FAC3FX	1st	162.37



Cessna 182M

Continental

58

Production-FAC3FX

Steve & Collin Dieck

Purchased in 2004, N6620C is a 1966 Mooney M20C owned by Steve Dieck, and he has been restoring and updating it ever since. 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 13,000 hours of flight time. He is an ATP, IA, and CAM. Collin Dieck is Steve's son and co-pilot. 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 EcoFlow and resides in Clearwater, FL.



Mooney M20C

Lycoming

662

180
Horsepower

170
MPH Top Speed

MENTOR
AVC History

2022	FAC4RG	1st	169.17
2021	FAC4RG	1st	167.33
2019	FAC4RG	1st	166.21
2018	FAC4RG	1st	151.98

Production- FAC4RG

Dennis Seitz & John Gustason

Dennis Seitz, a Mechanical Engineer and business owner, is a dedicated aviator with over 600 flight hours. Formerly President of EAA Chapter 640 and a Learn Build Fly volunteer, he's gearing up for his third AirVenture Cup Race in 2025, piloting his 172M Superhawk, dubbed "Super Chicken." Raised on a Wisconsin farm, Dennis's work ethic and mechanical skills fueled his career in noise control and power generation across the U.S. and Canada. Back in Wausau, he earned his Private Pilot Certificate and enjoys fishing, hunting, and camping. For this race, he's joined by John Gustafson, an EAA Chapter 640 and Learn Build Fly volunteer from the software industry, experiencing his first AirVenture. Despite Dennis urging John to get a pilot's license, John jokes, "Why? I know someone with an airplane!" Dennis has been happily married to his wife, Tammy, for 27 years and is a proud stepfather and dog owner. Affectionately known among their circle as The Warden, Tammy also answers to the call sign Air Traffic Control—keeping everything (and everyone) on

course. John, sporting aviator sunglasses, are set for a thrilling ride. Will John soar to legend status or become a cautionary tale? Buckle up for the adventure!



Cessna 172M

Lycoming


53

180
Horsepower

125
MPH Top Speed

MENTOR
AVC History

2024	FAC4FX	4th	144.79
2023	FAC4FX	3rd	133.21



Production-FAC4FX

David Stuart & Vinnie Elsinger

Pilot David (Dave) Stuart 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 motorsports 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. 2025 will be the 5th year competing in the AVC. Co-pilot Vince Elsinger 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 seeing everyone again.



605

Grumman Tiger

Lycoming

180
Horsepower

165
MPH Top Speed

MENTOR
AVC History

2024	FAC4FX	2nd	150.20
2023	FAC4FX	1st	162.73
2021	FAC4FX	1st	152.28
2019	FAC5	1st	128.94

Production-FAC4FX

Heidi & Scott Snyder

N64739, a Cessna purchased in 1982 by Scott's father, marks its fifth AirVenture Cup race. Family members alternate as Pilot and Co-pilot, with Heidi debuting as Pilot after serving as Scott's Co-pilot in 2024. The aircraft, used for family fun and EAA Young Eagles, has trained hundreds, including Scott, his brother, and Heidi. Scott and Heidi, flying together since 1995, embraced paramotors after Heidi's 2018 EAA AirVenture experience, sparking her aviation passion. She earned her pilot certificate in February 2024, trained by Scott, a retired Navy P-3 Orion pilot and current Southwest Airlines Captain. Scott, raised in aviation at his father's Cheyenne FBO, earned his Private Pilot certificate at 17. He and his father recently flew their self-built Long-Ez, aiming to race it next year.



180
Horsepower

140
MPH Top Speed

MENTOR
AVC History

2024	FAC4FX	5th	143.52
2023	FAC4FX	2nd	141.63
2022	FAC4FX	1st	139.04
2021	FAC4FX	3rd	137.17



Cessna 172P

Lycoming

96C

Production- FAC4FX

Valerie Swanborg & Tom Wood

Valerie Swanborg and Tom Wood, friends and avid kayakers and curlers, rekindled their teenage passion for flying in 2016 when Tom announced he was getting current. Spurred by friendly competition, Valerie followed suit. Since then, both have earned additional ratings and endorsements, flown various planes, and embarked on numerous adventures. Now, they're set to compete in the 2025 AirVenture Cup with their 1973 Cessna Cardinal, N34707. Valerie, a semi-retired accountant with degrees in Managerial Accounting and Civil Engineering, holds a Private Pilot ASEL certificate, a complex aircraft endorsement, and is pursuing an IFR rating. Tom, a retired engineer, has a Private Pilot ASEL certificate, complex and tailwheel endorsements, an IFR rating, and a Ground Instructor rating. Both are active in EAA, AOPA, EAA Chapter 640, and Learn Build Fly (LBF), with Valerie serving as LBF Treasurer and Tom leading educational courses. Their Cardinal, purchased in 2018, features a 180hp engine, Avidyne 540 GPS, Garmin G275s, a G500 autopilot, and a freshly overhauled engine. After a second-place finish in 2024, Team Wausau Cardinal Flyers aim to soar higher in 2025.



Cessna 177B

Lycoming

180
Horsepower

138
MPH Top Speed

AVC ROOKIE



707

Production-FAC4FX

Dan Bauknecht & Mark Western

Dan Bauknecht and his passenger, Mark Westen, will be flying the mighty 150, N6495K. Niner Five Kilo is a 1975 150M model. 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 pilot license with Wausau Flying Service at the Wausau Downtown Airport. It always feels like coming home when they arrive at KAUW, and it always will. 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. 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. It's just another opportunity to talk about flying to all the friends and family who they're sure can't wait to hear all about it!



100
Horsepower

90
MPH Top Speed

AVC History

2024 FAC6 3rd 93.79



Cessna 150M

Continental

4E

Production- FAC6

William (Nathan) & William (Liam) Sneller

108
Horsepower

135
MPH Top Speed

**AVC
ROOKIE**



Pilot William “Nathan” Sneller is a Private Pilot from Grand Rapids, Michigan. He enjoys splitting his leisure hours between airplanes, marathon running, watercolor painting, and playing captain of the boat when pulling tubes, water-skiers, and wake surfers. Co-pilot William “Liam” Sneller is a recent high school graduate, all-state swimmer, life-guard, and aspiring pilot. This fall he enters Aquinas College in Grand Rapids as a Computer Information Systems student and distance swimmer. When he’s not in a swimming pool, he enjoys playing gentle giant with his younger cousins, being a Linux nerd, and teaching himself to play the fife.



America AA1

Lycoming

616

Production-FAC6

Carol (Joe) Ford & Norman Howell

Joe Ford earned his pilot’s license in 1985 and has been actively aviating on both the East and West Coasts ever since. As an upgrade from his Twin Commanche, Joe purchased his Aerostar in 2018 as a 10-year “hangar queen.” Retired from Lockheed Aeronautics and currently employed at Northrop Grumman as an engineer on the B-21, Joe leveraged a 40-year career in airframe design and manufacturing to support the Aerostar restoration effort. The painstaking details of this nearly 6-year effort (primarily on weekends) to recondition the aircraft’s mechanical and electrical systems — as well as interior upgrades — were detailed in the Aerostar Magazine in Spring of 2021. This will be Joe’s 2nd AVC Race and the Aerostar’s 2nd trip to Oshkosh following the event.



Aerostar 601

Lycoming

122

290
Horsepower

277
MPH Top Speed

AVC History

2024 Twin 1T 1st 228.32



Production-Twin1-T

Ed Cole

290

Horsepower

230

MPH Top Speed

MENTOR

AVC History

2024	Twin 1	1st	199.97
2023	Twin 1	1st	201.22
2022	Twin 1	1st	199.97
2021	Twin 1	1st	200.09
2019	Twin 1	1st	202.52



Ed Cole will be flying his Rockwell Twin Commander 500B this year in his sixth AirVenture Cup Race. The Twin Commander aircraft has a fascinating and exciting history. One model actually served as President Dwight Eisenhower's "small" Air Force One at one time. Another early prototype flew across the country on just a single engine, with its left propeller in the cabin. And, as aviation enthusiasts know, the famous Bob Hoover thrilled crowds for years in this same model aircraft. Ed has been flying since before his graduation from the United States Air Force Academy in 1970. After Pilot Training, Ed flew T-33s, F-4s, and F-16s. Most of Ed's military flying took place in Europe in many different countries. After retiring from the Air Force in 1990, Ed went on to fly for UPS in the Boeing 747, 757, and 767 for 19 years, mostly on international routes. Back in 2006, Ed began flying this very same Twin Commander, and now has over 2500 hours in her. His total flying time is over 13,500 hours, with 4000 of that in military fighter aircraft. Ed is looking forward to this great upcoming race and the opportunity to spend time with the awesome and talented pilots who fly in the AirVenture Cup Race.



Rockwell Twin Commander

Lycoming

500

Production-Twin1

Alan (A.J.) & Shelby Blackburn

Alan (A.J.) Blackburn II and Shelby Blackburn, a father and daughter race team, have been flying their 1979 Turbo Piper Aztec for five years from their home base in Stuart, Florida. The 2025 AirVenture Cup will be the fourth race in which this family has participated, with Shelby previously flying as co-pilot in 2023, while her brother Jack flew twice previously, in 2022 and 2024. Improvements to their Aztec include a Robertson STOL conversion, Hartzell scimitar props, and an upgraded avionics suite. Jack and Shelby both plan on pursuing their private pilot certificates in their teenage years, with Jack (age 15), having recently begun training for his private pilot certificate. In his professional life, A.J. is an orthopaedic surgeon with a subspecialty in hand surgery. Shelby will be starting the 7th grade in the fall of 2025. Outside of aviation and travel, the family enjoys further passions such as farming (cattle and chickens), beekeeping, and boating.

250

Horsepower

250

MPH Top Speed

MENTOR

AVC History

2024	Twin 2-T	2nd	192.46
2023	Twin 2-T	1st	197.86
2022	Twin 2-T	1st	199.99



Piper Aztec

Lycoming

00

Production-Twin2-T

Andrew & Eileen Weingram

Andrew Weingram is currently an Airbus Captain for American Airlines. As well as airline flying, he is Deputy Chairman of the Allied Pilots Association National Scheduling Committee. When not handcuffed by the timesink of AA-related work or activities, he is an active member of the Spruce Creek Fly-in Community and local EAA 288 Chapter and Daytona QB hangar. He is currently about two-thirds of the way through an RV14A build, but sadly is in contention for the record for "World's Longest RV14A Build" as his is serial number 94! This is his first air race. Eileen Weingram is a retired FedEx 767 Captain who is extremely active in the EAA and is the local Ray's Scholarship Chair. She has taken great joy in helping young pilots get their start. Eileen has also assisted Andrew on the RV14 build and is an active volunteer in many different functions at the Spruce Creek Fly-in.



160
Horsepower

190
MPH Top Speed

AVC History

2024 Twin 3 1st 183.50



52Y

Piper PA30

Lycoming

Production- Twin3

Dean Copley

Dean Copley's Rans S10 was a project that was actually a build. He bought it in pieces, stripped it down (except fabric), and rebuilt it over a period of 6 months or so, working pretty much full-time. It has a custom fuel system and a completely new electrical system. He went over the engine completely and installed a new IVO prop. He completed enough FAA tasks to qualify as a build but could not get his own "repairman's certificate" because the aircraft already had an N number. Dan is a truck driver by trade and originally got into aviation to pursue missionary aviation, but age and other issues have kept him from that goal. His "co-pilot", who is not flying with him in this race, is his awesome wife Jenny, who has been a great encouragement and supporter through all of this.



80

Horsepower

100

MPH Top Speed

AVC
ROOKIE



Rans S10 Sakota

Rotax

718

Light Sport

Randall Sweet

100
Horsepower

120
MPH Top Speed

**AVC
ROOKIE**



Randy Sweet built his Vans RV12iS in his garage, completing final assembly at Galt Field (10C). Starting with kits in February 2021, he achieved airworthiness in May 2022 after 15 months. Inspired by childhood flights in an Ercoupe/Forney with his father, Randy earned his Private pilot license at 17, Commercial at 19, and later an Instrument rating. Despite considering an aviation career, he pursued Project Management, co-founding R.S. Associates, Inc. with his wife, Carol, focusing on pharmaceuticals and railroads. The RV12iS was a family effort: son Chad assisted with the powerplant and hydraulics, son Kyle handled wiring and avionics, and Carol managed finances, providing essential support. The plane's registration, N924SF, reflects the "Sweet

Family," symbolizing their shared dream.



RV 12iS

Rotax

50

Light Sport

Brad Lewitzke & Marli Novy

Brad is a native of the Wausau area and flew in the 25th AVC Race as a crew member in Race 53. Last year, he raced Light Sport Race HB, and is looking forward to the 27th AVC Race. Brad is a member of EAA Chapter 640, enjoys flying Young Eagles in his Aeroprakt A32, and helping out wherever he can. Brad has flown professionally since the late 80s, earned CE-500 and LR-JET type ratings, and flown numerous piston and turbine powered aircraft. Brad also flies a TBM850 along with his son, Jeremy. Brad's passion for hang gliders started for him in '76. He worked for a hang glider manufacturer in SoCal, helping to build, test fly, race, and compete locally and internationally in '79 and '80. Brad also enjoyed road racing his motorcycles in early 2000s. Brad's two-seat AEROPRAKT A32, Race HB, reminds him of his hang glider and helicopter days with the low speeds and great visibility. He loves sharing his passion for aviation whenever possible.

HB



Aeroprakt A-32

Rotax

100
Horsepower

149
MPH Top Speed

MENTOR
AVC History

2024 LightSport 1st 128.15



Light Sport

Wynn (Casey) Jones II & Cindy Wittke

Casey is a jet-rated pilot with almost 40 years of flight experience in aircraft ranging from Cessna 172, Piper Warrior, and Cirrus SR22, to the Ford Tri-Motor. His most recent and current steed is his Cirrus Vision Jet. Casey is a mechanical engineer and a graduate of University of Wisconsin and Embry-Riddle University. He is President and CEO of Wynn O. Jones & Associates, the Midwest's leading provider of laboratory cabinetry. Casey's co-pilot is his wife of six years, Cynthia. Casey and Cindy both lost their first spouses to cancer years ago. God brought them together. The Vision Jet by Cirrus seats 7, has a top speed of 366 MPH, a range of 1100 miles, is fully pressurized, and cruises at 31000 feet. This is their second year participating as Race XO, a number Cindy selected.

XO



Cirrus SF50 Vision Jet

Williams



1200
Horsepower

365
MPH Top Speed

AVC History

2024	Jet	1st	295.99
2023	Jet	1st	309.88

Production- Jet-SE

Jeff Rochelle & Tony Dubose

Jeff Rochelle has been the Executive Vice President of Eclipse Aerospace Inc. since 2020. He is also the Vice President of the Patty Wagstaff Aviation Safety, and has been a UPRT and Aerobatic Instructor since 2016. A former USAF Thunderbird demonstration pilot and Weapons School (TOP GUN) graduate, Jeff holds commercial, multi-engine, single-engine, glider, and rotorcraft ratings. He is also a Certified Flight and Instrument Instructor for airplanes and a Certified Flight Instructor for gliders. Residing at Spruce Creek Fly-in since 2012, he currently owns an RV-8 and an R44 helicopter. He is a proud member of the Mavericks formation aerobatic team.

11X



Eclipse 500

Jet/Turbofan



900
Horsepower

327
MPH Top Speed

AVC ROOKIE

Production- Jet-ME

Patrick Doyle

Pat Doyle of Fond du Lac, WI, is the current caretaker of N4002F, a 1955 Beechcraft T-34A. When not working on his T-34, 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. He is a repeat AirVenture Cup racer, previously racing a Mooney 205. Pat spends his extra time and money restoring his Beech T-34 Mentors, as well as spending time with his two daughters, Alexis and Meaghan.



225
Horsepower

214
MPH Top Speed

AVC History

2022 FAC3RG 2nd 170.69
2019 FAC3RG 1st 176.14

334



Beechcraft D-45

Continental

Production- Heavy Metal- T34

Kevin Clark & John Nolan

Kevin Clark is a commercial pilot and the owner of a 1941 PT-17 450 Stearman. He has been the proud owner of this classic aircraft for nearly seven years, keeping it hangared in Erie, Colorado. He and his business partners use the Stearman for sightseeing tours and tailwheel instruction through their company, Old Glory Air Corp, Inc.



450
Horsepower

120
MPH Top Speed

AVC ROOKIE

409



Boeing Stearman PT-17

Pratt & Whitney

Production- Heavy Metal- Stearman | Biplane

Virgil Tatman & Jack Ballew

Virgil Tatman runs a mining equipment repair service. Outside of work, he flies as a hobby. He pilots a Turbo Commander to traverse North America, and for recreation, he enjoys flying a North American SNJ-5, a Beechcraft 18, and an Enstrom 480B helicopter.

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North American SNJ-5

Pratt & Whitney



600
Horsepower

200
MPH Top Speed

AVC ROOKIE

Production- Heavy Metal- T6



DAVE KALLAWAY PHOTOGRAPH

Thank you Wausau!



AIRVENTURE® CUP

RACER MILESTONES



Hammer , Bruce
Lamb, Rich
Phillips, Kieth



Behel, Lee
Hammer , Steve
Keyt, Dick
Savier, Klaus



Adams, David	Phelps, Kevin
Bracken, Charles	Walsh, David
Hadath, Wayne	Andersen, John
Ludwig, Jeff	Hinckley, Harry
Mallia, Jeff	Walljasper, Keith
Quinn, Mark	Cianci, James
Schulze, Craig	Crawford, Anthony
Applebaum, Steve	Hoskins, Sam



Abbott, Marty	Cole, Ed	Howard, Mark	Martinson, Rob	Skovbjerg, Jay
Anders, Dave	Conlon, Joe	Hudik, Jonathan	McAtee, Tuck	Struve, Greg
Axsom, Robert	Coraggio, Joe	Huft, John	Menear, Woody	Tackabury, Paul
Barnes, Jeff	Dieck, Steve	Hutchison, Gil	Murphy, Chris	Travis, Brent
Bean, Sarah	Dugas, Rene	James , Robert	Pruitt, Jamon	Vasy, Bob
Beismeier, Dave	Farley, Michael	Johnson, Leif	Rahm, James	Watson, Jack
Biber, Roland	Fritz, Kerry	Jordan, Scott	Ravinski, Mark	Weisgerber, Dave
Boucher, Bobbi	Gusakov, Scott	Keich, John	Redmond, James	Wessel, Marvin
Burril, Leslie	Hamilton , Red	Lange, Jeff	Ross, John	Wilson, John
Carroll, Alan	Henney, Larry	Manvel, Harry	Saint, Don	
Chauvin, Ernie	Houghton, Carl	Martin, Richard	Schoen, Mike	



In Memorium

Bruce Allen Bohannon of Angleton, Texas, flew west on July 24, 2024, after a courageous battle with cancer. He was a beloved father to Brian and John, a proud grandfather, brother, world record setter, pylon race pilot, and an early competitor in the AirVenture Cup Race. From soloing at 16 and earning his commercial license by 18, Bruce's passion for aviation was evident from the start. He flew crop dusters, performed aerobatics, and later captained corporate jets. His racing career at Reno and in the AirVenture Cup became legendary—especially in Pushy Galore and the Exxon Flyin' Tiger, the aircraft in which he set 35 world records for altitude and time-to-climb. Today, the Flyin' Tiger resides at the Lone Star Flight Museum, and Pushy Galore hangs in the EAA Aviation Museum. Bruce was inducted into the Texas Aviation Hall of Fame in 2022 and honored on the Wall of Honor at the Smithsonian National Air and Space Museum. He also received the FAI's prestigious Louis Blériot Medal for three consecutive years. Beyond his achievements in the air, Bruce founded and instructed at Flyin' Tiger Field, a 50-acre grass-strip facility where he built not only airplanes but also aviators. Known for his sharp wit, quiet generosity, and tireless encouragement, Bruce inspired thousands over the course of his life and career. He often said, "It's not that you can't do it. It's that you choose not to." That simple philosophy reflected the daring, determination, and joy with which he lived. The aviation community—and especially the AirVenture Cup family—mourns the loss of a true icon whose legacy will continue to inspire pilots for generations.

Bruce Allen Bohannon
(June 21, 1958 - July 24, 2024)

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Greg Mahler of Venice, Florida, passed away on October 22, 2024, following injuries sustained during a landing accident. A devoted flight instructor and accomplished CPA, Greg was a two-time AirVenture Cup racer known not only for his passion for flying, but for racing alongside his grandson, Dylan Ryan—a bond that defined his AVC experience. Greg held CFI and CFII ratings, logged more than 6,200 flight hours, and owned 14 aircraft over the course of his flying career, including two Lancairs. He competed in the 2023 and 2024 AirVenture Cup Races in his Lancair 360 (N510G) with Dylan as his co-pilot, placing 2nd in the Formula RG Blue class both years. For Greg, racing was never just about speed—it was about creating lasting memories with family in the cockpit. Originally from Indianapolis, Greg completed graduate studies at Purdue University and became a CPA, founding Mahler & Co., PC in 1974. He was a longtime supporter of youth in aviation, flying monthly with the EAA's Young Eagles program and mentoring aspiring pilots across Florida. Greg was also an active competitor in the Sport Air Racing League (SARL). In 2024, he was posthumously named SARL's RG Blue Class Champion and was awarded the Bronze Points Champion for the Experimental category. He is survived by his wife Marine and his grandson and co-pilot, Dylan, who was his pride in the air and on the ground. The AirVenture Cup family remembers Greg Mahler as a dedicated mentor, a competitor, and a grandfather whose legacy lives on in the next generation of pilots and family that he helped inspire.

William Gregory "Greg" Mahler
(November 10, 1948 - October 22, 2024)

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In Memorium

Lt Col Thomas “Tuck” McAtee, USAF (Ret.), passed away on January 24, 2025. A career test pilot, combat veteran, and longtime AirVenture Cup participant, Tuck brought unmatched skill and discipline to every aspect of aviation. A 1962 graduate of the U.S. Air Force Academy, Tuck flew more than 4,000 hours in aircraft ranging from the F-100 to the F-15. He completed 265 combat missions in Vietnam and later served as a test pilot and instructor at both the USAF Test Pilot School and the Fighter Weapons School. He played a key role in the F-16 Full Scale Development Program and later led advanced fighter initiatives for Lockheed Martin. In his SX-300, Tuck embraced a new kind of mission—adventure. He logged numerous long-distance flights with fellow experimental pilots, including multiple trips to Alaska, where he once did a fly-by of a cruise ship in close formation with other SX-300s along the rugged coastline. Though not racing for the podium, he returned to the AirVenture Cup year after year for the camaraderie, the challenge, and the shared passion for aviation. Tuck was a co-founder of the Williamsburg Aviation Scholarship Program and actively mentored young pilots in the Virginia aviation community. He is survived by his wife Ann, their three children, and eleven grandchildren. Tuck McAtee was a pilot’s pilot—respected, admired, and missed by all who flew with him. His loss is deeply felt within the AirVenture Cup community, where his steady presence, deep experience, and quiet humor helped shape the race into what it is today.

Lt Col Thomas “Tuck” McAtee
(March 28, 1939 - January 24,
2025)

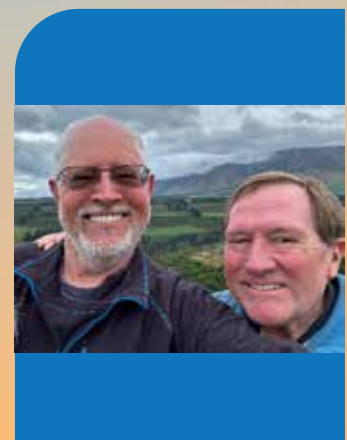
62



Stephen Robert Zimmermann of Broomfield, Colorado, passed away in 2025. A software engineer by training and a lifelong aviator by passion, Steve was a multi-rated pilot, accomplished aerial photographer, and two-time AirVenture Cup participant. Steve began flying at age 16, inspired by a family legacy of aviation. Over the decades, he earned a wide range of ratings including ASEL, AMEL, ASES, glider, sport seaplane, commercial/instrument, and CFGI. He logged thousands of hours in a variety of aircraft, most recently flying his Diamond DA62 (N62DZ) in the AirVenture Cup with longtime friend and co-pilot Stuart Cornew. Together, they captured 1st place in the Twin-3T class in 2023 and returned to compete again in 2024. While we met Steve as a racer in the AirVenture Cup, Steve’s passion for aviation extended well beyond the race course. He was a talented air-to-air photographer whose work captured the grace and precision of flight across a wide variety of aircraft. His images became widely known in general aviation circles for their clarity, composition, and technical execution. His racing and photography pursuits both reflected his deep appreciation for flight and the people who dedicate their lives to it. Outside of racing, Steve operated a glider school in Boulder, Colorado, and remained an active general aviation pilot. He and his wife Marcia often combined flying with their shared love of travel, art, and culture. He is survived by Marcia, his four children, and two grandchildren. The AirVenture Cup family remembers Steve Zimmermann as a racer, a photographer, and a quiet contributor whose work and presence left a lasting impression on those around him.

Stephen “Steve” Zimmermann
(January 28, 1953 - February
17, 2025)

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