

# 2024

# AIRVENTURE CUP



26TH 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 2024, 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. Following the success of the 25th running of the AirVenture Cup, we're especially pleased to know that this will be a record year with more than 110 registered competitors. We hope you enjoy the race activities as well as all the attractions at Wittman Regional Airport as we celebrate all things aviation.



The AirVenture Cup, 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.

Best regards,

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

**JACK J. PELTON**

**EAA CEO/CHAIRMAN OF THE BOARD**

## Participants, Volunteers, and Race Fans:

Welcome Race Teams and Fans!

On behalf of the entire race staff and all of our amazing volunteers I want to welcome you to the 26th running of the AirVenture Cup Race. This year we are very excited to be back in Wausau, WI as the host city for the race. The airport and FBO management, the local EAA Chapter 640 and Learn Build Fly have been key to the success of the race and have done an amazing job hosting the starting line.

Last year, we celebrated our Silver Anniversary with the 25th Running of the race. We expected and got a great turn out last year, but this year we have been blown away with renewed interest in the race. We have more rookies this year than any other year in our history and we have the largest field ever registered, with 110 aircraft entered. Even bigger than the 2003 Centennial Of Flight year. If you are one of the rookie teams this year, welcome to the family. I hope you have a great time and a good safe race. If you are a returning racer, welcome back it is great to have all of you here.



I am very appreciative of the support of our turn point cities. Shawano, WI, Menominee, MI, Escanaba, MI, Manistique, MI, Marquette, MI, Land O Lakes, WI, Tomahawk, WI and Merrill, WI have all been supportive of the race. The Shawano airport is once again holding a public race watching party in the lawn at their airport. It is wonderful to see so many people come out and cheer the race teams on.

Finally a huge thank you to all the volunteers that help make the race happen. Whether they are at the starting line, finish line, or one the turn points. Putting on this event is a tremendous amount of work, without the hard work and dedication of each and every one of our volunteers both race weekend and during the off season, it would be impossible to hold the race. The volunteers are the ones that make the magic happen.

Thank you all for being part of the 26th Running of the AirVenture Cup. Have fun, fly fast, and have a safe race!

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

**ERIC WHYTE**

**CHAIRMAN, 2024 EAA AIRVENTURE CUP RACE**

## VOLUNTEER RECOGNITION:

On behalf of the Air Venture Cup Race, we want to extend our deepest gratitude for your invaluable contributions to this year's race. Your dedication, enthusiasm, and tireless efforts were instrumental in making the event a resounding success.

From the early planning stages to the final moments of the race, your commitment is evident in every aspect. Whether you are helping with registration, ensuring the safety of participants, providing logistical support, or cheering on the racers, your hard work and positive spirit makes all the difference.

We know that events of this magnitude cannot happen without the support of dedicated volunteers like you. Your willingness to give your time and energy, often going above and beyond, do not go unnoticed. The passion and professionalism you bring to your roles create an atmosphere of camaraderie and excellence that is felt by everyone involved.

Please know that your contributions have left a lasting impact not only on the success of the race but also on the hearts of all participants and spectators. Your efforts help create unforgettable memories and foster a sense of community that is at the heart of the Air Venture Cup Race.

Thank you, once again, for your outstanding support and dedication. We look forward to working with you again in the future and hope that you enjoy the experience as much as we appreciate your invaluable assistance.



## 2024 RACE CLASSES:

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

### EXPERIMENTAL

**TURBINE**

**UNLIMITED**

**SPORT**

**SPORT SX**

**ROCKET F1**

**SPORT MCT**

**FORMULA RG BLUE**

**FORMULA RG RED**

**FORMULA FX WHITE**

**FORMULA FX BLUE**

**FORMULA FX RED**

**FORMULA CZ**

**FORMULA RV WHITE**

**FORMULA RV BLUE**

**FORMULA RV RED**

**FORMULA RV 10**

**SPRINT**

**SPRINT-T**

### PRODUCTION

**JET-SE**

**FAC 1 RG**

**FAC 1 FX**

**FAC 2 RG**

**FAC 2 FX**

**FAC 3 RG**

**FAC 3 RG-T**

**FAC 3 FX**

**FAC 4 RG**

**FAC 4 FX**

**FAC 5**

**FAC 6**

**TWIN 1**

**TWIN 2T**

**TWIN 3**

**TWIN 3T**

**LIGHT SPORT**

**BIPLANE BLUE**

**SPORTSMAN**

**BIPLANE RED**

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

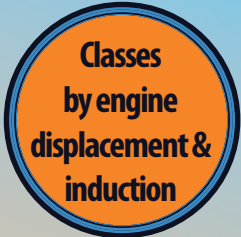
Class Expansion

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



2008

AN EASTBOUND RACE

Mitchell, SD Hosts the Starting Line

The AirVenture Cup had always been a westbound 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 wester lakehore of Lake Winnebago, just south of Warbird Island, and Wendt's Marina. As racer numbers increased, so did the need to deconflict 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 Chimel, 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 ROBBIN 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.



# Marty Abbott



"This Turbine Legend currently holds the record for the fastest speed in AVC history, 401 mph, set by Marty in the 2010 race. The Turbine Legend is powered by a souped-up Garrett Dash 10 built by Marty and team in Calgary. This plane has won almost all races it has entered to date. The Legend will cruise quite nicely at FL200 and 383 KTAS. Marty is a retired Royal Canadian Air Force pilot, and flew a number of airplanes during his career, including his favorite, the CF-104. His race number is a tribute to his time in the "missile with a man in it."

**1200**  
Horsepower

**420**  
MPH Top Speed

### AVC History

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 Daly & Bruce Anning

Shane Daly is the owner of Innovative Wings Inc., an aircraft builder assist shop in Calgary, Alberta, Canada. He has been building aircraft for over 24 years. Shane holds an advanced Diploma in Aeronautical Engineering, has been personally involved in the completion of more than 30 aircraft, and even more through his business. Shane's Co-pilot, Bruce Anning, has been in the business of repairing composite structures, specializing in rotor blades for over 35 years. Together, Shane and Bruce assembled a highly modified turbine-powered Lancair Legacy that they are flying in this years race. The Legacy started originally as an all carbon race kit, but very quickly evolved into a much bigger project. Powered by a Pratt & Whitney PT6A-20 turboprop and loaded with the latest Garmin avionics, the project quickly took on a life of its own.



**550**  
Horsepower

**370**  
MPH Top Speed

### AVC History

2023	Turbine	1st	322.02
2017	SportFX-T	1st	211.46



**Lancair Legacy**

**Pratt and Whitney**

**29**

## Experimental - Turbine

# Andrew Findlay

"Andrew started racing at a young age, first downhill skiing, then snowmobiles, motorcycles, and now air racing. His competitive nature drives the team to push further while working together to problem solve. His team won the Reno National Championship Air Races Sport Gold in 2018 and 2019, exceeding 402mph average race speed in the highly modified Lancair Super Legacy. He has over 2700 hours (1400 in Lancair aircraft) of flight time and has flown 62 different types of aircraft. His educational background includes a BSME, MSME, MBA, and he currently works as the Director of Engineering. He met his wife, Jackie, at the races and their two young boys, Alex (7) and Grayson (4), love to go fast on their bikes and fly airplanes. After AVC, the team is racing at Las Cruces, NM October 17-20th. Follow the racing activities on IG @findlay\_race\_30 and teamonemoment.com.

# 30X



Lancair Legacy

Continental

# 350

Horsepower

# 400

MPH Top Speed

## MENTOR

### AVC History

2023	Unlimited	1st	326.87
2019	Unlimited	1st	291.00
2017	Sport	1st	275.59



**Experimental - Unlimited**

# Tom McNerney

Tom McNerney's first flight in an airplane was a Young Eagles flight at EAA Chapter 91 in Lee's Summit, Missouri where he still flies out of today. At 18, he purchased a tired old 150 and got his license. Touch-and-go's got a bit old, so he purchased a Lancair 360 named 'Unleashed', which raced at Reno. In 2012, he started racing it himself and was able to develop the airplane to be very fast. Over a long period of about 7 years, he built his current race plane, a Lancair Legacy with a twin turbo Lycoming 580. He was able to race it at the last Reno Air Races, finishing 4th in the Gold. He's looking forward to seeing how much boost he can run going cross-country.

# 350

Horsepower

# 375

MPH Top Speed

## AVC ROOKIE



Lancair Legacy

Lycoming

# 4T

**Experimental- Unlimited**

# Delton (Dee) Child

44 years of flying :Earned Private Certificate in High School Active Duty United States Air Force, 12 Years:

- T-37 Instructor Pilot - F-16 Pilot 2500 Hrs Military Airline Pilot since 1997

- 16,000+ hours of Commercial and General Aviation experience- Boeing 727, 737, 767, DC-9, MD-95 (B717), A319/320/321, A330 Glasair III, Cessna 172/182/206, Aeronca Champ Participated in NCAR Sport Class since 2021



**300**  
Horsepower

**260**  
MPH Top Speed

**AVC**  
**ROOKIE**



**Glasair III**

**Lycoming**

**60C**

## Experimental - Sport

### Joe Coraggio & Kevin Vernon-Harris

Race 6 is the Ramp Rat Racing Lancair Legacy. It was built in 2005 as a stock Legacy with a Continental IO-550. Over the last few years with the help of others, including fellow AirVenture Cup-ers Dick Key, Dave Anders, and Sean Daily the airplane has undergone some modifications. Most recently, our sponsor Innovative Wings (owned by expert engineer and builder Sean Daily, Race 29) converted our flap system to a track actuation removing the 4 external flap hinges significantly reducing drag on the underside of the wing. Additional modifications include installing state of the art cooling plenums (We are on Rev 3), exhaust augmentation, new ram air induction, and a conversion to fully electronic fuel injection and ignition with the SDS system. Joe has been a pilot for over 20 years. At the age of 12 he experienced his first Young Eagles ride, when AirVenture Cup Founders/volunteers Eric Whyte, Erik Anderson, and Ken Whyte were running an aviation day camp for kids. Since then he has become an Airline Transport Pilot, flying the Airbus 320 series. Joe has over 13,000 hours of flight time in 100+ different types.

Joe is also a certified Sport Class air racer, flight lead, and instructor and took first in Sport Silver at the final National Championship Air Races in Reno, NV with an average speed of 318 MPH. Flying co-pilot in Race 6 is Kevin Vernon-Harris. Kevin has been flying in the right or back seat with Joe for more than ten years. He has taken some flying lessons and may finish his pilots license one of these days.



**Lancair Legacy**

**Continental**

**315**  
Horsepower

**300**  
MPH Top Speed

#### AVC History

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

**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](http://www.myAirport.com) and Karen's new business [www.beebomb.store](http://www.beebomb.store)

# G4



Glassair III

Lycoming

**385**  
Horsepower

**305**  
MPH Top Speed

### AVC History

2008	Unlimited	2nd	331.41
2007	Unlimited	1st	337.46



## Experimental- Sport

# Burt Hodgins & Art Penner

Burt Hodgins is a private pilot that has enjoyed flying this Lancair Legacy for the last few years. Burt and his wife have made some trips around the country to visit family and just to see some different scenery. Often, other friends will join them as well. Burt is looking forward to this new adventure in the AirVenture Cup. Art Penner, co-pilot, is a commercial pilot but only flies recreationally. He has been flying for many years and built an RV-10 ten years ago, which he loves flying. The Lancair is also an awesome airplane and he is really looking forward to joining Burt in this adventure.

**320**  
Horsepower

**275**  
MPH Top Speed

**AVC  
ROOKIE**



Lancair Legacy

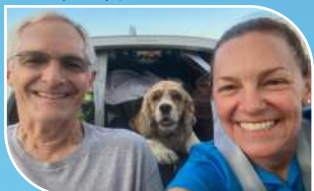
Continental

# 44

## Experimental - Sport

# Dick Keyt & Michele Sonier

Race 8 is a 2009 Lancair Legacy RG. It will be our second AirVenture Cup race in this airplane. In years past, Dick and Michele have flown a 1942 Ryan PT-22 in the race. Dick has flown his Polen Special II. In AirVenture Cup 2001, Dick flew the Polen to establish a new 500km closed course world speed record, clocking speeds over 300mph, making it the world's fastest four cylinder powered vehicle at that time. The Polen Special is still in extended restoration, with plans for it to eventually be displayed at the EAA Museum. Dick is also the founder of the Dennis Polen Aviation Educational Foundation and serves as lead glider instructor for the Brazos River Soaring Society, a group he co-founded. He is a retired American Airlines 777 Captain and a former USAF fighter pilot in the F-4. In 2018, Michele achieved her instrument rating the day before flying out to the AirVenture Cup race. Since then, she has achieved two jet types and flies a Cessna Citation XLS for a private charter company.



Lancair Legacy

Continental

8

**310**  
Horsepower

**260**  
MPH Top Speed

## MENTOR

### AVC History

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

# Mike & Sue Larkin

Mike just turned 60 years of age. He is married to his wonderful wife, Sue. Mike is a Captain on the Boeing 787 for a Major Airline. He and Sue live in Spruce Creek, FL, the worlds largest Fly-In community. Mike has been operating an aircraft consulting business for experimental aircraft since 2000, specializing in avionics, flight test, inspection, and system design. He has built or was part of a build team on 13 experimental aircraft. The Legacy he is flying in the AirVenture Cup Race was built 100% on his own, starting in Nov 2004 and flying Feb 2006. He has been an aircraft mechanic and pilot since 1978. Airlines 34 years, Army Aviation 8 years, Grumman Aircraft manufacturing 3 years.

**370**  
Horsepower

**280**  
MPH Top Speed

## MENTOR

### AVC History

2023 Sport 2nd 270.53



Lancair Legacy

Continental

12X

## Experimental- Sport

# Bryan Patterson & Steve Hammer (MENTOR)



Bryan currently lives in Atlanta with his wife. He is employed as pilot with Southwest Airlines. They have two daughters and a son-in-law, who is on his way to the left seat. Bryan is an avid fly fisherman, hunter, and backpacker. He and his wife love to travel and spend time skiing out west. The Legacy is co-owned with Steve Hammer and they base the aircraft at KFFC. Pilot Steve Hammer served in the Air Force, flying a C-130 for six years, flew for Delta Airlines for 24.5 years, and has recently retired from Air Tran after 10+ years. Steve is a long-time AirVenture Cup participant and enjoys a good battle against his brother for top of their class! In an effort to slow his brother down, Steve has been very generous with sending Bruce pizza recipes to try.

**310**  
Horsepower

**275**  
MPH Top Speed

**AVC History**

2023	Sport	3rd	270.15
2021	Sport	3rd	268.25
2016	FXRed	5th	204.23



**Lancair Legacy**      **Continental**

2

## Experimental - Sport

# Timothy 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 "Cruise 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 Cruise 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.



**Glasair III**      **Lycoming**



**350**  
Horsepower

**280**  
MPH Top Speed

**AVC**  
**ROOKIE**

10X

## Experimental - Sport

# Marvin & Sarah Wessel

This will be Sarah & Marv Wessel's 5th AVC Race. This is the 3rd aircraft used by them to race in the AirVenture Cup. They recently purchased this Glasair III from the original builder, John Knutson. They haven't made any modifications to the airplane yet, and will be racing a stock Glasair III as the Ravagers Racing Team, since Sarah's racing mascot is Groot. This race will be the 2nd baseline to track how far they progress when they start installing speed mods over the next few years. They recently retired, and working on the airplane will be Marv's full-time job, attempting to chase the Hammer brothers around the country. Marv's co-pilot is his wife of 45 years, Sarah Wessel. Sarah is not a pilot but enjoys traveling and flying around the country in their airplane. Sarah is also his partner in retirement and closely monitors the financial aspects of Marv's aviation interests.

546



Glasair III

Lycoming

290  
Horsepower

235  
MPH Top Speed

## MENTOR

### AVC History

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

## Experimental - Sport

# Medford Bragg & Aaron Pierce

Medford Bragg is a former TWA/AA Captain and USAF Air National Guard member. Medford learned to fly as a teenager in rural Tennessee and started his airline career with TWA at the age of 21, where he flew everything from Lockheed Constellations to the Boeing 747. After his airline career, he flew with Net Jets for several years just to make enough money "to get there on." Medford is a stalwart member of the "Gaggle Flight" and has owned a Harmon Rocket, but now owns an SX-300, which was previously flown in the AirVenture Cup. Aaron grew up between the US and Asia, eventually graduating from Embry Riddle. He moved to San Juan, Puerto Rico to fly for a FedEx feeder company and flew Metroliners across the Caribbean and Venezuela. Moving back to Florida, he started to fly corporate aircraft in Miami and Orlando. He was offered a position at an investment fund as a trader and analyst, eventually managing a large discretionary portfolio. The firm eventually moved toward investing in private equity with Aaron continuing his role as an analyst, but expanding into transaction management, capital raising, and origination. Following his time in the investment world, he joined a startup company with a new process for creating rocket fuel, managing contracts for the US Navy to create improved ejection seat rocket motor and hypersonic missile fuels. He worked with other aerospace leaders to develop additional products based on the proprietary chemical manufacturing process. Boeing moved him to Southern California, working on flight crew procedures for Boeing commercial aircraft. He worked on the issues surrounding the 737 MAX accidents and some of the resulting corrective actions. After meeting several Pararescue special operators and connecting them with film and television professionals, this led to the creation of the Space Rescue project, and starting his involvement in media projects. He has 5 projects now in active development.

315  
Horsepower

290  
MPH Top Speed

## MENTOR



SX300

Lycoming

42

## Experimental- Sport SX

# Douglas Eastman

Race 701 is a 1999 Swearingen SX-300. Flying Race 701 is Doug Eastman from Denver, CO. This is his 4th AirVenture Cup race. Doug is a Captain at a major airline. He has been flying for 35 years and has accumulated over 21,000 hours in more than 60 different aircraft.



**300**  
Horsepower

**300**  
MPH Top Speed

## MENTOR AVC History

2023 Sport SX 3rd 272.06  
2021 Biplane Unlimited 1st  
149.4  
2018 Biplane Unlimited 1st  
143.51



SA29

Lycoming

**701**

## Experimental - Sport SX

# Woody Menear & Roy Early

Elwood is a believer in Christ. He is a retired airline pilot, aircraft builder, and restorer. He is also a restorer of old cars and motorcycles. For most of his 65 years, he has been a Pennsylvania guy. He never saw a fellow motorhead whom he couldn't get along with! Elwood is rebuilding a 1965 Lotus Elan and a 1974 Norton Commando as of this writing. He will be racing the Swearingen SX-300 that he built and first flew in 1999. The race number is 70, tail number N70SX, and the kit serial number is #70. It ought to average 275mph, give or take. The airplane is bright yellow and therefore easy to distinguish from ALL those red ones!



**350**  
Horsepower

**315**  
MPH Top Speed

## MENTOR AVC History

2023	Sport SX 1st	294.85
2022	Sport SX 1st	293.61
2021	Sport SX 3rd	292.08
2019	Sport SX 3rd	274.14



SX-300

Lycoming

**70**

## Experimental - Sport SX

# Keith Phillips & Trevor Bone

Race #10 is a Swearingen SX-300, 1 of 3 homebuilt aircraft constructed by its owner and pilot. Keith Phillips purchased the kit that would become race #10 in 1985. The aircraft won the Best Workmanship Award at Sun 'N Fun and AirVenture 1999, and currently has over 2000 hours of flight time. Keith has flown it coast-to-coast several time and has led three groups of SXs to Alaska. Keith has been flying for over 70 years and has participated in the AirVenture Cup since 2000. He is a retired USAF fighter pilot and has worked as an Aerospace Consultant. Keith is a past president of EAA Chapter 288 in Daytona Beach, FL, and leads the Spruce Creek "Gaggle Flight." Additionally, Keith is a former member of the EAA Homebuilt Aircraft Council. Besides the SX-300, he has built a Tailwind and a Pitts Model 12. He is the recipient of the 2016 Tony Bingelis Award and the 2017 Lee Behel Excellence in Air Racing Award. Flying with Keith is Trevor Bone, who is honored to be racing with a veteran AVC racer in Race #10 after racing in the AVC in 2021 & 2022 with another Veteran AVC racer Jim Cianci, Race #60. He was introduced to Keith and the SX-300 group at Spruce Creek Fly-In (7FL6) while attending Embry-Riddle Aeronautical University. After graduating in 2019, his flying career quickly started with turbo props flying a King Air C90 & 200 around the country. Trevor is currently flying a Falcon 7X around the globe, logging over 4000 hours while living out his childhood dream as a professional pilot. He hopes to move to a legacy airline or cargo company in the near future. Trevor grew up in Elizabeth City, NC, only 30nm as the crow flies from First Flight Airport (KFFA) but currently lives in Raleigh, NC.

# 10



**SX-300**

**Lycoming**

# 315

Horsepower

# 300

MPH Top Speed

## MENTOR

### AVC History

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

# John Roll

Air Force pilot (retired) -- F-4 (505 hrs) and F-16 3310 hrs), 27 years active duty, Reno Air Race pilot (L-29/L-39), LancAir 360, Christen Eagle, Extra 330LX, HondaJet pilot (single-pilot certified), CFI/CFII/MEI

# 300

Horsepower

# 300

MPH Top Speed

## AVC ROOKIE



**SX-300**

**Lycoming**

# 62

## Experimental- Sport SX

# Bruce Hammer

A veteran of the AirVenture Cup, Bruce Hammer has only missed 2 races and is as excited about this one as much as his first AirVenture Cup in 1998! He will be flying his Glasair 1-TD, which he built over a three-year period, and hasn't stopped modifying it since then. This last modification is the removal of a Lycoming 360 and installation of a Lycoming 540. The 540 is moved back against the firewall so the new engine is only 1 inch farther forward than the 360 that was removed. Cato makes great props, so a 3-blade fixed pitch prop has been used to keep the GC in place. This year, Cato is designing a high performance 2-blade fixed pitch race prop specific to the engine HP and airplane drag.

## MENTOR

### AVC History

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



Glasair 1TD

Lycoming



**300**  
Horsepower

**270**  
MPH Top Speed

**91**

## Experimental - Sport FX

# John (John-A) Anderson

"Race #39 is an F1 Rocket built by John Andersen of Kenosha, WI, over a six-year period. It was first flown on the 103rd Anniversary of Powered Flight. The airplane was built completely stock per the plans. The project was started in John's basement and then moved to the garage, before making the trek to the airport where it was completed. The journey from the house to the hangar was unique, in that it was made with the help of a police escort. During the ride, John sat in the cockpit and, like every homebuilder, made airplane noises as he was pulled by a vehicle to the airport three miles away. This year will mark 15 years of flying his machine and also taking it to Oshkosh for the fly-in. This year at Oshkosh will mark his attendance as 45 years in a row! John is a corporate/charter/air ambulance pilot, and is also rated as a Flight Instructor. He also jokes and says he has a "real job" as an IT director for the company he works for. This is John's 11th AirVenture Cup Race.

**260**  
Horsepower

**250**  
MPH Top Speed

## MENTOR

### AVC History

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



Team Rocket F-1

Lycoming

**39**

## Experimental - Rocket F1

# Wayne Hadath

"Little Bit" is an F1 Rocket that Wayne Hadath will fly in the upcoming Air Venture Cup Race. He and Little Bit have competed in many races in the past and this will be our return after a 3-year absence. Wayne is very much looking forward to all of the camaradery and seeing all of the old and new faces.

Little Bit first flew in September of 2005. It was Wayne's first build, and he looked forward to learning and greatly enjoyed the process throughout. It is the only slow-built F1 Rocket that is flying. He built and flies an RV 10, and also flies a Pitts S2E, but his favorite is the F1 Rocket.

# 14



**Team Rocket- F1**

**Lycoming**

**260**  
Horsepower

**245**  
MPH Top Speed

## MENTOR AVC History

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

# Steve & Meghan Mellott

Steve lives west of Berthoud, Colorado on a private grass airstrip (86CO) with his wife, Judy, and three children: Eric, Meghan, and Ryan. He is currently a Boeing 737 airline captain and retired from the Wyoming Air National Guard, after 22 years service in the Air Force and Air National Guard. In the Air Force, he flew C-21 Learjets and Combat Search-and-Rescue HC-130s. In the Guard, he flew C-130H3s until his retirement in 2017. Meghan will be starting her 8th grade year at a charter school next year. She is very much into horses, as well as volleyball, and plays flute in the school's concert band.

**250**  
Horsepower

**250**  
MPH Top Speed

## AVC History

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

# Jim & Jan Rodrian

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



**180**  
Horsepower

**220**  
MPH Top Speed

### AVC History

2023	Sport MCT	1st	202.41
2016	Sport MCT	2nd	223.05
2012	HBME	3rd	223.22



Rodrian Defiant

Lycoming

**403**

## Experimental - Sport MCT

# David Frangos

David C. Frangos is a retired Army helicopter and fixed wing pilot, having served 30+ years. His Lancair 360 (N7081K) is the first aircraft he has owned and operated, and is based out of Eagle Creek Airport (KEYE). David has over 7000 hours of flight experience and is rated in numerous aircraft and helicopters. David lives in Indianapolis, Indiana, and is the owner and practicing attorney of Frangos Legal, LLC. David is married with four adult children and three grandchildren. This is his first-year racing in AVC. David's co-pilot is his son, Cole Frangos. Cole received his PPL in 2022 and has about 200 hours in his owned and operated Zenith 701. Cole flew into Oshkosh for the first time in 2023 and will again this year. This is also Cole's first-year racing in AVC. Cole is married, has one dog, two cats, and lives in Orville, Ohio. He bases his plane (N701UH) out of Wooster-Wayne County Airport (KBJJ).

**180**  
Horsepower

**220**  
MPH Top Speed

**AVC  
ROOKIE**



Lancair 360

Lycoming



**81K**

## Experimental - Formula RG Blue

# Erno Ovari

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

# 81



Lancair 360

Lycoming

**219**  
Horsepower

**240**  
MPH Top Speed

### AVC History

2021 RG Blue 2nd 235.41



## Experimental - Formula RG Blue

# Craig (Hollywood) & Adam Schulze

Craig Schulze will be flying Race 777 with his son, Adam. This will be Craig's 10th AVC race. Craig has been building model airplanes since he was three and got his first flight at six. He is such an aviation nut that his blood cells are actually airplane shaped. He flies just for fun, but has commercial and instrument ratings, as well as a LOA rating to fly the L-39. He built Race 777 in 22 months, completing it in 2007. In 2008, it won EAA Oshkosh Grand Champion. He later went on to build/rebuild three more Lancair 360's. Race 777 is also the only one of two 360s ever built with air conditioning. Craig and his sons will be introducing their new SkyTug this year at Oshkosh, a 30lb portable aircraft tug able to tow a 3000lb airplane.

**230**  
Horsepower

**300**  
MPH Top Speed

### AVC History

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



Lancair 360

Lycoming

# 777

## Experimental- Formula RG Blue

# Greg Mahler & Dylan Ryan



Greg and grandson Dylan are excited to return with their Lancair 360 for this year's Air Venture Cup. Pilot Greg Mahler (CFI/CFII) is a current pilot and flight instructor for over 30 years with flight time over 6,200 hours. The Lancair he owns and flies is his 14th airplane, and his second Lancair. Greg was a life-long resident of Indianapolis (so racing is in his blood) but now resides with his wife, Marine, in Venice, FL. Greg has been a long-time volunteer with EAA's Young Eagles and flies kids monthly with other volunteers. He did graduate studies at Purdue, West Lafayette, IN in accounting and earned his CPA quickly. He's been Managing Partner/Owner of Mahler & Co., PC CPAs since 1974. Dylan Ryan is an 8th grader, age 14, near the top of his class in Riverview, (Tampa) FL. He loves soccer and is active as a volunteer at his church. Dylan helps monitor the engine electronic gauges, navigation, and other traffic.

**360**  
Horsepower

**250**  
MPH Top Speed

**MENTOR**  
AVC History

2023 RGBLue 2nd 229.72



**Lancair 360**

**Lycoming**

**28**

**Experimental - Formula RG Blue**

# Michael Owens

Michael Owens grew up in Nome, AK with a passion for aviation. In the first grade, he began reading his grandfather's ground school books and went on to earn his Commercial Pilot Certificate by the time he graduated from high-school. After graduation, Michael began flying for a Part 135 carrier in Nome. He now flies for a major airline, based out of Atlanta, GA. In 2023, Michael purchased this Long EZ as his first airplane. N519BM was completed in 1983. The aircraft competed in Sport Class at the 2014 Reno National Championship Air Races; it finished 7th in Bronze. Since purchasing the Long EZ, Michael has acquired two other partially completed project planes. He is working to complete them with the help of friends who he has introduced to the world of homebuilt aircraft.



**Rutan Long-EZ**

**ACE**

**215**  
Horsepower

**260**  
MPH Top Speed

**AVC**  
**ROOKIE**

**907**

**Experimental - Formula FX white**

# Gonzalo (Slick) Artigas & Jack Huston

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

**180**

Horsepower

**236**

MPH Top Speed

### AVC History

2023 FX Blue 5th 198.78



Glasair IIS

Lycoming

**911**

## Experimental- Formula FX Blue

# Klaus Savier & Jenny Tackabury

This Long EZ, The "Determinator", was built by Klaus Savier of Santa Paula, CA, over a 27 year period. It has Dual Light Speed Engineering Plasma III CDI Electronic Ignition and a high pressure, timed sequential, electronic fuel injection. Klaus designs and builds his own propellers and engine components such as high CR pistons and a billet machined accessory case. In addition to, a custom oil sump and tuned intake system which are made of carbon fiber. The Determinator is also outfitted with Klaus's canard airfoil design and main wing modifications. Klaus has built his aviation career on speed and efficiency. He holds four FAI world speed records and has won more than 40 race competitions. In 1985, Klaus

founded Light Speed Engineering- pioneering the development of electronic ignition and speed modifications for experimental aircraft. His co-pilot, Jenny Tackabury, was raised in a flying family (her parents have raced in the Unlimited category) and has attended and crewed in rallies and races since her childhood.



Long EZ

Lycoming

**225**

Horsepower

**260**

MPH Top Speed

### AVC History

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

Betty is a highly modified Long Ez built by Joe Coraggio, Greg Struve, and Jon Myers over an 8.5 year period. This particular Long Ez is born of AirVenture Cup lineage. Sean "Skippy" VanHatten's love of flying was sparked on an EAA Young Eagles flight at 9 years old which led him to building and flying RC airplanes through his adolescence. He is now an ATP rated pilot with 9 type ratings and authorizations as well as a M.S. Science in Flight Test and Evaluation from National Test Pilot School. His racing career started in 2016 at the Reno Air Races in the Sport Class, which ultimately led him to a 3rd place finish in the Sport Gold Heat at the final Reno Air Races in 2023. He is currently the VP of Operations for Sport Class Air Racing and is the primary pace pilot for the organization's racing events. For work, Sean splits his time between aircraft management and corporate flying as well as providing contract flight test pilot services for a number of individuals and manufacturers of unique experimental aircraft. Joe and Sean became lifelong friends through a 2018 Reno experience when Joe was gracious enough to allow Sean to race his Legacy in Reno. They have been working together the past few months to ensure that both of his airplanes will race in AVC 2024 and his phenomenal Long-Ez will attend Air Venture 2024 for this very special year for the creator of the type.

3



Garaggio EZ

Lycoming



168  
Horsepower

250  
MPH Top Speed

AVC  
ROOKIE

## Experimental - Formula FX Blue

# David Adams

David Adams is flying Race #83, a Long-EZ. Dave is a retired Electrical Engineer. He and his wife, Matilda, built the Long-EZ over 11 years, starting in 1984, with the first flight on June 30, 1995. All major components were built in a spare bedroom of their home and then assembled in their garage. David started racing in 2008 and was hooked. He has flown in 85 SARL races to date, won SARL Silver in Experimental in 2010, and took 1st Place in the SARL Sprint Class in 2009, 2010, 2012, and 2015. David has been in the AirVenture Cup almost every year since 2009. He has been a private pilot since 1983 with over 3500 hours of flight time. In 2021, Race 83 was upgraded to include an IO-320

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
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
2010	Sprint	3rd	198.53
2009	Sprint	1st	190.94



Long EZ

Lycoming

83

## Experimental - Formula FX Red

# Dave Anderson

Dave's aviation journey began at a young age, with his first solo flight in 1985 at 16. His passion for flying led him to join the Air Force in 1989, where he later earned his Private Pilot License. Throughout his distinguished career, Dave primarily served as a Flight Engineer, flying MC-130 aircraft for Air Force Special Operations. After dedicating 21 years of service, he retired as a Master Sergeant. In his current endeavors, Dave is the Vice President of a leading flight and aircraft mechanic training company based in Denton, Texas, and the Chairman of the Sport Air Racing League. Despite his busy schedule, Dave remained committed to a childhood dream: building his very own experimental aircraft. For seven years, he worked toward completing the Long EZ N996DJ, affectionately known as "The Mistress." As Dave prepares for his third Air Venture Cup, his participation reflects his love for aviation and his enduring spirit of adventure and competition.

**160**  
Horsepower

**223**  
MPH Top Speed

**MENTOR**  
AVC History

2022	FX Red	3rd	215.49
2019	FX Red	4th	205.41




**Long EZ** **Lycoming**

**59**

## Experimental- Formula FX Red

# Joe Conlon & Stephen Silder Jr

Joe first experienced the Airventure Cup in the early 2000s as a four-time backseater in LongEZ Race 93, and once from the right seat of RV-7A Race Pi (314). His first appearance as PIC was in 2017, thanks to the inclusion of the production classes. He has flown to four 2nd place finishes, scorching the skies in his PA28-180 in the FAC4FX class. This year will be his second competing in LongEZ, Race 112. Joe holds a commercial certificate with SEL, MEL, Helicopter, and Instrument ratings. He has been flying since 1996 and has accumulated just over 1000 hours. He is an Aerospace Engineer with 41 years at Sikorsky Aircraft's Development Flight Center, testing the world's finest helicopters. Joe has been married to his wife, Carol, for 38 years. They have four children and two grandchildren.

**160**  
Horsepower

**218**  
MPH Top Speed

**AVC History**

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





**Long EZ** **Lycoming**

**112**

## Experimental - Formula FX Red

# Rich Lamb & Bella Erikson

Rich Lamb and Tim Trainer built and first flew the Long Ez in 1996, took it to Oshkosh in 1997, and started racing in 2003 at the 100th Anniversary of Flight race from Kitty Hawk. Race 93 has never missed an AVC race since then, even sneaking into first place a few times! This year, Rich's co-pilot will be his granddaughter, Bella, a second-year race veteran, making her one of 8 different Race 93 co-pilots and the 5th family member. Previous family member co-pilots have included his daughter, Heather, grandson, Aidyn, and two wives (not at the same time), Gayle and Lynn (pretty sure he's in first place in that category). Bella will have the primary duty of keeping them on the course line (Navigator). Last year, the Long Ez made the grand diagonal flight from south Florida to Coeur D'Alene Idaho for Burt and Dick's birthdays and then on to Bellingham, WA, to make the trip as far as possible (and visit Rich's brother-in-law). Rich's wife Lynn was the co-pilot and his friend, Joe Conlon, flew on their wing in his Long EZ. It was a grand adventure. In 2022, Rich was stunned and honored to receive The Lee Behel Excellence in Air Racing Award. The race team will be easy to recognize in their speed-enhancing (purple this year... thank you, Bella) Hawaiian shirts.

# 93



Long EZ

Lycoming

# 160

Horsepower

# 227

MPH Top Speed

## MENTOR

### AVC History

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

# Dave Conrad

This will be Dave's 4th AVC race. He is a semi-retired Design Engineer, and Co-Founder and President of Learn Build Fly at the Wausau Downtown Airport. He's been a pilot all of his adult life and has built or worked on 4 airplanes.



# 150

Horsepower

# 215

MPH Top Speed

### AVC History

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



Tailwind W10C

Lycoming

# 499

## Experimental - Formula FX Red

# Jim Springer

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

**160**

Horsepower

**200**

MPH Top Speed

### AVC History

2021 FX Red 5th 193.18



Long EZ

Lycoming

**333**

## Experimental- Formula FX Red

# Steven (Stevie two dogs) & Tammy Applebaum

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

**150**

Horsepower

**180**

MPH Top Speed

### MENTOR

#### AVC History

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

**76**



Cozy MKIII

Lycoming

## Experimental - Formula CZ

# Bob Bittner

Bob has been flying various experimental airplanes for about 15 years. He found inspiration through building and flying R/C models with his father, who always loved the social connection with fellow pilots and who competed at a national level in aerobatics. Bob is excited to help foster the same forces in the AirVenture Cup Race. His day job is in medical imaging software, which uses precise timing to locate individual photons. Though his Cozy MkIV is much slower than the speed of light, he hopes this, his fourth race, is a steady improvement. Bob completed a Cozy MkIV project that spanned two decades from first layup to first flight. It is mostly per-plans but with a few improvements he'll happily share. With about 1500 hours on the meter, it has seen most of the contiguous USA and a few islands of the Bahamas. Bob flies with a self-made, redundant, aviation-oriented fuel control system which enables the performance needed for the race.



**180**

Horsepower

**221**

MPH Top Speed

**MENTOR**

AVC History

2023	FX Blue	2nd	217.32
2022	FX Blue	2nd	213.81
2019	FX Blue	3rd	204.46

**321**



Cozy MKIV

Lycoming

Experimental - Formula CZ

# Matt Bunch

Matt Bunch built a Cozy III and extensively rebuilt his current Cozy MKIV. The panel has 2 Dynon 10" Skyviews with autopilot, coupled to Avidyne IFD440 and Garmin GNC300XL. The engine was rebuilt within the last year and a half, with the addition of a new carbon wrapped Sensenich cruise wood prop. This will be his fourth race as #498. He loves flying kids from his home base of Georgetown, Kentucky (27K). He has flown with the Bahamas Bash group for three trips and enjoys flights over water. Hit him up for a free flight and he will take you up! ;)

**180**

Horsepower

**200**

MPH Top Speed

**MENTOR**

AVC History

2022	FX Blue	4th	173.78
2021	FX Blue	5th	166.99
2017	FX Blue	4th	156.66



Cozy MKIV

Lycoming

**498**

Experimental - Formula CZ

## Kevin (Doc) & Carrie Funk

Dr. Kevin and Carrie Funk started building their Cozy Mk4 on Father's Day 1992. Carrie loved the fact that during building, she never had to worry about Birthday, Christmas, or Anniversary presents because she could always buy a chapter or part or special tool needed for the Cozy! They moved from Oklahoma to Texas and went from 2 kiddos to 4 during the construction process. So it was usually how much money was left at the end of the month to go towards the plane! They put in 2900 hours of labor building the Cozy over 8 years. The high-speed taxi test turned into the First Flight! This was on Father's Day 2000. Their Cozy (Foxy Lady, as they call her) is now 24 years old! She is their family van of the sky, not a show plane, but they are proud of her. Kevin did his first AirVenture Cup race in 2003 celebrating the 100th anniversary of flight. He has also done a couple smaller races. In 2020, he and his wife did the Sunrise 100 in GA. They came in 1st place for their category. Kevin and Carrie have been married 39 years, and in the past year, fulfilled their life long dream: they built their Hangar Home in an Air Park in north-central Florida. They love being able to hop in the plane and flying for 10-30 mins to get breakfast or lunch.

**160**

Horsepower

**195**

MPH Top Speed

### AVC History

2003 FX Red 9th 179.45



Cozy MKIV

Lycoming

**185**

## Experimental- Formula CZ

## Russ & Kristy Meyerriecks

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

**88**



Cozy MKIV

Aerosport Power

**180**

Horsepower

**200**

MPH Top Speed

### AVC History

2023	FX Blue	4th	205.97
2022	FX Blue	3rd	200.46



## Experimental - Formula CZ

# Les Laidlaw

Les Laidlaw is the builder flyer of a Cozy MKIV. He started the build in the spring of 2017 and built it out at the hanger. He had his first flight on 8-23-2022, which is also coincidentally the numbers in his N-number! Les lives in Mankato, MN and could only build during the summer months because of the cold and having epoxy cure. He currently has over 120hrs and has flown across the Rockies 6 times, flying his first cross-country from Mankato, MN to Caldwell, ID nonstop in just over 8 hrs flight time. He has also flown nonstop from Yuma, AZ to St. James, MN. He chose the Cozy for its cross-country capabilities and has no regrets at all. He enjoyed the build and has many mods, but enjoys flying it even more.

8L



Cozy MKIII

Lycoming



180  
Horsepower

220  
MPH Top Speed

AVC  
ROOKIE

## Experimental - Formula CZ

# Ken Laundry

Growing up in Green Bay, WI, Ken went to OSH many times in late 70s and 80s, which is where the Long EZ caught his eye. By the time he could start building in the 90s, the plans for the Long EZ were no longer available from RAF, but you could buy Cozy Mark IV plans. So, after 8.5 years of building, N230KL took flight in September 2000. Over the years, there were numerous upgrades with panel, prop, engine, and aerodynamics. Ken attended Spartan School of Aeronautics after high school, where he earned his A&P and Private Pilot. He went on to work at Flight Safety as A&P and finished his flight ratings. Ken worked as flight instructor, charter pilot, commuter pilot, non-schedule airline, and now works for a major airline.



200  
Horsepower

220  
MPH Top Speed

### AVC History

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



Cozy MKIV

Lycoming

67

## Experimental - Formula CZ

# Michael Satchell

Mike's Cozy took (only one wife) and over 8 years to build. Its first flight in 2022 was on Burt Rutan's birthday. Mike earned his pilots certificate at age 55 and then tailwheel and complex endorsements. He retired in 2018 and enjoys working on his Cozy when he's not helping others.

95



Cozy MKIV

Titan

195  
Horsepower

216  
MPH Top Speed

AVC  
ROOKIE

Experimental - Formula CZ

# Ron Nelson & Jen Cetlinski

Ron acquired his Cozy back in 2016. N8191V was a solid airframe, but some of the systems needed a little TLC. After a variety of improvements, he began flying it in late 2016. He has over 300 hours in this aircraft since and numerous cross-country trips between his home base in Longmont, Colorado, to Northern Minnesota for ice fishing, the Minneapolis area, Las Vegas, Kanab, and Saratoga, WY. His favorite trips so far include: The Kanab Rutan Fly-in, sightseeing in the Rockies along the Continental Divide, and trips to Las Vegas. Jen has been flying with Ron since 2021 and always looks forward to the next adventure. Her favorite trips so far include Saratoga, Wyoming, Oshkosh, Wisconsin, and Kanab, Utah.

180  
Horsepower

195  
MPH Top Speed

AVC History

2018 FX Blue 4th 181.38



Cozy MKIV

Lycoming

819

Experimental- Formula CZ

# Mark (Papa-D) Rieger

Mark Rieger is a retired healthcare executive living in northern California. He's been a private pilot for 25 years with SEL and Instrument ratings. He has 900 hours total with 300 in his Cozy MKIV. It took him two years and more than 3,000 hours to finish a Cozy project that he purchased from another builder. He received his special airworthiness certificate in June 2022. The Cozy is an amazing cross country airplane and he has flown it from California to all four corners of the lower 48 states, as well as out to Puerto Rico and back. He loves promoting the sport of EAB airplanes. Mike flies Young Eagles, attends canard fly-ins, and visits fellow Cozy builders and flyers to give rides and build friendships. This will be his first year flying in the AirVenture Cup and he's lucky enough to be doing it in the newly formed Cozy class. All the best to the other flyers in the race!

**180**

Horsepower

**200**

MPH Top Speed

**AVC  
ROOKIE**



Cozy MKIV

Piston/ Superior

**89**

**Experimental - Formula CZ**

# Stan (Speedy) Sutterfield & Keri Ryan

Stan Sutterfield is a retired USAF Lt. Col. who flew the F-4, F-5, and F-16. Following the military, he became a Part 121 pilot and retired in 2015. He currently operates Part 135 Citation CE560s. He has owned 9 GA aircraft including L-29, several Cessnas, Piper, Beechcraft, Thorp, and RV, and is experienced in 30 types of aircraft. He raced his RV-8A twice at Reno in Sport Class and was a Sport Class instructor. Stan's copilot for the 2024 AirVenture Cup Race is his daughter, Keri Ryan. Keri has been involved in aviation all of her life and she is currently the Logistics Director for the CAF Tuskegee Airmen Red Tail P-51. The RV-8A that Stan and Keri are racing was built by Stan during a 6 year period and first flew in 2009. As mentioned, it was raced at Reno and took first in one Sport Class Heat.

**210**

Horsepower

**200**

MPH Top Speed

**AVC  
ROOKIE**



RV-8A

Lycoming

**84P**



**Experimental- Formula RV White**

# Kevin Phelps & David Walsh

Flying Race Pi (314 for non-engineers) this year is David Walsh and Kevin Phelps. Race Pi is a Vans RV-7A built by Dave Walsh, Kevin Phelps, and John Thielges over a seven year period. The airplane's first flight was December 17, 2011 and so far has made eleven trips to AirVenture. Dave has been flying since college, and is a CFI in both Rotorcraft and ASEL/AMEL; he also holds seaplane and glider ratings. Dave has retired from Sikorsky Aircraft and was a Flight Test Engineering Technical Fellow and is a corporate pilot in Stuart Florida. Flying with Dave is Kevin Phelps. Kevin, retired from Sikorsky Aircraft after 37 years, holds an ATP and is a corporate pilot in Stuart Florida. "The AirVenture Cup is THE aviation event we look forward to each year." This will be the eleventh year in the AirVenture Cup for this team. BTW we are so old we can't remember who the pilot is and who is the copilot.

# 314



RV-7A

Lycoming

**180**  
Horsepower

**200**  
MPH Top Speed

## MENTOR

### AVC History

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

# Jeff Barnes

Pilot Jeff Barnes has three AVC Firsts, two Seconds, and one Third place in the RV-Blue and RV-Gold classes. Race 411 is the fastest RV-6 in the Sport Air Race League ([www.sportairrace.org](http://www.sportairrace.org)) with a top race speed of 243.42 mph; is the SARL National Gold Champion for 2013, 2014 and 2015, and Silver champion for 2016. Race 411 was built by Don Wentz of Scappoose OR and is lovingly crewed by Willie Morgan and John Andersen of Kenosha WI. Race 411 has traveled to all US States except Hawaii and has covered Alaska, most Canadian provinces, Mexico and the Bahamas. Jeff is



**180**  
Horsepower

**230**  
MPH Top Speed

### AVC History

2016	RV Gold	1st	229.99
2015	RV Blue	1st	213.72
2014	RV Blue	2nd	221.05
2013	RV Blue	2nd	215.56
2012	RV Blue	3rd	226.14
2011	RV Blue	1st	189.00



RV-6

Lycoming

# 411

## Experimental - Formula RV Blue

# Patrick ( Barto) Bartosavage

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

**180**  
Horsepower

**200**  
MPH Top Speed

**AVC History**  
2023 RV Blue 5th 175.89



**RV-6A** Lycoming

**316**

## Experimental - Formula RV Blue

# Matthew Koschak

Since he was a kid, Matt Koschak had dreamt of building his own airplane. He got serious in January of 2013 and took the EAA sheet metal workshop in Oshkosh. In addition to learning the basic skills to build an aluminum aircraft, it also became obvious that building a whole airplane was going to take a pretty long time. That spring, he heard about an RV-7 project for sale in Texas through a friend. The current builder was pretty far along but losing steam and just wanted to get out of it. The work was good and the price was right, so he flew down with his dad and they drove it back to Chicago. Although Matt initially figured he could probably have it done in a year, it took him and his dad five years to get it done. In addition to flying his RV, Matt enjoys spending time with his wife and son and playing drums. He works as an acoustical engineer for Shure incorporated where he designs microphones, speakers, and earphones for the pro audio and consumer markets.



**RV-7** Superior



**185**  
Horsepower

**230**  
MPH Top Speed

**AVC ROOKIE**

**61**

## Experimental - Formula RV Blue

# Brent & Kristi Travis

Brent Travis built this RV-4 in his garage, took it apart, and reassembled it in his hangar over a period of 14 years. The first flight of N999BT took place in 2002. Since completion, the aircraft has been modified to increase top speed and has had several instrument upgrades to increase utility and to allow flight in instrument conditions. Top speed has been increased from 208 mph, when N999BT was first finished, to nearly 230 mph by drag reduction on the airframe. Unlike many high-performance airplanes, this aircraft has a carbureted engine and a fixed pitch prop. Brent is a mechanical engineer and is currently owner of Management Recruiters of Coeur d'Alene, an executive search firm that places engineers. His passion for flight began with an airplane ride when he was five years old, and he received his pilot's license at the age of 19.



**180**

**231**

MPH Top Speed

### AVC History

2023	RV Blue	1st	219.68
2022	RV Blue	1st	232.95
2019	RV Blue	1st	219.42
2018	RV Blue	1st	219.64
2012	RV Blue	1st	239.74



RV-4

Lycoming

**TF**

## Experimental - Formula RV Blue

# Mike Phillips

This will be the 10th race for Mike. He has flown the AirVenture Cup in 5 different aircraft, taking 1st place in two of the races and finishing in the top 3 in most of the others. Mike is an A&P full time with private pilot / glider rating. If you are reading this and are not racing, he can't emphasize enough how really fun it is. He's proof that it doesn't take a huge amount to get racing. Even sharing a plane to get started is welcomed. In Mike's case, he is blessed to have a great family that is involved. Aviation is a big family so whenever you're at an airport, you're home.

**180**

Horsepower

**175**

MPH Top Speed

### AVC History

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

# Jonathan & Aerin Hubbell

Jon Hubbell is a seasoned Instrument Pilot with over 32 years of flying experience. He is dual-rated and likes to fly airplanes as well as helicopters! Jon has built 2 airplanes, including an RV-10 and RV-6, both of which are EAA Oshkosh award-winners. For fun, he likes to fly EAA Young Eagles and has flown over 275 kids in both the RV-10 & RV-6. He will be flying with his youngest daughter Aerin, who is a student Pilot. Aerin Hubbell is a high school senior and enthusiastic student pilot. As a member of the Experimental Aircraft Association (EAA), Women in Aviation International (WAI), and a homebuilt judge at EAA AirVenture, she is passionate about aviation and dedicated to mastering the skies. Balancing academics with flight training, she enjoys fostering community within the aviation world.



RV-6

Lycoming

**160**  
Horsepower

**200**  
MPH Top Speed

**AVC  
ROOKIE**

**67H**

## Experimental - Formula RV Red

# Jorgen (Jay) Skovbjerg

N655DK is built by Jay and first flew in January of 1999 after 11 years of build time and has now accumulated about 1,600 airborne hours flying on destinations from La Paz in Mexico, First Flight NC and Nome AK. Aircraft efficiency and speed became a passion early on, spurred by inspirations of fellow fliers from the canard community, and the aircraft has undergone a plethora of modifications aiming at increased efficiency and top speed. This will be our 7th. AirVenture Cup Race after since enjoying the Centennial two-day race in 2003 and it is always exciting to sign up again and make an honest attempt on bringing a price home. I am looking forward to come back and meet a new crowd of speed enthusiasts.

**160**  
Horsepower

**220**  
MPH Top Speed

### AVC History

2022	FX Red	2nd	220.56
2019	FX Red	2nd	212.94
2017	FX Red	3rd	202.12
2005	FX Red	3rd	197.07
2003	FX Red	10th	178.27



Cozy III

Lycoming

**65**

## Experimental - Formula RV Red

# Jeremy Heidinger

Jeremy Heidinger is currently working as a regional airline captain and was an aircraft maintenance person for almost 25 years previously. He is a AP/IA with an avionics background. While working in the maintenance side of aviation, he built his RV-8 slow build from 2003-2016. He has always been into racing, everything from motorcycles, cars, sail boats and now, of course, airplanes! Currently a Casutt race plane project is in the garage. Caroline is the name of the RV-8. Jeremy met his wife in the Carolinas while serving in the army as an Airborne avionics technician on Blackhawk helicopters. They thought about naming one of their kids Caroline but didn't, so the plane got the name. Jeremy was slated to race Reno last year as Creighton King's pilot for "Last Lap Player". Unfortunately, Creighton was lost in LLP last August while preparing for Reno. Jeremy knows Creighton would want them to race on, as he had participated in the Airventure Cup in the past. What's the most important lap? Last Lap Player!

**160**

Horsepower

**230**

MPH Top Speed

**AVC  
ROOKIE**



RV-8

Lycoming

**212**

**Experimental- Formula RV red**

# Timothy Phillips

Tim Phillips is a multi-AVC race veteran, racing with his father, Keith, in race #10 for many years and his brother Mike, in race #212, a Pitts Model 12. Tim is racing his RV-4 (#48) this year. This aircraft was built by fellow EAA member Don Mcumber from Grass Lake, MI, which is just a few miles down the road from where Tim's father, Keith, grew up and learned to fly. Tim holds his Private Pilot single engine land rating and has been flying for over 30 years and has flown many types of aircraft. He, his father, and his brother are proud lifetime EAA members. Tim is an Instructor Loadmaster for Flight Safety teaching USAF/Foreign students how to be loadmasters on the C-17A Globemaster at Altus AFB, OK. He is a retired MSgt from the USAF and has logged over 5000 flying hours as a C-5/C-17A Loadmaster.

**48**



RV-4

Lycoming



**160**

Horsepower

**175**

MPH Top Speed

**MENTOR  
AVC History**

2023 RV Red 1st 189.29

**Experimental - Formula RV Red**

# David and Cidy Seitz

David and Cindy Seitz will be racing with their beautiful Vans RV-10.

475



RV-10

Lycoming



260  
Horsepower

200  
MPH Top Speed

AVC  
ROOKIE

## Experimental - RV-10

# Bob Crooks & John Krikorian

Bob is a retired Critical Care physician who has been flying since high school, initially in an Aeronca 7AC Champ. He is a commercial and instrument rated pilot with about 3800 hours flight time in multiple aircraft types. In 2012, he started building an RV10 in his garage as a retirement project and completed it in 2017. This is his third AirVenture Cup race. John Krikorian obtained his Private Pilot License in 1970 at the Aero Club of Lebanon after graduating from high school. He learned to fly on the same runways as all those Boeings at the Beirut International Airport. He immigrated to the U.S. in 1972 and has been flying ever since. He has owned a Cessna 150, a 135 HP Piper TriPacer, a 150 HP Piper TriPacer, a Cessna TR182, and currently owns a Cessna 182 living at a residential airport. In 2021 he obtained the FAA Wright Brothers Master Pilot Award. He is proud to say that he has passed on the love of flying to his two sons, who are both pilots, with one of them owning two airplanes. John is very thankful for all the flying liberties we enjoy in the U.S

260  
Horsepower

200  
MPH Top Speed

### AVC History

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



RV-10

Lycoming

41

## Experimental - RV- 10

# Rick Emerian & Jimmy Shamp

N576RD is a slow-built Vans RV-10, 4 place, single engine, constant speed propeller with a gross weight of 2,700 pounds amateur built kit aircraft. It's first flight was in February, 2009 after a four and one half year build time. It has 1,576 hours on the airframe and 555 hours on a Lycoming 10-540, six cylinder, 260 hp, with a regular magneto and an electronic ignition system. The engine was rebuilt by Ly-con Engines in Visalia, CA. Two 30 gallon fuel tanks with a 10.5 gallons per hour and a steady 160 kt cruising speed it has a 5 hour and 900 nautical mile range. N576RD has been to AirVenture ten times from its base airport in Madera, CA. (KMAE) and this will be the 4th time in the AirVenture Cup Race. Rick, the plane's owner/builder is a 73 year old father of three who has five grandchildren. He has been married for 48 years to a beautiful private pilot. Rick first soloed at 16 years old and had his commercial, instrument, MEL and CFII by 19 years old. Currently, he has 6,350 hours total time, all in general aviation piston aircraft. Rick and Jim, the co-pilot are both board members of the EAA 376 Kings River chapter in Fresno, CA., board members of the Central California Aviation Association, Quiet Birdmen members FAT chapter and have both received the Wright Brothers "Master pilot" award. Jim retired after 33 years with the FAA and has well over 12 thousand hours total time. Jim recently received his DPE (Designated Pilot Examiner) certificate for private, commercial and instrument check rides in the central valley of California.

Rick and N576RD have been in the Hayward Air Rally out of Hayward CA. nine times including his first air rally to AirVenture in 2014. This year is Jim's 4th year in the Cup Race and is the flight instructor who soloed Rick 57 years ago when he was 16 years old.



RV-10

Lycoming

33

260

Horsepower

210

MPH Top Speed

### AVC History

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

## Experimental- RV-10

# Lee Cumberland

Lee Cumberland is a third-generation pilot living in Frederick, Maryland. Lee grew up flying to AirVenture in the front seat of various Skybolts and continues the family tradition today with a Pitts S1C. Lee is currently building an experimental Super Cub in his garage and hopes to one day fly it with his 2 children. When not flying he works as a professional musician and event producer in the Baltimore-Washington area.



Pitts S1C

Lycoming

150

Horsepower

150

MPH Top Speed

AVC  
ROOKIE



93B

## Experimental - Biplane Red

# Curtis 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 4 times and Sun 'n' Fun 5 times. Gold Lindy at Osh. 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 with biplanes.

# 17C



Pitts S1SE

Lycoming

**160**  
Horsepower

**155**  
MPH Top Speed

**AVC**  
**ROOKIE**

## Experimental - Biplane Red

# Cary Cumberland

Cary Cumberland 55, and starting flying at 19. Learned in a Luscombe with my brothers. Our father was an experienced builder of several airplanes and got the family into building. We finished two Skybolts and a Pitts. My one brother Kelly and I built the Christen Eagle I am flying today in 2018. It's a relatively stock Eagle with a few custom features we added, we chose to paint the airplane shades of Gray instead of the traditional colors because we wanted something different. It won the best aerobatic plane at Oshkosh 2018. I believe it's the newest Eagle built as of now. The Engine is a Superior AEIO360 200HP. Whirlwind 200AC constant speed prop, top speed is 180MPH, cruise is 155-160MPH.

**200**  
Horsepower

**165**  
MPH Top Speed

**AVC**  
**ROOKIE**



Christen Eagle II

Lycoming

# C7

## Experimental- Biplane Blue

# Dave & Susan Pauly

Dave Pauly has been a pilot for 47 years and is also a glider pilot. He has owned five planes the last three were experimental. The plane flying in the race is a JMB Aircraft VL-3 915. This plane was imported from the Czech Republic as experimental exhibition. This will be Dave's second AVC race. His wife Susan will be joining him for this years flight. Susan is an avid passenger especially when traveling to visit grand kids!



**135**  
Horsepower

**230**  
MPH Top Speed

**AVC History**  
2023 Sprint-T 1st 189.36



JMB VL-3

Rotax

**100**

## Experimental - Sprint-T

# Joe Person

Aviation is in Joseph's blood. His father and father-in-law were both career military pilots, and he has been passionate about aviation since he was a child. Stick and tissue rubber-powered model airplanes led to R/C sailplanes, which then led to real airplanes and a Private Pilot Certificate in 1985. He helped a friend build a Long-EZ in the early 1980's while he was in college. After beginning his career as an engineer with Boeing in Seattle in 1987, he launched into building his own VariEze (he has built two). In 2017, Gary Hertzler approached Joseph and asked if he would consider taking over the manufacture of the line of propellers he designed and built for some 20 years after his own "first retirement." It was an offer Joseph couldn't refuse. After 34 years with Boeing, he retired in 2021, and today continues the manufacture of Gary Hertzler's propeller designs. He continues to enjoy his VariEze, and recently watched the Hobbs meter in the airplane tick over 1000 hours. He's looking forward to the next 1000!



VariEze

Continental

**22T**

**100**  
Horsepower

**200**  
MPH Top Speed

**AVC  
ROOKIE**

## Experimental - Sprint

# Jay Van Every

Jason "Jay" Van Every acquired his Long-EZ in the spring of 2023. The aircraft had been inoperable due to COVID for a couple of years and required some major attention. N455EZ had been originally built by Ken and Debbie Iwatate, and first flew in 1983. Ken and Deb had incorporated several modifications to the original design, which were published and copied by many builders over the years. Due to the aircraft's history, the effort to return her to flight was deemed worthwhile. The original Lycoming O235-L2C engine was rebuilt and every aircraft system refurbished to ensure safe operation. Jay is recently retired from the Marine Corps. He was a KC-130 F/R/T/J Flight Engineer with 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. He is currently building a second Long-EZ more focused on performance.

# 73



LongEz

Lycoming

**115**  
Horsepower

**220**  
MPH Top Speed

**AVC**  
**ROOKIE**



## Experimental - Sprint

# Mitchel Grenwalt & Don Schwenning



Mitchel Grenwalt, age 35, from Nevada, Ohio is a newly minted CFI flying his grandfather's 1971 Cessna 210K. The plane has been in the family since factory-new. He has been flying this plane almost his entire life, using it to acquire his instrument, commercial, and now CFI ratings. His copilot is his good friend Don Schwenning. Don is a 69-year-old retired Tool & Die Maker. He earned his pilot certificate at 19 years of age. After getting married and having 4 kids, there was not enough time or money to fly. He became a 'Rusty Pilot'. Don and a partner bought an airplane (64 Piper Cherokee 140) when he was 64 years old. He became re-certified and is now back in the left seat. He is from Upper Sandusky, Ohio.



**300**  
Horsepower

**225**  
MPH Top Speed

**AVC**  
**ROOKIE**



Cessna 210K

Continental

# 189

## Production- FAC1RG

# Mitchell Wild & Colleen Weber

The 2024 race will be the 4th AirVenture Cup Race for team Colleen Weber & Mitch Wild in a 1961 Debonair nicknamed "Garcone." For several years, Colleen volunteered for the AirVenture Cup finish line crew and now loves the race participant side. Colleen is a member of the 99s Wisconsin Chapter and an officer with the Wisconsin Aviation Hall of Fame. Mitch is a Sales Director at Jet OUT, an aircraft co-ownership company headquartered in Milwaukee, WI. Mitch's competitive nature and attention to race detail bring an energetic level of fun to the team. Mitch holds multiple certificates and ratings and is a CFI, MEI, and CFII.

**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 Carribean, the Pacific Northwest, and all over the United States. He has owned two Mooneys and now flies a Bonanza A36. Patrick and his copilot son, Luke, have attended every AirVenture since 2015 and both agree that it is their favorite week of the year. Luke, a high school senior, has been flying with his Dad since he was 6 months old. He is currently a student pilot working to complete his private certificate. He has been accepted to many collegiate aviation programs and is looking forward to pursuing a career in aviation. Together, they are excited to participate in their first AirVenture Cup.



**Beechcraft BE36**

**Continental**



**300**  
Horsepower

**224**  
MPH Top Speed

**AVC  
ROOKIE**

**75**

**Production-FAC1RG**

# Peter & Deb Molinaro

Peter had an interest in flying at an early age but was not financially able to pursue it. While planning for retirement, he decided to give flying another try. He started flying in 2018 and obtained his private pilot and IFR endorsement in 2019. Peter's wife Deb is his copilot. They were able to find a low-hour Cessna Super Skywagon (Stationair). Working on it every year, they have updated it with Garmin avionics, new interior, and new continental engine. The exterior of the plane is basically original. Their plan is to start going on flying adventures in the next few years. This is their fourth AirVenture Cup race and they are anticipating another great experience. This year, they plan on taking more pictures as well. The plane is waxed and polished for the AirVenture Cup. This plane was purchased in 2019, and moved from Crystal Airport (where it has been hangared for 52 years) to Fleming Airport.



26



Cessna U206B

Continental

300  
Horsepower

163  
MPH Top Speed

MENTOR  
AVC History

2023	FAC1FX	1st	162.80
2022	FAC1FX	1st	155.07
2021	FAC1FX	1st	157.76

## Production-FAC1FX

# Serrhel & Patty Adams

"Serrhel Adams obtained his private certificate on February 29, 1988. His co-pilot is his wife, Patty Adams. While not a pilot, Patty is always attentive and helpful in the cockpit. Serrhel and Patty live in Fayetteville, Arkansas, but are both from Southern Louisiana. Serrhel attended his first AirVenture in 2002, and Patty attended her first in 2022. Patty and Serrhel discovered AVC at AirVenture 2022, and flew their first AirVenture Cup last year, 2023. They had such a great experience, they put the dates for this year's AVC on the calendar the day they got home from AirVenture. They loved making new friends, seeing all of the aircraft, hearing everyone's stories, and the race was the topper! This year, they will be flying N900GC, their 2024 Game Composites GB1. The aircraft was built in Bentonville, Arkansas, and they are proud to be showing off a plane made in their "backyard." This is their first aerobatic aircraft, and Serrhel is dabbling at some upside down flying, as best as his stomach will tolerate. Patty prefers to remain right-side-up. Serrhel and Patty also enjoy flying their Cirrus cross-country and backcountry flying in Arkansas, as well as flying elsewhere in their CubCrafters X-Cub. Serrhel is a Retina Specialist, providing care in Northwest Arkansas for the past 15 years. Patty is a Certified Ophthalmic Photographer, and she has worked in health care for the past 35 years. Serrhel is helping his son Nicholas as he explores the video and social media world. They are publishing videos and photos as #oldguysfly. Serrhel and Patty are the proprietors of Undiscovered Cellars, makers of Napa Valley Wines. Their current selection of wines include Undiscovered Cabernet Sauvignon, Untravelled Chardonnay, Undreamt Bordeaux Blend, and Unbreakable Super Tuscan blend. They are both excited to participate in their second AirVenture Cup.

303  
Horsepower

270  
MPH Top Speed

AVC History

2023	FAC1FX-T	1st	204.70
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GB1

Lycoming

99

## Production-FAC1FX

# Allen Floyd & Laura Noel

"Allen Floyd began his flying adventure at age 14. He has flown too many different aircraft types to count. This year, he is pilot in command of the Cessna 185 he owns with his co-pilot, Laura Noel. He has a special affinity for experimental aviation, especially canards. He built Excalibur, a modified Rutan designed Long Ez. Excalibur was both a Gold Lindy and Stan Dzik Memorial award winner in 2019. Allen is currently building a Berkut. He's an avid general aviation pilot, and A&P, IA, and a B-737 Captain at a major airline. This will be Allen's 5th AVC. He raced a Berkut in 2018, a Long Ez in 2021, and co-pilot in the C-185

**285**  
Horsepower

**140**  
MPH Top Speed

## MENTOR AVC History

2023	FAC1FX	2nd	157.01
2021	FX Blue	4th	211.70
2018	RGBLue	3rd	207.74
2022	FAC1FX	2nd	150.78
2021	FAC1FX	2nd	145.53
2018	Vintage	1st	102.73



Cessna A185-F

Continental

**84**

## Production- FAC1FX

# 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 installation of gap seals, windshield fairing, tip tanks, and 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.



**250**  
Horsepower

**192**  
MPH Top Speed

## AVC History

2023	FAC2RG	2nd	192.44
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Piper PA-24

Lycoming

**250**

## 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 was 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. Last year, 2023, was his third time flying the AirVenture Cup.

# 16



Beechcraft M35

Continental

**250**  
Horsepower

**190**  
MPH Top Speed

### AVC History

2022	FAC2RG	1st	184.43
2021	FAC2RG	1st	187.30



## Production-FAC2RG

# John Conroy

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

**260**  
Horsepower

**196**  
MPH Top Speed

### MENTOR AVC History

2023	FAC2RG	1st	196.97
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Beechcraft J35

Continental

# 15

## Production-FAC2RG

# Jonathan Hudik & Tina Hartlaub

Jon Hudik is currently a First Officer at American Airlines, flying the Boeing 737 internationally out of ORD. Previously he was a Captain at Envoy on the Embraer 145. Like many other pilots, Jon caught the aviation bug young, when his parents introduced him to the Piper Arrow at the age of eight, 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 from line tech at the FBO, to CFI, regional pilot, and now to American Airlines. When not working, he can be found traveling someplace new via non-revving or in the Arrow, spending time at the family farm, or riding his motorcycle. This Arrow was built in 1982 at Piper's Vero Beach factory in Florida. It was originally a dealer demo aircraft, equipped with extended range tanks (77 gal) and built-in oxygen system. In 1985, it was purchased by the current owner. The aircraft has been left in stock condition except for a few avionics, cosmetic, and practical upgrades over the years.

# 82



Piper Turbo Arrow IV

Continental

# 200

Horsepower

# 220

MPH Top Speed

### AVC History

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

# Rebecca Curti-Kohart & Byron (BMF) Rodgers

Rebecca and Byron fly their Mooney 201 N201EQ, aiming to achieve a record-breaking 201mph race speed. They have made a host of improvements to their Mooney to reduce drag, and recently upgraded to electronic ignition. 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 at KGAI. Rebecca holds multiple FAC3RG records in SARL events stretching back to 2010. In June, 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. Rebecca and Byron have won the FAC3RG class every time they have competed in the AirVenture Cup, and in 2021, they were the fastest single-engine production plane in the competition.

# 180

Horsepower

# 196

MPH Top Speed

### AVC History

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



Mooney 20J

Lycoming

# 21

## Production-FAC3RG

# Joel Ludwigson & Lynnette Apitz

Race 201 is a 1978 Mooney 201 that Joel has owned since 1998. The panel and interior were original when purchased, but it now has a new interior along with a new glass panel and new autopilot. Joel learned to fly in 1981, but was a casual pilot until 1991, when he jumped back in and added commercial, multi engine, and instrument ratings. In April 2022, he also added a single engine sea rating. In retirement, Joel flew a Falcon 10 for a Part 135 on-demand charter company for a little less than a year, but the time away from home (more than half the year) didn't work well with their lifestyle. He does miss flying the jet, but not the sitting around waiting for a trip, or being awakened in the middle of the night for an ASAP trip. Joel's wife, Lynnette, refers to the Mooney as their time machine. Day trips in the Mooney would be long multi-day trips in a car. Seven hours to Florida and nine to Southern California are easy one-day trips to visit relatives and friends from our home in Minnesota.



**200**

**201**

MPH Top Speed

**MENTOR**

AVC History

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 fifth AVC race. They enjoy meeting racers and crew from around the country. Mike retired from his previous day job flying a business jet in 2023. They are now enjoying a more leisurely life. Kathy has been working behind the scenes with the race staff for several years. She's really enjoys working with the dedicated team. The couple is hoping to improve on their previous race times. Their aircraft is a 1976 Piper Arrow II. Mike and Kathy are racing in class FAC3RG. The class includes many airplanes that should be quicker than theirs, but they're hoping to make a good showing - or at least look good doing so.



**200**

Horsepower

**170**

MPH Top Speed

**MENTOR**

AVC History

2023	FAC3RG	4th	164.13
2022	FAC3RG	4th	160.92
2021	FAC3RG	2nd	161.98
2019	FAC3RG	5th	151.34



Piper P28R-200

Lycoming

**651**

**Production-FAC3RG**

# Andy & Andreas Bernhard

Andy 3 and Andy 4 return for a 4th time to race in their Cessna 182R, Race #97 (N6122N) and hope to add to their previous 3 trophies. Their aviation passion is inspired by the family patriarch, Andy 2, who flew in South Africa in the 60s and 70s. This led to Andy 3 earning his PPL in South Africa in 1992, aerospace engineering degrees in South Africa (BS) and the USA (MS and PhD), working nearly a quarter-century at Sikorsky designing helicopters, and now making magic a reality at the storied Lockheed Martin Skunkworks. Andy 3 was the Chief Engineer for the Sikorsky S-97 RAIDER high speed coaxial compound helicopter that routinely flies over 200 knots. In honor of that remarkable aircraft he picked Race #97 for his AVC racing adventures. Andy 2 travelled from South Africa to the USA one last time in 2023 at the stately age of 88, specifically to fly in Race #97 (N6122N). Andys 2, 3, & 4 enjoyed a marvelous flight vacation, including watching a Falcon 9 launch from Cape Canaveral from 5,500 feet up, landing at the Wright Brothers Memorial in NC and walking the 120 feet of the 1903 first flight, and landing in College Park Airfield, MD (where the Wright Brothers taught the first military pilots at what is now the oldest continuously operating airport in the world). Andy 4 loves KidVenture, the night airshow, the F-22 demo, and endless Root Beer Floats at Oshkosh. Andy 3 looks forward to the AVC race, the amazing AVC aircraft and shared experiences with AVC friends. Aircraft Race #97 (N6122N) loves flying in loose formation with AVC competitors and the Fisk approach and landing at Oshkosh.

# 97



Cessna 182R

Continental

# 235

Horsepower

# 160

MPH Top Speed

### AVC History

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



## Production-FAC3FX

# Michael & Tyler Unertl

Mike earned his private pilot certificate in 2010. He had always wanted to fly, but it took his son's interest in aviation and his wife's support before he learned to fly at 44 years old. He bought his Cessna 182 in 2010 so he could fly with his wife and two sons. He is an EAA chapter 640 member and have helped with the AVC race in past years. He's excited to participate again this year with his son Tyler who is a graduate of U.W.M. Mankato's aviation program.

# 230

Horsepower

# 170

MPH Top Speed

### AVC History

2023	FAC3FX	1st	162.37
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Cessna 182M

Continental

# 58

## Production-FAC3FX

# Steve & Collin Dieck

Purchased in 2004, N6620C is a 1966 Mooney M20C owned by Steve Dieck. He has been restoring and updating it since then. The most visible modifications include a 201 cowl and windshield, gap seals on the control surfaces, and an updated instrument panel. Originally issued N6078Q, the new number N6620C was obtained to show the year and model of the airplane. Steve grew up in northern Wisconsin, attending every AirVenture since the late 1970s. Steve attended Lewis University, obtaining his A&P and Private Pilot ratings. He worked at a Piper Service Center and in corporate aircraft maintenance before moving into the cockpit and becoming a corporate pilot. Currently flying the Falcon 2000 EASy, he has six type ratings and over 12,000 hours of flight time. He is an ATP, IA and CAM. Collin Dieck is Steve's son and copilot. Collin grew up around airplanes and shares his dad's aviation enthusiasm. A graduate of University of Arizona, Eller College of Management, he currently works as a sales rep for Milwaukee Tool.



**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



Mooney M20C

Lycoming

**662**

## Production- FAC4RG

# Roland & Jay Biber

Pilot Roland Biber has enjoyed 4.5 previous AirVenture Cup races in his 54 year-old Cessna 177B, the best looking airplane Cessna ever made. He has been flying since age 16 and holds a glider and commercial power license. He was busy as an IT consultant for 27 years, followed by 17 more in real estate. Along the way, he found time to setup Air Algoma Inc., a charter company which kept him flying. He flew in the Arctic of Canada for three years and is a member of the Civil Air Search and Rescue Association CASARA for over 20 years as pilot. (CAP in the USA) Co-Pilot Jay Biber first took to the air at the tender age of 2 months old, strapped into a box in the back seat of a Piper Arrow with his father, Roland, flying. That first flight and many thereafter solidified Jay's love for flying. At age 5, he built his first hand-powered plane from 20-bond paper and watched it fly with wonder. As the years passed, increasingly complex designs and materials followed, but alas, all his home built planes met a similar fate of a crumpled nose or bent wing. Accepting the reality that he would better serve humanity if he wasn't an aeronautical engineer, he settled on becoming a pediatric dental surgeon. With his flying now limited to commercial international travel, he is thrilled to have the opportunity to share in the 2024 AirVenture Cup race experience with his father, almost 50 years after his first flight. Families that fly together, stay together!



**68**



Cessna Cardinal 177B

Lycoming

**180**

Horsepower

**153**

MPH Top Speed

### AVC History

2019	FAC4FX	4th	131.07
2018	FAC4FX	3rd	133.04
2016	FAC4FX	1st	151.15

## Production-FAC4FX

# Howard Buck & Jeanette Eaton



Howard Buck has been flying since the late 70s. He earned his private, commercial, and instrument ratings while serving in the Air Force as a helicopter mechanic. After the service, he was able to gain employment at Sikorsky Aircraft as a designer until retirement. During his time at Sikorsky, he earned his multi-engine, CFI, and private in helicopters. He feels very fortunate to live in a country where the average person has the privilege to pursue flying. Howard's copilot is Jeanette Eaton. She has had a career in the aeronautical industry for 30+ years in various positions as an engineer, project manager, VP in marketing and several leadership positions with Sikorsky Aircraft, Bell Aviation and Lockheed. She is currently pursuing an instrument rating in helicopters for a career change to a flying position.

**180**  
Horsepower

**135**  
MPH Top Speed

**MENTOR**  
AVC History

2022	FAC4FX	2nd	137.60
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86



**Piper PA28-180** **Lycoming**

## Production-FAC4FX


# Kevin & Emily Conlon

Kevin Conlon is the pilot of N957TE, a 2004 Tiger Aircraft AG-5B (nicknamed Rory). Rory is one of 51 Tigers built from 2001-2006 and has been a member of the Conlon family since 2021. Kevin was fascinated with aviation from a young age and had his first flight lesson at age 8. Kevin works as a Deputy Sheriff in Kenosha, WI and is a member of the Sheriff's Department Drone Unit, Marine Unit, and Dive Team. Kevin is creator and owner of CON Case. CON Case builds and sells portable monitors with integrated power supplies housed in rugged cases. CON Cases are being utilized by first responders around the country to assist in search and rescue operations and apprehension of criminals. Kevin's co-pilot is his wife, Emily, who works as a Registered Nurse and is the Captain of a local Rescue Squad. Kevin and Emily live with their two children in Lake Geneva, WI and frequently fly as a family.

**180**  
Horsepower

**165**  
MPH Top Speed

**AVC**  
**ROOKIE**




**Grumman AG-5B** **Lycoming**

340

## Production-FAC3FX

# James (Robo) Greene & Bruno (Stacks) Brasileiro Ferreira



Robert Greene is a Commercial ASEL AMEL CFI and works and flies for both Flying Eyes Sunglasses and Contract Corporate owners. Robert grew up in the aviation industry, with his father being a 45-year airline A&P. He started his flight training in 1988 out of high school. He regularly flies a handful of different aircraft including the Grumman Tiger AA5B, Cessna 172, 182, 210, Caravan, Citation, and Plaggio P180, as well as several experimental aircraft and a multitude of GA aircraft, including the Meyers 200 and Slingsby T67 Firefly.

**180**  
Horsepower

**194**  
MPH Top Speed

**AVC  
ROOKIE**



Grumman AA5B

Lycoming

**FE1**

**Production-FAC4FX**

# Lidia (SaS) Nonn & Colin Hildebrandt

"Lidia was born and raised in Chicago, and is still annoyed at Daley for stealing Meigs Field before she got her PPLI. She thought she was a pilot until Colin (Co-Pilot) and his Dad, Dale, let her assist in the full restoration of her 1965 Piper Cherokee 180 in 2022. She's looking forward to her husband, Robb, finally retiring so they can add to the list of their flying adventures. Colin is a man of few words and many talents; his wife Lynne is quick to add that those talents are not limited to aviation. They are currently building a Sonex in their amazing hangar. Lynne is looking forward to retirement as well as building a list of flights to enjoy in their new plane. Until they race next year, check out their TKO of a PA 28-180!"



**180**  
Horsepower

**150**  
MPH Top Speed

**AVC  
ROOKIE**



Piper Cherokee

Lycoming

**TKO**

**Production-FAC4FX**

# Craig Payne

Craig Payne is a previous Air Venture Cup participant, competing with a Nanchang CJ-6. For 2024, he has a Scottish Aviation Bulldog that served in the Swedish Air Force and was used as an instrument trainer for Lund University, registered as SE-LLA after being upgraded to a model SK-61D. Craig also was the Sprint Race chairman for several years at the SUN 'n FUN fly-in, in Lakeland, Florida where his airplane is based. Retired for over 20 years, Craig holds A&P and Commercial ratings.

# 38



**Scottish Aviation Bulldog** Lycoming

# 199

Horsepower

# 140

MPH Top Speed

### AVC History

2013 Heavy Metal 1st 187.56



## Production-FAC4FX

# Dennis Seitz & Tom Wood

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

Tom is a retired chemical engineer from 3M. He is a graduate of Michigan Tech. Tom received his pilot's license in 1969 and later became a ground instructor for both basic and instrument. He received his instrument rating in 2020 and has been an active EAA member and EAA Young Eagles pilot. Tom has also been a volunteer at AirVenture, most recently with the Ford Trimotor.

# 180

Horsepower

# 125

MPH Top Speed

### MENTOR

#### AVC History

2023 FAC4FX 3rd 133.21



**Cessna 172M** Lycoming

# 53

## Production-FAC4FX

# Michael (Scott) & Heidi Snyder

This Scott's fourth AirVenture Cup Race, and the first with his newly-licensed private pilot wife, Heidi. Scott grew up around aviation, working at his father's FBO in Cheyenne, WY, and gained his Private Pilot certificate on his 17th birthday. Scott served 26 years in the U.S. Navy, first as an enlisted submariner for three years, and after graduating from the U.S. Naval Academy, as a P-3 Orion pilot. Scott retired from the Navy, and is currently a Captain for Southwest Airlines, flying the Boeing 737. Heidi is the family's newest pilot, gaining her private pilot certificate in February. Scott and Heidi have been flying together since 1995, but Heidi had not pursued learning to fly on her own until recently. In 2018, Heidi attended EAA AirVenture for the first time, and couldn't stop talking about the paramotors running to take off and landing on their feet at the STOL airstrip. Scott saw his chance to finally get her flying on her own. Scott and Heidi learned to fly paramotors and each have flown their own paramotors for the past five years. In the spring of 2023, she finally decided to take advantage of all of the available family resources and had her husband Scott be her CFI. They are still happily married. N64739 was bought new in 1982 from Cessna by Scott's father and has trained hundreds of aspiring pilots in

Cheyenne, including Scott, his brother, and most recently his wife Heidi. Now flown mainly for family adventures, including flying to the last five EAA AirVentures, it is still developing future generations of pilots supporting the EAA Young Eagles program.



**180**  
Horsepower

**140**  
MPH Top Speed

### AVC History

2023	FAC4FX	2nd	141.63
2022	FAC4FX	1st	139.04
2021	FAC4FX	3rd	137.17



Cessna 172P

Lycoming

**96**

## Production- FAC4FX

# David (Earl) Stuart & Vinnie Elsinger

David Stuart (Pilot) is a practicing attorney and partner in the law firm of Peterson, Stuart and Klentz, Prof. LLC in Beresford, South Dakota. Dave earned his private pilot certificate in 2013. He has been involved in many forms of motor sports throughout the years, including drag racing, motocross, and rock crawling. It is this love of competition and all things mechanical that led to entering the AirVenture Cup for the first time in 2019. It was an incredible experience participating in the race and flying in to Oshkosh for the first time. Dave raced a 1976 Piper Warrior in 2019 and placed 1st in FAC5. Returning for the 2021 race, he competed in a newly acquired 1976 Grumman Tiger and finished 1st in FAC4FX. Vince Elsinger (Co-Pilot) of Pierre, South Dakota, is a private pilot who works for the State of South Dakota as a machinist with the Department of Transportation. He also owns his own fabrication and welding business, Elsinger Mechanical Services (EMS), where he specializes in fabricating drag racing chassis. Vince has long been involved with drag racing and is currently a certified tech inspector for the NHRA. David and Vince are excited to be participating again this year and look forward to the camaraderie of fellow



**180**  
Horsepower

**160**  
MPH Top Speed

### MENTOR AVC History

2023	FAC4FX	1st	162.73
2021	FAC4FX	1st	152.28
2019	FAC5	1st	128.94

**605**



Grumman Tiger

Lycoming

## Production-FAC4FX

# Kurt Mehre & Mike Stuermer

Kurt Mehre is a private pilot who's been flying since 1989. Kurt volunteered in Paul Poberezny's Aero-plane Factory in Oshkosh from 1995 until Paul's passing in 2013, working on numerous projects including the Mechanix Illustrated Baby Ace replica that was completed in 2014. Kurt holds the repairman's certificate for the MI Baby Ace replica N9950C. Kurt also is the cofounder of Learn Build Fly located at KAUW. Kurt's copilot is Mike Stuermer.

**150**  
Horsepower

**130**  
MPH Top Speed

**AVC  
ROOKIE**



Cessna C172M

Lycoming



**114**

## Production-FAC5

# Dan Bauknecht & Mark Western

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



**100**  
Horsepower

**90**  
MPH Top Speed

**AVC  
ROOKIE**



Cessna 150M

Continental

**4E**

## Production- FAC6

# Jaden Stapleton

Jaden lives at Hidden Valley Airpark (5TX0) in Shady Shores, Texas and has a couple of airplanes that he enjoys flying. One is a 1939 Aeronca Chief, and the other is the Eagle 150B. A couple lifetimes ago, one of the best jobs he ever had was as demonstration and sales pilot for the Eagle 150s. He did the first flight in the one he currently owns some 24 years ago and has around 800 hours in the Eagles now. To pay for it all, Jaden is a Captain at Spirit Airlines and is retired from the Army National Guard. This is his first AirVenture Cup Race.

125

Horsepower

138

MPH Top Speed

AVC  
ROOKIE



Eagle 150B

Continental

66

## Production-FAC6

# Luke Burlingame & Nicholas Fishburn

Nick Fishburn and Luke Burlingame are former co-workers as consultants for a civil engineering firm, Kimley-Horn, specializing in airport design. We worked on projects together at airports around the midwest designing runways, taxiways, aprons, Nav aids, and airport layout plans. Nick left the firm in 2023 to pursue a career as an airline pilot and is currently flight instructing in the Chicago area. Luke continues to work at Kimley-Horn, and flight instructs and fly's in his free time. We are "racing" a 1970 Cessna 150 model K, the same airplane Luke received his private pilot's license in in 2014.



100

Horsepower

124

MPH Top Speed

AVC  
ROOKIE

LN



Cessna 150

Continental

## Production-FAC6

# Carol (Joe) Ford

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 to 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 of 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 first race and the Aerostar's first trip to Oshkosh following the event.



**290**  
Horsepower

**277**  
MPH Top Speed

**AVC  
ROOKIE**



**Aerostar 601**

**Lycoming**

**122**

## Production-Twin1

# Ed Cole

Ed Cole will be flying his Rockwell Twin Commander 500B this year in his fifth AirVenture Cup Race. The Twin Commander has a fascinating and exciting history. One model actually served as President Dwight Eisenhower's "small" Air Force One at one time. An early prototype flew across the country, single engine, with its left propeller in the cabin. And, as aviation enthusiasts know, the famous Bob Hoover thrilled crowds for years in this same model aircraft. Ed has been flying since before his graduation from the 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 AF 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 2400 hours in her. His total flying time is over 13,000 hours, 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.

**290**  
Horsepower

**230**  
MPH Top Speed

### MENTOR AVC History

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



**Rockwell Twin Commander**

**Lycoming**

**500**

## Production-Twin1

# Alan (A.J.) & Jack Blackburn

“Alan (A.J.) Blackburn II and Jack Blackburn, a father and son race team, have been flying their 1979 Turbo Piper Aztec for four years from their home base in Stuart, Florida. Improvements to their Aztec include a Robertson STOL conversion, Hartzell scimitar props, and an upgraded avionics suite. Together with Kelli and Shelby (wife/mother and daughter/sister respectively), this family of aviation enthusiasts regularly posts videos online through their YouTube channel, “Double Dawg Dare,” with a goal of promoting general aviation and its application to family traveling adventures. Jack and Shelby both plan on pursuing their private pilot certificates in their teenage years, with Jack having recently begun ground school for his private pilot certificate. In his professional life, A.J. is an orthopaedic surgeon with a subspecialty in hand surgery. Jack will be starting the 9th grade in the fall of 2024. Outside of aviation and travel, the family enjoys further passions such as farming, beekeeping, SCUBA diving, and sailing.

**250**  
Horsepower

**250**  
MPH Top Speed

**MENTOR**  
AVC History

2023	Twin 2-T	1st	197.86
2022	Twin 2-T	1st	199.99



Piper Aztec

Lycoming

00

Production-Twin2-T

# Elliot & Melanie Abel

Elliot and Melanie Abel are joining us as first-time AVC racers in their 1977 Cessna Skymaster. This twin-engine push-pull aircraft is turbocharged and pressurized with de-ice boots, making it an excellent cross-country airplane. Based in Terre Haute, Indiana, Elliot and Melanie use the Skymaster to commute to work in Chicago, where they both fly a Boeing 737 for a major airline. Elliot has been flying since the age of 17 and has logged time in 106 different aircraft (C-170, C-47, B-25, B-747, etc.). Utilizing his military aircraft maintenance background, Elliot’s spare time is currently spent building a Bearhawk Five, which he plans on flying by the end of the year. Elliot’s co-pilot is his wife, Melanie. Although new to the AVC, Melanie is a seasoned racer. She has participated in the Air Race Classic, an all women cross-country air race, five times. With a shared passion for aviation, both Elliot and Melanie also participate in Young Eagles flights through EAA Chapter 83. This duo looks forward to combining their wide range of experience for a great race!

**225**  
Horsepower

**225**  
MPH Top Speed

**AVC**  
**ROOKIE**



Cessna T337G

Continental



337

Production-Twin2-T

# Steve Zimmerman & Michael Lepper

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

**180**

Horsepower

**210**

MPH Top Speed

**MENTOR**  
AVC History

2023 Twin 3-T 1st 195.54



**Diamond DA62**

**Austro**

**27**

## Production-Twin3-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  
ROOKIE**



**Piper PA30**

**Lycoming**

**52Y**

## Production-Twin3

# Brad Lewitzke & Michael Vander Loop

Brad is a native of the Wausau area, and flew in the 25th AVC Race as a crew member in Race 53. Brad enjoys supporting EAA Chapter 640 in any way 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 has owned and operated a Pilatus PC12 with his family business, and currently flies a TBM850, along with his son, Jeremy. Brad is ATP rated for AMEL, and Commercial rated for ASEL, ASES, GLIDER, CFII, and Private rated for Rotorcraft. Brad has a passion for hang gliders that started for him in '76. Brad worked for a hang glider manufacturer in SoCal helping to build, test fly, race, and compete locally and internationally in '79 and '80. Brad has been towed in and flown powered hang gliders and self-launch sailplanes. Brad's two seat AEROPRAKT A32 puts a huge smile on his face whenever he goes flying. He enjoys sharing his passion for aviation whenever possible. Mike is the Vice President of EAA Chapter 640. He volunteers as a Tour Guide and Docent at the EAA Museum and Pioneer Airport in Oshkosh. Having an extensive broadcasting background, Mike is an avid promoter of General Aviation. Mike is employed by Bergstrom VW of Oshkosh, is a U.S. Naval Aviation veteran, and is involved with a local Ground School to earn his Private Pilot Certificate.

**HB**



**Aeroprakt A-32**

**Rotax**

**100**  
Horsepower

**149**  
MPH Top Speed

**AVC  
ROOKIE**



**Light Sport**

# 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's got 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.



**65**  
Horsepower

**100**  
MPH Top Speed

**AVC  
ROOKIE**



**Rans S10 Sakota**

**Rotax**

**718**

**Light Sport**

**100**  
Horsepower

**120**  
MPH Top Speed

**AVC  
ROOKIE**



This will be Don & Deb Shuman's first year racing the AVC Race. Deb is a private pilot and will be PIC in N729FV for the race. Don will be co-pilot/navigator. N729FV is a 2020 Aeroprakt A32 Vixen. ELSA, rotax 912ULS 100 horsepower, Dynon glass with Auto Pilot. The plane was custom built for Deb in Kyiv Ukraine, by designer Yuiry Yakovlyev. She has been with Deb & Don at 82C since April 1st 2020. She has 700+ hours on her. Deb started flying in 1985, flying ultralights and Quicksilvers. She also instructed in Quicksilvers for many years as a BFI. Don also started flying in 1985, flying Quicksilvers. He maintains a SPL. Don has build 2 Challenger II long-wing experimental aircraft, with Deb's help. They still fly the Challengers and Quicksilver along with the Vixen. Milo is their 5 year old rescue pup, and he flies with them. He has accumulated 400 hours of flight time. He loves cross-country flight to Pennsylvania to see his



**Aeroprakt A-32**

**Rotax**

cousins. He has been approved and will be flying with us as navigator during the race. Good luck everyone, enjoy the race weekend and OSH 2024! Be safe!

**FV**

**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 172s, Piper Warriors, and Cirrus SR22s to the Ford Tri-Motor. His most recent steed is his Cirrus Vision Jet. Casey is a mechanical engineer and a graduate of University of Wisconsin and Emory 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 five 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.



**Cirrus SF50 Vision Jet**

**Williams**



**1200**  
Horsepower

**365**  
MPH Top Speed

**AVC History**

2023 Jet 1st 309.88

**XO**

**Production- Jet-SE**

## In Memorium

### Creighton King 1972-2023

15

Creighton King was an avid supporter and participant of the AirVenture Cup since 2014 when he raced "Race 15" his Cassutt named "Last Lap Player" taking first in Experimental - IF1 with 186.67 MPH. In the years since, he has supported the race by sponsorship through his company and original innovation, GripLock Ties. On August 23, 2023, Creighton perished in a tragic accident in "Last Lap Player."

Creighton's love for aviation was only usurped by his love for his family and faith. Creighton grew up as a proverbial 'airport kid' having ridden his bicycle to wash airplanes and hitch rides. Combining his love for aviation and family, he and his 'second best-friend' (his first being his wife, Tonya), his father, built their first airplane in their garage. This Super Cub variant was an airplane the two of them continued to enjoy until his passing. In addition, Creighton owned the rights to the Cassutt design and supported the owners, builders, and pilots of the type. He was a true experimenter and was always working on making modifications to Last Lap Player, some of which include engine modifications, and most visibly a T-Tail configuration.

Creighton had an education in finance and accounting but was most passionate about being an entrepreneur and had a strong background in mechanical things. In addition to racing airplanes he had a long history of being known as "Mr. Maxxis," supporting short course racing throughout the country for 10+ years in the Maxxis tire support truck. He also was an adventurer in rock crawling in Jeeps in Utah and Moab. While he was working on his airplane he became dissatisfied with your typical "crappy zipties" cutting through wires on the engine mount. Not being able to find something better, he developed the GripLock Tie and built a business around it. The GripLock Tie is a reusable, soft rubber lined zip tie. Just prior to his passing, Creighton had completed final checks on the machinery to on-shore the production of his products, something he was very proud of.

The staff and alumni of the AirVenture Cup are saddened at Creighton's passing all too early, but we are very fortunate to have had such a friend, competitor, and sponsor in Creighton.



Jimmy Pruitt was happiest when he was in an airplane. Having passed that love of flying on to two his son's Jamon and Dane, Jimmy flew as their co-pilots racing the AirVenture Cup in past years. On April 19, 2024 Jimmy passed away, hew as 86.

An Arkansas native all his life, Jimmy served the United States Army as a MP from 1958 to 1962. He graduated from Arkansas State University with a BS in Accounting in 1968. His family describes Jimmy as a man of all seasons, "a poet and writer, an avid reader of all things historical, a builder, carpenter, mechanic, truck driver, and farmer. A Free spirit."

An online tribute from his granddaughter describes her Papaw describes Jimmy as "The fix it man, always working on something. Nothing was ever trash or broken, not even his tractor that he worked on for as long as I can remember. He loved to write, whether it was his daily journals, or poems that he came up with about quite literally everything. He looved to dance, anywhere, anytime, he would dance your socks right off. He loved music and loved to sing, although sometimes it was hard to listen."

Jimmy will mostly be known amongst the AirVenture Cup alumni as the gregarious father and co-pilot to the two Pruitt boys, all three of which showed a zest for fun and flying during their times racing the AirVenture Cup and the times in Oshkosh there after.

### Jimmy Pruitt 1938 - 2024

200



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