

AIRVENTURE CUP

PRESENTED BY WYNN O. JONES & ASSOCIATES INC.



28TH RUNNING CROSS COUNTRY RACE

Dwyer

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 2026, 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. As we celebrate the 250th anniversary of the United States' independence this year, we're reminded of and thankful for the unique freedoms in our country that allow individuals to pursue and enjoy aviation in ways such as this.



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

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

A handwritten signature in blue ink, appearing to read "Jack".

JACK J. PELTON
EAA CEO/CHAIRMAN OF THE BOARD

Participants, Volunteers, and Race Fans

Race Teams and Fans,

Welcome to the 28th Running of the AirVenture Cup!

On behalf of everyone on the team, the AVC staff, and our army of volunteers that make this event possible, I want to welcome you and thank you for being part of the 2026 Air Venture Cup Race.

It is fantastic to be back in Wausau once again. The Wausau Downtown Airport has been instrumental in the AirVenture Cup Race for years, initially as the finish line and since 2021 as the host city for the start of the race. The success and growth of the race is due in no small part to the efforts of the City of Wausau, EAA Chapter 640 and Learn-Build-Fly. Without their help the race wouldn't have seen the growth and success it has had.



When we started the first race in 1998, the course was simple, Kitty Hawk to Oshkosh with a single turn point just south of Chicago. Since then, the race has grown in complexity over the years. For the past 4 years we have run the current course, with 7 cities hosting turn points. The advantages of running the same course are starting to show up, as we are seeing individual racers eek out a little more speed over the same course each year. Part of that is aircraft modifications but some of that is practice and experience.

The other advantage of repeating the same race course is we are seeing our fan base grow along the race course and the turn point cities have embraced being an integral part of the race. We have developed spectator areas along the race course and are excited to see everyone come out and support the racers. I am very excited that one of the young fans that came out to watch at a turn point is going to be one of our turn point spotters this year.

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

Thank you for being part of the 28th Running of the AirVenture Cup Race. Have fun, fly fast and have a safe race!

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

ERIC WHYTE
CHAIRMAN, 2026 EAA AIRVENTURE CUP RACE

2026 AVC Staff



Chairman Eric Whyte

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



Vice Chairman Joe Coraggio

A volunteer since 1998, Joe currently serves as vice-chairman and competitively races (number 6) in the AVC race. In addition, he leads the maintenance team while overseeing many aspects of the pre-race tasks.



Co-Chairman Cody Biedrzycki

Cody has been a volunteer since 2019, and most recently became the treasurer for the race in addition to assisting the chairman (Eric) with FAA waiver and turn point approvals. He is a valued staff member, always willing to pitch in and do whatever is needed to make the event a success.



Co-Chairman Kailey Biedrzycki

Kailey has been a volunteer since 2014. She started by filling in as a photographer at the finish line and moved into the role of Finish Line Judge. In 2021, she was asked to help collaborate on the program, and in 2024 she took the reins after completing a successful internship with Joe. You will see her at check-in handing out your commemorative T-shirts.



Co-Chairman Craig Henry

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



Co-Chairman Dick Keyt

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



Co-Chairman Kathy Schoen

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



Co-Chairman Stephanie Schulko

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

Co-Chairman Todd Shannon

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

Co-Chairman Sarah Whyte

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

AVC Volunteers

From the bottom of our hearts, thank you for making this year's AirVenture Cup Race such an unforgettable success. Your time, passion, and energy truly brought the event to life and made it shine.

From the first planning meetings to the final moments of the race, you were a vital part of our team. Whether you were welcoming racers at registration, keeping everyone safe, solving problems on the fly, or cheering enthusiastically from the sidelines, your efforts created a warm, vibrant, and welcoming atmosphere.

Events like the AirVenture Cup don't happen on their own — they're made special by dedicated volunteers like you. Your hard work, positive attitude, and willingness to go the extra mile were truly inspiring. You helped turn a race into a genuine celebration of community, camaraderie, and shared passion.

Because of you, this year's event will be remembered fondly by everyone involved. You didn't just help run the race — you made it soar.

Thank you again for pouring your heart into this event. We're deeply grateful and already looking forward to having you back next year.

With sincere appreciation,
The AirVenture Cup Race Team



The Turn Points



Turn Point Judges: Back Row: Dave Kwasny, Michael Owens, Jeff Sickel, Mark Foster, Rex Brewer, Scott Jordan, Mark Cheney, Alan Klapmeier, Noah Doble, Mike Doble, EJ Bergman, Pete Halasz, Hawkin Zukowski, Richard Wilsher, Mike McEvoy, Ken Whyte, Eric Whyte, Dave Salzmann Front Row: Doris Owens, Lainee Foster-Jones Not Pictured: Larry Hanna, Jay Krull, Dick Neitzel, Caleb Whyte, Julie Johnson, Scott Johnson, Jim Rodrian, Jan Rodrian, Jett Lokken



KAUW- Wausau Downtown (Start Line) The Wausau airport was founded in 1927 and carried commercial flights until 1969 when the Central Wisconsin Airport began operations. Both based and transient general aviation aircraft are supported by the fixed-base operator (FBO) Wausau Flying Service. Wausau hosted the AVC start line in 2021 and is slated to be the start line through the 30th anniversary of the race.



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



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

The Turn Points



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



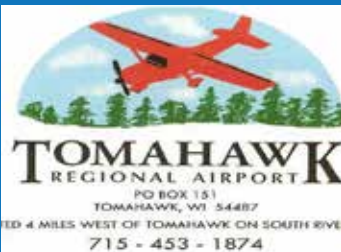
KISQ- Schoolcraft county is a county-owned public-use airport located 3 miles northeast of the central business district of Manistique, Michigan, a city in Schoolcraft County, Michigan, United States. There are 6 aircraft based at this airport, all single-engine airplanes.



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



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



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



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

Finish Line and Technical Inspectors



Finish Line Judges: Cody Biedrzycki, Kailey Biedrzycki, Mike Felske, Sarah Healy, Ned Healy, Mark MacDonald, Diane MacDonald, Bill Radmer



Technical Inspectors: Joe Coraggio, Steve Dieck, Andrew Findlay, Craig Henry, Dick Keyt, Rich Lamb, Jeff Lange, Bill Tromblay, Sean Van Hatten

Technical Inspector Assistant: Kevin Vernon- Harris

2026 RACE CLASSES

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

EXPERIMENTAL

TURBINE	FORMULA RG BLUE	FORMULA RV WHITE
UNLIMITED	FORMULA RG RED	FORMULA RV BLUE
SPORT	FORMULA FX WHITE	FORMULA RV RED
ROCKET F1	FORMULA FX BLUE	FORMULA RV 10
SPORT FX	FORMULA FX RED	FORMULA RV GOLD
FORMULA RG WHITE	FORMULA CZ	SPRINT-T RG
FORMULA 1	SPRINT	SPORTSMAN
	BIPLANE RED	

PRODUCTION

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

LIGHT SPORT

HEAVY METAL-T34

PISTON HELICOPTER

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, 29 years and 28 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 AirplanesFastest Speed
295.26

2003

CENTENNIAL OF FLIGHT**Kitty Hawk**

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



1999 - 2003

2 Leg, 2 Day Event

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



2006

Class Expansion**Divison by Displacement**

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

Blue
360 cubic inch
engines

Red
320 cubic inch
engines

Classes by
engine displacement &
induction

2008**AN EASTBOUND RACE****Mitchell, SD Hosts the Starting Line**

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

**2012****WAUSAU WELCOMES AVC****A New Finish line**

The finish line for the first many years of the AirVenture Cup was along the western lake-shore 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 finish line including a private runway in Lomira, WI and Fond du Lac. In 2012 we used Wausau, WI as the finish line for the first time. The relationship with John Chmiel, the airport staff, and EAA Chapter grew and the community support of the event has become second to none.

**2012****PRODUCTION CLASSES****FAC Classes Adopted**

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

FAC, TWIN,

A class for every type of aircraft.

HEAVY METAL**2013****MT. VERNON, IL****A New Starting Line**

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

**2016****PATEY SHATTERS 400****New AVC Course Record**

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

**438.02
MPH**

**2021****ROUND ROBIN COURSE****Racing Wausau to Wausau**

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



**Wausau
to
Wausau**

2023**25 YEARS OF AIR RACING****Wausau, WI hosts silver anniversary**

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



Lee Behel Excellence in Air Racing Award

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

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

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



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

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

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

Lee Behel Award Recipients



Dick Keyt -2015
Eric Whyte-2016
Keith Phillips-2017
Bruce Hammer-2018
Dave Adams-2019
Joe Coraggio-2020
Klaus Savier-2021
Rich Lamb-2022
Dave Anders-2023
Andrew Findlay-2024
Jack Watson-2025



Marty Abbott

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

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

1200

Horsepower

420

MPH Top Speed

AVC History

2025	Turbine	1st	383.34
2022	Turbine		DNS
2021	Turbine	1st	372.62
2019	Turbine	1st	403.99
2018	Turbine	2nd	384.52
2017	Turbine	2nd	386.23
2016	Turbine	2nd	419.14
2015	Turbine	1st	357.46
2013	Turbine	1st	354.30
2011	Turbine	1st	377.44
2010	Turbine	1st	401.09



Turbine Legend

Garrett

104

Experimental - Turbine

Andrew Findlay

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

350

Horsepower

400

MPH Top Speed

30X



Lancair Legacy

Continental

MENTOR

AVC History

2025	Unlimited	1st	296.33
2024	Unlimited		DNF
2023	Unlimited	1st	326.87
2022	Unlimited		DNS
2019	Unlimited	1st	291.00
2018	Unlimited		DNS
2017	Sport	1st	275.59



Experimental - Unlimited

Burt & Darlene Hodgins

Burt Hodgins is a private pilot who has enjoyed flying his Lancair Legacy over the past few years. He and his wife have taken several trips across the country to visit family and explore new scenery, often bringing along friends for the journey. Burt is eager to embrace the challenge of the AirVenture Cup, adding a new chapter to his flying adventures.

Darlene and Dave Pettit, and their family Eve & Doug, Rory and Ethan have a mixed farm operation in Brigden Ontario.

Although the farm keeps them busy year-round, Darlene tries to go flying with her dad any chance she can get. Darlene is very excited for her first ever race!

320
Horsepower

275
MPH Top Speed

AVC History

2024	Sport	6th	261.11
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44

Experimental - Sport

Timothy & Danielle Slater

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



10X



350
Horsepower

280
MPH Top Speed

AVC History

2025	Sport	1st	284.59
2024	Sport	2nd	287.47

Experimental - Sport

Delton (Dee) & Jacob Child



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

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



Glasair III

Lycoming

60

300
Horsepower

260
MPH Top Speed

AVC History
2025 Sport fifth 256.75

Experimental - Sport

Joe Coraggio & Kevin Vernon-Harris

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



315
Horsepower

300
MPH Top Speed

AVC History

2025	Sport		DNS
2024	Sport	1st	289.09
2023	Sport	1st	278.71
2022	Sport	1st	282.87
2021	Sport	1st	286.07
2019	Sport	1st	272.65
2018	Sport		DNF



Lancair Legacy

Continental

6

Experimental - Sport

Kevin (Skids) & Karen Eldredge

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



Glassair IV

Lycoming

350
Horsepower

300
MPH Top Speed

AVC History

2025	Sport	3rd	274.49
2011	Sport		DNS
2010	SportFX		DNS
2008	Unlimited	2nd	331.41
2007	Unlimited	1st	337.46



7

Experimental- Sport

George (Sid) & Allisone Doerner

This is my first time attending the Oshkosh airshow, an exciting milestone for me. My passion for aviation began when I was just three years old, and I took my first private pilot ground school course in the 8th grade. I later earned a degree in aviation technology from Purdue University. With over 30,000 hours of total flight time and more than 40 years of experience in commercial flying, I am set to retire from the airline industry in just three months. Throughout my career, I have had the opportunity to work for ten different airlines, gaining a wealth of experience along the way. As I prepare to return to my roots in general aviation, I am particularly excited to watch my daughter follow in my footsteps. She has accumulated 400 flight hours, works as a flight instructor, and recently earned her multi-engine rating. Aviation is truly a part of our lives, and we look forward to the adventures that lie ahead in the skies.

300
Horsepower

260
MPH Top Speed

AVC ROOKIE



Glasair III

Lycoming

341

Experimental - Sport

Jonathan Gruber

Jonathan Gruber is an airline pilot for a major Legacy carrier, who will fittingly be taking to the course in the very Lancair Legacy that he built himself.

Residing in the suburbs of Chicago, Jonathan stays incredibly active across all sectors of aviation—balancing his time between professional airline operations, personal fun flying, and giving back to the community through flight instruction.

95X



Lancair Legacy

Continental

310
Horsepower

265
MPH Top Speed

AVC ROOKIE



Experimental - Sport

Steve Hammer

300
Horsepower

260
MPH Top Speed

MENTOR
AVC History

2025	Sport	4th	261.20
2023	Sport	4th	259.48
2022	Sport	3rd	264.34
2021	Sport	3rd	264.34
2019	Sport	3rd	260.30
2018	Sport	2nd	256.90
2017	FXBlue	3rd	219.68
2016	FXBlue	3rd	251.34
2015	RGBBlue	DNS	
2014	FXBlue	3rd	247.96
2013	FXBlue	3rd	242.97
2012	FXBlue	3rd	266.65
2011	FXBlue	2nd	240.00
2007	FXBlue	1st	247.63
2006	FXBlue	1st	244.93
2004	FormulaFX	1st	214.42
2003	FXBlue	2nd	230.17
2002	FormulaFX	1st	239.51
2001	FormulaFX	2nd	230.47

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



Lancair IV

Continental

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

3X

Experimental - Sport

Marvin & Sarah Wessel

Marv and Sarah Wessel return for their seventh AirVenture Cup race and fourth AVC campaign with their Glasair III, N9KK. While many teams spend the off-season chasing horsepower and aerodynamic improvements, the Wessels have remained focused on a seemingly endless series of house and hangar projects. As a result, the Glasair remains essentially unchanged and serves as a reliable baseline for future performance improvements. Competing under the banner of the Ravager Racing Team, Marv and Sarah continue to enjoy the camaraderie, competition, and adventure that make the AVC special. The team's speed modification program remains fully funded but largely theoretical, having been repeatedly delayed by hangar construction. So far, the strategy has been remarkably successful at keeping them firmly seated near the back of the Sport Class standings, where expectations are low and the view of everyone else's tail is excellent. Marv hopes to eventually make enough improvements to keep pace with the Hammer brothers and the rest of the field. Until then, simply finishing ahead of someone remains a worthy objective.

546



Glasair III

Lycoming

290
Horsepower

245
MPH Top Speed

MENTOR

AVC History

2025	Sport	7th	242.62
2024	Sport	7th	243.38
2023	Sport	5th	244.66
2022	RGBLue	2nd	216.10
2021	SportFX	1st	228.22
2019	SportFX	1st	220.54



Experimental - Sport

Bruce Hammer

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

MENTOR

AVC History

2025	Sport FX	1st	272.93
2024	Sport FX	1st	274.88
2023	Sport FX	1st	276.76
2022	Sport FX	1st	269.53
2021	FX Blue	2nd	253.93
2019	FX Blue	2nd	248.61
2018	FX Blue	2nd	245.00
2017	FX Blue	2nd	245.23
2016	FX Blue	1st	280.61
2015	FX Blue	1st	259.93
2014	FX Blue	1st	274.05
2013	FX Blue	1st	258.20
2012	FX Blue	1st	280.42
2011	FX Blue	1st	247.31
2010	FX Blue	1st	255.74
2009	FX Blue	1st	253.76
2008	FX Blue	1st	265.11
2007	FX Blue	2nd	243.47
2006	FX Blue	3rd	241.47
2005	FX Blue	1st	242.06
2004	Formula FX	2nd	212.18
2003	FX Blue	3rd	225.50
2002	Formula FX	2nd	232.40
2001	Formula FX	1st	238.07
2000	Formula FX	1st	244.67



Glasair 1TD

Lycoming



300
Horsepower

275
MPH Top Speed

91

Experimental - Sport FX

John (John-A) Anderson

Race #39 is an F-1 Rocket, built over a span of six years by John Andersen from Kenosha, WI. This aircraft made its first flight on December 17, 2006, coinciding with the 103rd Anniversary of Powered Flight. This year marks a significant milestone, as John's aircraft celebrates 20 years of flight and has accumulated just over 800 flying hours. Additionally, John is commemorating 19 consecutive years attending the Oshkosh Fly-In. In fact, he will also celebrate 50 years of participation at Oshkosh! John is a corporate pilot and also teaches flight instruction and applies his skills as an A&P mechanic. The upcoming race will be John's 15th AirVenture Cup, showcasing his commitment and passion for aviation.

39



Team Rocket F-1

Lycoming

260

Horsepower

250

MPH Top Speed

MENTOR

AVC History

2025	Rocket F1	2nd	222.31
2024	Rocket F1	2nd	226.63
2023	Rocket F1	2nd	224.29
2021	Rocket F1	1st	221.75
2019	Rocket F1	2nd	209.55
2018	Rocket F1	3rd	218.59
2017	Rocket F1	2nd	222.67
2016	Rocket F1	2nd	244.43
2015	Rocket F1	3rd	227.93
2014	Sport FX	2nd	234.77
2013	Sport FX	1st	220.11
2012	Sport FX	2nd	244.44
2011	Sport FX	3rd	210.18

Experimental - Rocket F1

Wayne Hadath

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

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

14



Team Rocket- F1

Lycoming

260

Horsepower

245

MPH Top Speed

MENTOR

AVC History

2025	Rocket F1	1st	241.25
2024	Rocket F1	1st	243.58
2023	Rocket F1	1st	243.15
2019	Rocket F1	1st	237.03
2018	Rocket F1	1st	236.31
2017	Rocket F1	1st	231.24
2016	Rocket F1	1st	265.17
2015	Rocket F1	2nd	243.26
2011	Sport FX	2nd	237.00
2010	Sport FX	4th	241.06
2009	Sport FX	2nd	234.74
2008	Sport FX		DNS

Experimental - Rocket F1

Steve & Meghan Mellott

Steve resides west of Berthoud, Colorado, on a private grass airstrip (86CO) with his wife, Judy, and their three children: Eric, Meghan, and Ryan. As a Boeing 737 airline captain, he brings a wealth of experience to the skies. Steve retired from the Wyoming Air National Guard after 22 years of service in both the Air Force and Air National Guard. During his Air Force career, he piloted C-21 Learjets and HC-130s for Combat Search-and-Rescue missions. In the Guard, he flew C-130H3s until his retirement in 2017. Steve's daughter, Meghan, is gearing up to start her junior year at Berthoud High School this fall. She is an honor roll student and has a passion for volleyball. Additionally, Meghan is an avid equestrian, having qualified for the Western Intercollegiate Equestrian Association Nationals this year.

260

Horsepower

230

MPH Top Speed

MENTOR

AVC History

2025	Rocket F1	3rd	221.70
2024	Rocket F1	3rd	199.06
2023	RV Blue	2nd	206.66
2022	RV Blue	2nd	200.59
2021	RV Blue	2nd	203.39



F1 Rocket

Lycoming

45

Experimental- Rocket F1

Nicholas (Nick) Biondo

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



225

Horsepower

260

MPH Top Speed

AVC History

2025	RG White	1st	252.04
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Lancair 390

Lycoming

55

Experimental - Formula RG White

Leith & Lewis Stevens

Leith Stevens learned to fly in 2021, achieving a lifelong dream that first sparked during his childhood when he experienced general aviation flying alongside his father, flight instructor and current co-pilot, Lawrie Stevens. Lawrie is an avid aerobatic pilot and instructor who personally guided Leith through his aviation journey, teaching him from his very first lesson all the way to earning his Private Pilot certificate and subsequent aerobatic endorsements. Leith initially learned to fly in Australia and now holds active pilot certificates and currency in both the United States and Australia. For the past three years, Leith has been the proud owner of a Lancair 360, which he loves utilizing for fast, long-distance, coast-to-coast cross-country flights. Leith currently resides in Colorado with his family and works for a software company whose products are utilized by household-name aerospace corporations. Meanwhile, Lawrie is semi-retired and continues to share his extensive expertise by teaching upset prevention and recovery training (UPRT) as well as advanced aerobatics to experienced aviators in Queensland, Australia.

69



Lancair 360

Lycoming

180
Horsepower

235
MPH Top Speed

AVC ROOKIE



Experimental - Formula RG Blue

Craig (Hollywood) & Adam Schulze

Craig Schulze will be flying Race 777 alongside his son, Adam, in this year's competition—marking Craig's 11th AirVenture Cup race. Craig's passion for aviation started early. He began building model airplanes at just three years old and took his first flight at six. Some say he's such an aviation enthusiast that his blood cells are actually shaped like airplanes! While he flies primarily for the pure love of it, Craig also holds commercial and instrument ratings, along with a Letter of Authorization to fly the L-39 Albatros jet. He built Race 777—a Lancair 360—in just 22 months, completing the aircraft in 2007. The very next year, it earned the prestigious EAA Oshkosh Grand Champion award. Since then, Craig has gone on to build or rebuild three additional Lancair 360s. This year, Craig returns to the race course with a set of new, undisclosed speed modifications, making this his most promising and potentially fastest

year yet. In addition to racing, Craig and his sons will be unveiling their latest aviation innovation at Oshkosh: the Sky-Tug, a lightweight, 30-pound portable aircraft tug capable of effortlessly towing airplanes up to 3,000 pounds.

230
Horsepower

300
MPH Top Speed

AVC History

2025	RG Blue	1st	244.47
2024	RG Blue	1st	242.35
2023	RG Blue	1st	249.54
2021	RG Blue	1st	245.13
2019	RG Blue	1st	242.76
2018	RG Blue		DNS
2017	RG Blue	1st	234.86
2016	RG Blue	2nd	258.28
2015	RG Blue	1st	243.13
2014	RG Blue	2nd	253.82
2013	RG Blue	3rd	239.01
2010	RG Red	1st	229.69
2001	Formula RG		DNS



Lancair 360

Lycoming

777

Experimental- Formula RG Blue

William & Eric Rossman

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

165

Horsepower

235

MPH Top Speed

AVC History

2025	RG Red	1st	217.93
2023	RG Red	2nd	220.05
2010	RG Red	2nd	215.77



Lancair 320

Lycoming

451

Experimental - Formula RG Red

Stephen Campbell

Race 902 is a Velocity SE named the "Veloci-Hornet". Its namesake and paint scheme are a direct throwback to the original F/A-18A Hornet prototype that rolled out of the McDonnell Douglas factory in 1978. While trying to decide on a color scheme after completing flight testing in 2022, Steve rediscovered a photo of that classic prototype. He realized the historic Hornet livery met all of his criteria for his new homebuilt aircraft: a mostly white base, sharp contrasting trim colors, and a fun, slightly campy, yet deeply patriotic aesthetic. While Steve has never flown an actual F-18 jet, it remains high on his bucket list. Professionally, Steve has worked as an aerospace engineer for 28 years. His career has taken him to dozens of airlines across the globe to observe flight line operations and train specialized maintenance teams on servicing large aircraft wheels and carbon-carbon braking systems. A more complete backstory on the build and adventures of the "Veloci-Hornet" can be found by searching "VelociSteve" on YouTube, as well as featured in the June 2025 edition of *EAA Sport Aviation* magazine.

200

Horsepower

190

MPH Top Speed

AVC ROOKIE



Velocity

Lycoming

902

Experimental- Formula FX Blue

Joe & Matthew Conlon

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

112



Long EZ

Lycoming

Experimental - Formula FX Red

160

Horsepower

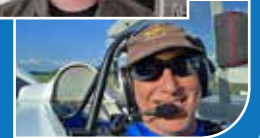
218

MPH Top Speed

MENTOR

AVC History

2025	FX Red	2nd	217.68
2024	FX Red	2nd	217.19
2023	FX Red	2nd	218.12
2022	FX Red	5th	209.99
2021	FAC4FX	2nd	138.73
2019	FAC4FX	2nd	137.43
2018	FAC4FX	2nd	135.15
2017	FAC4FX	2nd	133.25



Rich Lamb & Bella Erikson

Rich Lamb and Tim Trainer built and first flew their Long-EZ in 1996, took it to Oshkosh for the first time in 1997, and started air racing in 2003 at the 100th Anniversary of Flight race from Kitty Hawk. Race 93 has never missed an Oshkosh or AirVenture Cup race since then—making this their 23rd race and 29th year at Oshkosh—even sneaking into first place a few times! This year, Rich's co-pilot will once again be his (getting far-too-lovely) granddaughter, Bella. As a fourth-year race veteran, Bella is one of eight different co-pilots to fly in Race 93, and the fifth family member to do so. Previous family co-pilots have included Rich's daughter, Heather; his grandson, Aidyn; and his two wives, Gayle and Lynn (not at the same time, though he is pretty sure he's in first place in that category). Bella will handle the primary duty of keeping them perfectly on the course line as the "Nagigator." The EZ has transported the family coast to coast several times and to all sorts of wonderful places in between, leading Rich's wife to call it their personal time machine. In 2022, Rich was stunned and deeply honored to receive the prestigious Lee Behel Excellence in Air Racing Award.

93



Long EZ

Lycoming

Experimental - Formula FX Red

160

Horsepower

227

MPH Top Speed

MENTOR

AVC History

2025	FXRed	3rd	211.52
2024	FXRed	3rd	213.69
2023	FXRed	3rd	213.63
2022	FXRed	4th	210.59
2021	FXRed	2nd	213.00
2019	FXRed	3rd	206.18
2018	FXRed	1st	206.08
2017	FXRed	2nd	209.76
2016	FXRed	2nd	229.99
2015	FXRed	5th	209.99
2014	FXRed	3rd	224.24
2013	FXRed	2nd	210.62
2012	FXRed	2nd	232.63
2011	FXRed	3rd	206.00
2010	FXRed	3rd	210.17
2009	FXRed	3rd	206.25
2008	FXRed	1st	226.67
2007	FXRed	3rd	221.19
2006	FXRed	1st	205.28
2005	FXRed	2nd	206.84
2004	FormulaFX	6th	183.88
2003	FXRed	3rd	196.96

7V

160

Horsepower

220

MPH Top Speed

AVC History

2025	Formula CZ	1st	217.65
2024	FX RED	1st	218.89
2022	FX RED	2nd	220.56
2019	FX RED	2nd	212.94
2017	FX RED	3rd	202.12
2016	FX RED		DNS
2005	FX RED	3rd	197.07
2003	FX RED	10th	178.27



After racing a Cozy III (N655DK) in eight previous AirVenture Cup Races, veteran competitor Jay "Cookie" Skovbjerg is back with something brand new. Having previously competed in the Formula FX Red class before the creation of a dedicated Cozy class, Jay is returning to his former racing roots with a brand-spanking-new Rutan Long-EZ, registration N755DK. Jay completed construction on the new aircraft in late 2025 and wrapped up Phase 1 flight testing in mid-May 2026. Now, it is time to see how the new build measures up against the competition in the FX Red class. The journey to bring N755DK to life spans decades. The original builder started the project back in the early 1980s, making significant headway until the mid-1990s when the airframe was set aside, collecting dust in a Southern California hangar. Following the original builder's passing, Jay acquired the project from the estate and



Long EZ

Lycoming

spent the last five years painstakingly finishing it. This year marks Jay's ninth time competing in the AirVenture Cup—a passion that started all the way back with the Centennial two-day race in 2003. He is thrilled to re-enter the race grid, reunite with the community of speed enthusiasts, and make an honest run at bringing home a trophy.

Experimental - Formula FX Red

Michael & Scott Snyder

Bill's fourth Air Venture Cup Race and son Scott's sixth. In 1967, Bill—an auto mechanic in Omaha—cleaned a Cessna office at night filled with aviation magazines. One evening he asked his wife, "How would you like to learn to fly?" The next day they joined a flying club at Eppeley Field and secured an instructor. A year later, Bill earned his Private Pilot certificate on July 3, 1968—just two days before enlisting in the Army. He maintained L-19 Bird Dogs in Vietnam, then earned his A&P (IA), MEL, CFI, and ATP ratings. He co-founded Aero Ventures FBO in Cheyenne, served 20 years in the Wyoming Air National Guard as a C-130 mechanic, and flew King Air missions for the U.S. Forest Service until retiring in 2009. Scott grew up around aviation, earning his Private Pilot certificate on his 17th birthday. He served 26 years in the Navy—first as a submariner, then as a P-3 Orion pilot after the Naval Academy—and now flies as a Boeing 737 Captain for Southwest Airlines. Their Long-EZ, N96LZ, started in 1983 when Bill bought

plans from Burt Rutan. Father and son began building it in the garage, paused for over 30 years, then resumed and completed it. First flight was last May; it now has over 120 hours. This is N96LZ's first Air Venture Cup race, with speed modifications already planned for the future.



Long EZ

Lycoming

96

160

Horsepower

230

MPH Top Speed

AVC History

2025	FAC4FX	2nd	142.58
2024	FAC4FX	5th	143.52
2023	FAC4FX	2nd	141.63
2022	FAC4FX	1st	139.04
2021	FAC4FX	3rd	137.17

Experimental - Formula FX Red

Douglas Rybczynski

An avid experimental aviation operator, Doug flies professionally for the Honeywell Aerospace Flight Test department. He currently flies Honeywell's B757, G550, King Air 200, and PC-12 test beds. His personal fleet includes a Bushby Mustang II, a Pitts S-1S, and a project Lancair 360. Doug recently attained his Sport Class racing license at PRTC in a Long-EZ, which he intends to race at Las Cruces this year. Doug is the fourth owner of his Mustang II (N74ST) and has flown the second-most hours on the airframe out of all four owners. Built in Washington state, the aircraft has not been to AirVenture since the builder flew it there in 2003. He is excited to bring the aircraft to its first AVC on its return trip to Oshkosh. Doug holds a background in Aerospace and Flight Test Engineering, is an A&P mechanic with an IA rating, and is a CFI in both gliders and airplanes. His ratings include Airplanes (Land and Sea), Gliders, and Rotorcraft. As the first and only pilot, engineer, and mechanic in his family, Doug began flying at age 13. On his 16th birthday, he passed his Glider PPL check ride in the morning and soloed a Cessna 172 that evening.

160

Horsepower

190

MPH Top Speed

AVC ROOKIE



Mustang II

Lycoming

524

Experimental - Formula FX Red

James (Jim) Springer

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

150

Horsepower

200

MPH Top Speed

AVC History

2025	FXRed	4th	196.34
2022	FXRed		DNS
2021	FXRed	5th	193.18



Long EZ

Lycoming

333

Experimental - Formula FX Red

Dave Conrad

This will be Dave's sixth AVC Race flying the Wittman Tailwind he built. A retired design engineer, Dave is the co-founder and president of Learn Build Fly at the Wausau Downtown Airport. He has been a pilot his entire adult life and has built or worked on more than four airplanes.



150

Horsepower

215

MPH Top Speed

AVC History

2025	FXRed	6th	185.23
2024	FXRed		DNF
2023	FXRed	6th	199.84
2022	FXRed	7th	181.11
2018	FXRed	4th	173.71



Tailwind W10C

Lycoming

499

Experimental - Formula FX Red

David Adams

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

180

Horsepower

225

MPH Top Speed

MENTOR

AVC History

2025	FX Red	1st	226.07
2023	FX Red	1st	226.57
2022	FX Red	1st	225.90
2021	FX Red	1st	220.99
2019	Sprint	1st	196.39
2018	Sprint	DNS	
2017	Sprint	3rd	196.52
2016	Sprint	DNF	
2015	Sprint	2nd	200.85
2014	Sprint	1st	207.84
2013	Sprint	DNF	
2012	Sprint	1st	221.48
2011	Sprint	DNS	
2010	Sprint	3rd	198.53
2009	Sprint	1st	190.94



Long EZ

Lycoming

83

Experimental - Formula FX Red

Justin Phillipson

Justin Phillipson's aviation journey began in childhood, inspired by the annual Reno Air Races and thrilling performances from legends like Bob Hoover and Julie Clark. He started his flight training at Stead Airport in Reno at the age of 21. After earning his Commercial and Certified Flight Instructor (CFI) ratings, he began instructing in 2004. Over the years, Justin has gained extensive experience in various aircraft, ranging from gliders and seaplanes to helicopters and jets, including his current role as a pilot for a Gulfstream 650. Outside of his day job, Justin has dedicated his time to refining two Formula One racers that he fields at the National Championship Air Races. 2025 was Justin's Rookie year for AVC and he had a blast so he's back again to go faster in 2026!

160

Horsepower

200

MPH Top Speed

AVC History

2025 FXRed 5th 194.88



Tailwind W10

Lycoming

79

Experimental- Formula FX Red

Matt Bunch

Matt Bunch is an aviation enthusiast who has constructed a Cozy III and has extensively rebuilt his current aircraft, a Cozy MKIV. His impressive panel features two 10-inch Dynon Skyviews integrated with an autopilot, along with an Avidyne IFD440 and a Garmin GNC300XL. He rebuilt the engine within the last year and a half, upgrading it with a new carbon-wrapped Sensenich cruise wood propeller. This year marks Matt's fourth AVC race participating as race #498. A passionate pilot based in Georgetown, Kentucky (27K), Matt enjoys sharing his love of flying, especially with children. He has flown with the Bahamas Bash group on three trips and relishes the thrill of flying over water. If you're looking for a flying experience, don't hesitate to ask him—he might just take you up for a free flight!

180

Horsepower

200

MPH Top Speed

AVC History

2024	Formula CZ	3rd	200.15
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

Michael Satchell

Mike's fascination with aviation was first inspired at the tender age of four, during his first flight in a Piper Cub. This early experience would lay the foundation for a lifelong love of flying. After years of anticipation and dedication, Mike realized his dream by obtaining his Private Pilot License (PPL) in 2013 at the age of 55. He further enhanced his skills with tailwheel and complex endorsements, showcasing his commitment to mastering diverse flying techniques. In 2022, Mike completed the construction of his Cozy MK IV, powered by a Titan IOX-370 engine and equipped with an SDS EM5 EI/EFII system. This aircraft represents not only his technical expertise, but also his unwavering passion for aviation. In recent years, Mike has taken to the competitive skies, participating in numerous SARL races across Texas in the FX Gold class. Although he faced a setback during the 2024 AVC race due to an avionics issue, Mike is determined to bounce back and is optimistic about achieving a respectable finish in the upcoming 2026 season.

95



Cozy IV

Titan



195
Horsepower

216
MPH Top Speed

AVC History

2025 Formula CZ 3rd 204.79

Experimental - Formula CZ

Russ & Kristy Meyerriecks

Now in their fourth year of racing their self-built Cozy MKIV, Russ and Kristy bring passion, precision, and perseverance to the skies. Although a first-place finish has eluded them thus far, their dedication to performance and the continuous refinement of their homebuilt aircraft keeps them in close contention and always pushing the limits.

88



Cozy MKIV

Aerosport Power

180
Horsepower

200
MPH Top Speed

AVC History

2025	Formula CZ	4th	200.80
2024	Formula CZ	2nd	205.44
2023	FX Blue	4th	205.97
2022	FX Blue	3rd	200.46



Experimental - Formula CZ

Mark Rieger

Mark Rieger is a retired healthcare executive living in northern California. A private pilot for 27 years with Single-Engine Land and Instrument ratings, Mark has logged 1,100 total flight hours—with 600 of those dedicated to his Cozy MKIV. Mark purchased his Cozy as an unfinished project from another builder and spent two years and more than 3,000 hours of hard work pushing it to completion, officially receiving its special airworthiness certificate in June 2022. The Cozy has proven to be an incredible cross-country machine; Mark has piloted it from California to all four corners of the lower 48 states, and even made an epic overwater journey to Puerto Rico and back. Deeply passionate about promoting Experimental Amateurbuilt (EAB) aviation, Mark regularly flies Young Eagles, attends canard fly-ins, and visits fellow Cozy builders and pilots to share rides and build community friendships. This year marks his second time competing in the AirVenture Cup. Mark wishes all the best to his fellow competitors on the race course!

180

Horsepower

200

MPH Top Speed

AVC History

2024 Formula CZ 4th 197.91



Cozy MKIV

Superior

89

Experimental - Formula CZ

Bob Bittner

Bob has been flying for more than half his life—long enough to have gotten lost a few times (before we all had GPS!). Growing up flying model airplanes, he always dreamed of piloting real aircraft. Bob enjoys flying Young Eagles and has shared this experience with hundreds of young aviators. For his day job, he works in medical imaging software for PET/MRI. While it definitely isn't a race plane, he recently added a Searey flying boat to his hangar and loves to get it wet. After two decades of hard work, Bob completed his Cozy MkIV project, which features mostly original plans along with several enhancements he'll happily share. With approximately 1600 flight hours logged, his Cozy has explored much of the contiguous United States, particularly the Mountain West, as well as some islands in the Bahamas. He designed a custom, redundant digital fuel control system to enable the performance needed for races.



180

Horsepower

220

MPH Top Speed

MENTOR

AVC History

2025	Formula CZ 2nd	216.55
2024	Formula CZ	DNF
2023	FX Blue 2nd	217.32
2022	FX Blue 2nd	213.81
2019	FX Blue 3rd	204.46



Cozy MKIV

Lycoming

321

Experimental - Formula CZ

Steven (Stevie two dogs) Applebaum

Long-time racer, first-time caller, and big fan, starring in his own version of "Four Weddings and a Funeral", AVC Racer Stevie "Two Dogs" of Race 76 is a psychotherapist by profession, a writer by necessity, and often heralded as an imaginary author created by his own characters. Taking refuge in the skies above, Steve will be flying a beautiful, 320-cubic-inch Lycoming-powered Cozy III affectionately known as "Mean Mister Mustard." Its flight is made possible thanks to Premier Canard Builder/Restorer Mike Toomey and Chief of Maintenance Par Excellence Eric Nelson. Boys, your momma's proud!

76



Cozy MKIII

Lycoming

150

Horsepower

180

MPH Top Speed

MENTOR

AVC History

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

Experimental - Formula CZ

Bob Crooks & John Krikorian

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

260

Horsepower

200

MPH Top Speed

AVC History

2025	RV 10	1st	193.57
2024	RV 10	1st	198.47
2023	RV 10	1st	192.05
2022	RV 10	3rd	191.72



RV-10

Lycoming

41

Experimental - RV- 10

Rick Emerian & Jimmy Shamp

260
Horsepower

210
MPH Top Speed

AVC History

2025	RV 10	2nd	188.75
2024	RV 10	2nd	191.79
2023	RV 10	2nd	190.06
2022	RV 10	2nd	192.00
2021	Sport FX	3rd	194.71



33

Rick, a 73-year-old aviation enthusiast, built and owns N576RD, a Vans RV-10 kit aircraft completed in 2009 after a 4.5-year build. This four-seat, single-engine plane, powered by a 260-horsepower Lycoming IO-540 engine with 555 hours since a Ly-con Engines rebuild, features a constant-speed propeller and a 2700-pound gross weight. With two 30-gallon fuel tanks, it consumes 10.5 gallons per hour, cruising at 160 knots with a 5-hour, 900-nautical-mile range. N576RD, based at Madera Airport (KMAE), has 1576 airframe hours and has flown to AirVenture ten times, competing in the AirVenture Cup Race four times, including this year. Rick, a dedicated family man married for 48 years with three children and five grandchildren, began flying at 16, earning commercial, instrument, multi-engine, and CFII ratings by 19. With 6350 hours in general aviation piston aircraft, he's a respected member of EAA 376 Kings River, Central California Aviation Association, and Quiet



RV-10

Lycoming

Birdmen's FAT chapter, earning the Wright Brothers "Master Pilot" award. His co-pilot, Jim, a lifelong friend and Rick's first flight instructor, has over 12,000 hours and is a retired FAA employee of 33 years, recently certified as a Designated Pilot Examiner. Jim, also a "Master Pilot" awardee, joins Rick for their fourth AirVenture Cup Race. The duo has competed in the Hayward Air Rally nine times, with Rick's first AirVenture rally in 2014.

Experimental- RV-10

David (Dew) Seitz & Tony Raspiller

David Seitz has been flying and farming in the Mauston, Wisconsin area for nearly 40 years. While his wife, Cindy, shared the cockpit with him for the last two AirVenture Cup races, a prior engagement keeps her grounded this year. Joining David in the cockpit for the 2026 race is his longtime friend, Tony Raspiller. When Tony isn't busy driving his truck, he can be found helping out on David's farm and around the shop.



RV-10

Lycoming

260
Horsepower

200
MPH Top Speed

AVC History

2025	RV 10	3rd	186.10
2024	RV 10	3rd	177.41

475

Experimental - RV-10

Dave Anders

David and his wife spent five years and seven months building their RV-4, which first took to the skies in 1991. The aircraft has since accumulated over 2500 flying hours and has flown them over 500,000 miles. Since its completion, it has garnered several impressive awards, including Kit Built Champion at Oshkosh in 1991, Reserve Grand Champion at Oshkosh in 1992, and the Wright Brothers Award in Dayton, OH, in 1993. In April 2000, the RV-4 set a world record in the Triaviathon in Santa Rosa, a record it still holds to this day. Additionally, it finished second in the Personal Air Vehicle Challenge in 2007. David, a retired dentist, has always had a passion for aviation, focusing on enhancing the performance of his RV-4. The aircraft achieved a top race speed of 264 mph on a 100-mile closed lap course and boasts an impressive maximum fuel economy of 45.1 mpg at 167 mph true airspeed at 17,500 feet. This remarkable plane has taken them from the

Arctic Circle to the Bahamas, including memorable stops in Key West and Bar Harbor, Maine – a true time capsule of their aviation adventures.

200

Horsepower

245

MPH Top Speed

AVC History

2023	RV GOLD	1st	239.56
2022	RV GOLD	1st	239.00
2021	RV GOLD	1st	241.25
2018	RV GOLD	1st	231.70
2017	RV GOLD	1st	226.15
2010	RV GOLD	1st	240.58
2006	FX Blue	2nd	244.93



RV-4

Lycoming

4

Experimental - Formula RV Gold

Matthew & Angela King

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



220

Horsepower

230

MPH Top Speed

AVC History

2025	RV White	1st	210.80
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RV-8

Lycoming

390

Experimental - Formula RV White

John Schultz

John Schultz returns in 2026 for his second AirVenture Cup Race. A retired Navy Developmental Helicopter Test Pilot, John has flown SH-60B Seahawks across the globe, primarily operating from smaller ships such as frigates, cruisers, destroyers, and aircraft carriers. His experience includes rigorous flight testing of various Navy H-60 airframes and the MQ-8 Fire Scout UAV. With an ambition to build his own aircraft, John constructed his RV-14A over four years in a two-car garage, completing the project, including the paint, entirely on his own. The dinosaur on the tail was a character his daughter designed as a young girl, and is included in the paint scheme to reflect how airplanes turn dinosaurs into fun and noise!

34



RV-14A

Lycoming

215
Horsepower

220
MPH Top Speed

AVC History

2025 RV White 3rd 199.47



Experimental- Formula RV White

Brent Travis

Brent Travis completed building this RV-4 in 2002. Since then, the aircraft has undergone several instrument upgrades to increase utility and allow flight in instrument conditions, as well as modifications to increase its top speed. Originally topping out at 208 mph upon completion, N999BT now reaches speeds over 230 mph. This impressive performance increase was achieved through comprehensive drag reduction, the installation of a custom Catto propeller, and an Aero Endeavors Legacy Lycoming FADEC engine control system.

TF



RV-4

Lycoming

180
Horsepower

235
MPH Top Speed

AVC History

2024	RV	Blue	1st	222.86
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

Experimental - Formula RV Blue

Matthew Koschak

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



185
Horsepower

230
MPH Top Speed

MENTOR
AVC History

2025	RV	Blue	2nd	199.42
2024	RV	Blue	2nd	201.78

61



RV-7

Superior

Experimental - Formula RV Blue

Bryan Weinzettle

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

180
Horsepower

209
MPH Top Speed

AVC History

2025	RV	Blue	1st	217.96
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RV-7

Lycoming

17

Experimental - Formula RV Blue

Ronald & Tanya Cardwell

180

Horsepower

220

MPH Top Speed

AVC History

2025 RV Blue 4th 196.12



Ron Cardwell spent six years building his RV-8 in his garage, working diligently on every aspect of the aircraft. He used standard kits to construct the tail and wings, while the fuselage was obtained as a quick-build kit. In addition to the airframe, Ron took on wiring the aircraft's electrical system and installing a GRT Avionics panel. This project marked his first venture into kit construction, utilizing mostly stock components from Van's. Fulltron Aviation, in Springfield, Missouri, painted the finished aircraft. In his professional life, Ron is an airline pilot with a legacy U.S. airline, currently flying the 757 and 767 on various domestic routes and occasional international journeys. His wife, Tanya, often joins him as a co-pilot, despite not being a pilot herself. Tanya manages a successful dog training business and shares Ron's passion for aviation, accompanying him on many exciting flying adventures. Together, Ron and Tanya have flown their aircraft from coast to

coast. In 2022, they embarked on a memorable round trip in their 1948 Stinson 108-3 from Colorado to Maine during the spring. Later that summer, they dedicated a week to the Washington State Airport Passport program, landing at approximately 110 airports over five days.



RV-8

Lycoming

32

Experimental - Formula RV Blue

Mike Phillips

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

180

Horsepower

175

MPH Top Speed

AVC History

2025 RV Blue 3rd 197.86
2024 RV Blue DNS
2023 RV Blue 3rd 199.47
2017 Motorglider LG 1st
119.13
2015 Biplane Unlimited 1st
164.66
2003 Unlimited 4th 138.95



RV-4

Lycoming

54

Experimental- Formula RV Blue

Kevin Phelps & David Walsh

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

314



RV-7A

Lycoming

180

Horsepower

200

MPH Top Speed

MENTOR

AVC History

2025	RV Blue	6th	188.96
2024	RV Blue	3rd	190.95
2023	RV Blue	4th	191.64
2022	RV Blue	3rd	185.38
2021	RV Blue	3rd	190.77
2019	RV Blue	6th	184.25
2018	RV Blue	3rd	184.32
2017	RV Blue	8th	184.59
2016	RV Blue	4th	206.84
2015	RV Blue	3rd	187.73
2014	RV Blue	4th	203.02
2013	RV Blue	8th	180.21



Experimental - Formula RV Blue

Rod Grice

Rod Grice fulfilled a lifelong dream in 2024 when he purchased a Van's RV-4, registration N10TH. Originally built from a kit in 1996, the aircraft remains in exceptional condition, allowing Rod to enjoy grassroots flying and maintenance outside of his professional career. Rod's aviation journey began in the U.S. Air Force, where he spent two decades commanding the C-21A Learjet, C-17A Globemaster III, and C-130H3 Hercules. He flew missions worldwide, including support for Operations Iraqi Freedom and Enduring Freedom, accumulating nearly 400 hours of combat time before retiring in 2018 from the Wyoming Air National Guard. Today, Rod is a Delta Air Lines Captain on the Airbus A320 fleet, having previously flown the Boeing 737, 757, and 767. Over his career, he has logged more than 13,000 flight hours and visited over 80 countries. Whether flying commercial passengers or his RV-4, Rod is honored to share his love of flight with the aviation community.

180

Horsepower

213

MPH Top Speed

AVC ROOKIE



RV-4

Lycoming

24

Experimental - Formula RV Blue

James Lipman

180

Horsepower

200

MPH Top Speed

AVC ROOKIE



3Y

James's aviation journey began on his 10th birthday with a discovery flight near his hometown in Surrey, England. At age 26, he earned his PPL at the West London Aero Club at historic White Waltham Aerodrome. He has since owned only homebuilt aircraft, including a Europa flown extensively across Europe and the tiny Columban MC-15 Cri Cri. His love for American general aviation culture led him to relocate permanently to Palm Springs, California, in 2017 with his wife and newborn son—coinciding with Brexit, which required him to earn a new FAA PPL. Six years ago, James acquired N958L, a disassembled aircraft with just 114 hours after a minor electrical fire. He meticulously rewired the panel with glass instrumentation and autopilot, then added custom long-range tanks. He has since logged another 500 hours, giving N958L a range exceeding 1,000 nautical miles. A dedicated EAA member, James enjoys formation flying, Young Eagles events, and airplane camping in the SoCal desert with his nine-year-old son, Freddie. A near-annual AirVenture attendee, he is excited to compete in the 2026 AirVenture Cup.



RV-6

Lycoming

Experimental - Formula RV Blue

Eric Janssen

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

160

Horsepower

210

MPH Top Speed

AVC History

2025 RV Red 4th 185.43



RV-4

Lycoming

Experimental - Formula RV Red

19

David Harm & Abigail Falkowski

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

160

Horsepower

195

MPH Top Speed

AVC History

2025 RV Red 5th 181.60



RV-9A

Lycoming

82D

Experimental - Formula RV Red

Stefan (Zach) Beavers

Zach Beavers is a helicopter pilot turned airline pilot who is competing in his first AirVenture Cup race this year, flying his RV-4.

22



RV-4

Lycoming



160

Horsepower

213

MPH Top Speed

AVC ROOKIE

Experimental - Formula RV Red

Jonathan & Aerin Hubbell

Jon is a seasoned pilot with over 30 years of general aviation flying experience. He is an instrument-rated pilot, recently added a rotorcraft certificate to his credentials, and holds an A&P certificate. In his free time, Jon enjoys traveling, mentoring other aircraft builders, and spending time with his family. Alongside his daughter, Jon will be flying their Van's RV-6, which he homebuilt in 2003. His daughter, Aerin Hubbell, is a freshman at Purdue University studying Professional Flight Technology with a history minor. She holds her Private Pilot certificate as well as an instrument rating. Aerin is currently completing her commercial training and hopes to have it finalized by the time of the race. In her free time, she likes to watch IndyCar racing, hang out with friends, and, of course, fly.

160

Horsepower

200

MPH Top Speed

AVC History

2024 RV Red 1st 198.68



RV-6

Lycoming

67H

Experimental- Formula RV Red

Ashwin (Ash) Van Den Aarssen

A first-time racer, Ashwin "Ash" van den Aarssen is proudly flying his Van's RV-4. A native Dutchman, Ash now lives on a hobby farm in Oshkosh with his wife Amy and their ever expanding crew of animal sidekicks. A corporate pilot by trade, Ash has always maintained his passion for GA and enjoys nothing more than smashing bugs with a wide variety of aircraft, preferably upside-down!

150

Horsepower

165

MPH Top Speed

AVC ROOKIE



RV-4

Lycoming

114

Experimental- Formula RV Red

Jeremy Heidinger

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

160

Horsepower

197

MPH Top Speed

AVC History

2025	RV	Red	1st	197.86
2024	RV	Red	2nd	191.62



RV-8

Lycoming

212

Experimental- Formula RV Red

Timothy Phillips

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



160

Horsepower

175

MPH Top Speed

AVC History

2025	RV	Red	3rd	190.67
2024	RV	Red	3rd	188.38
2023	RV	Red	1st	189.29

48



RV-4

Lycoming

Experimental - Formula RV Red

Brett & Brenden Whittacre

Brett Whittacre was a successful software engineer and the CEO of a medical software company until 2023, when the company was sold—allowing him to pivot full-time to his lifelong passion for aviation. Since dedicating himself to the skies, Brett has owned several aircraft and expanded his technical expertise by earning his Light-Sport Repairman Maintenance (LSRM) rating. Today, he channels that experience into his role as one of the official importers and service center managers for Risen aircraft, helping bring the ultra-fast, high-performance Italian light-sport planes to the aviation community.

160

Horsepower

220

MPH Top Speed

**AVC
ROOKIE**



Risen 916 SV

Rotax

367

Experimental- Sprint-T RG

James Mauch & Robert Barnes

James built a hang glider on his parents' driveway when he was just 17 years old, using a set of plans he purchased for \$5 from an ad in *Popular Mechanics* magazine. While higher education, career development, and building a family kept him from flying much during his 20s and 30s, he promised himself that he would get back into the skies before the centennial of flight on December 17, 2003—and he hasn't stopped flying since. James and his wife raised four daughters, and he spent the majority of his career working in startups. He also had a brief stint as a lawyer (but quickly realized he didn't much care for lawyers) and is now happily retired and free to fly. Most of his time aloft is spent on three- to four-hour cross-country flights to "stalk" his children and grandchildren. In addition to his personal flying, James serves as a board member and fundraiser for Samson Sky, an innovative company dedicated to building true flying cars.

160

Horsepower

235

MPH Top Speed

AVC History

2025 Sprint T RG 1st 208.11



Risen 916Sv

Rotax

555

Experimental - Sprint-T RG

Thomas Simpkinson

Thomas “Andy” Simpkinson brings over 45 years of aviation experience, having flown with the Air Force and Southwest Airlines, as well as in general aviation. His aircraft, constructed by Bruce Cruikshank, first took to the skies in 2007. It is based on an RV-9A airframe and features an Eggenfellner Subaru engine. The plane has been meticulously modified to ensure Bruce can fly it as a double leg amputee, offering performance akin to an RV-9A equipped with an O-320 engine. With 1,750 flight hours logged, Andy and his aircraft have flown extensively across the United States. This marks the second time both the pilot and the airplane participate in the AirVenture Cup race.



150

Horsepower

195

MPH Top Speed

AVC History

2025 Sprint 1st 177.47



Cruikshank Bc-1

Subaru

23

Experimental - Sprint

Dominic Cacolici

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



100

Horsepower

200

MPH Top Speed

AVC History

2025 Formula 1 1st 158.56



Cassutt 111M

Continental

72

Experimental - Sprint

Bryan & Adam Cotton

Adam and Bryan Cotton began building Waix 191 in 2013, when Adam was just 12 years old. This dedicated father-son project officially took to the skies for its first flight on July 25, 2022. Bryan learned to fly in 1990 in a 1946 Piper PA-12 Super Cruiser. He later expanded his pilot credentials by earning both helicopter and glider ratings, going on to serve as an active glider and tow pilot for a couple of different clubs. Professionally, Bryan worked as an engineer at Sikorsky Aircraft for 26 years and is currently employed at Collins Aerospace. Adam soloed a Piper J-3 Cub at Poplar Grove Airport (C77) shortly after his 16th birthday. His flight training was briefly put on hold while he completed both his bachelor's and master's degrees in mechanical engineering. While still in school, and following the completion of the Waix's Phase 1 flight testing, he logged about 60 hours flying with his dad. After graduating, Adam began working at Woodward, completed his Private Pilot rating, and successfully soloed the Waix.



80

Horsepower

150

MPH Top Speed

AVC ROOKIE



Sonex Waix

Aerovee

191

Experimental - Sportsman

Curtis (Lee) Cumberland Jr.

Lee Cumberland is a third-generation pilot from Frederick, Maryland. Growing up in a family of aviators, he has fond memories of flying to EAA AirVenture in the front seat of various Skybolts. Today, he proudly continues this tradition in his Pitts S-1C. Currently, Lee is building an experimental Super Cub and looks forward to sharing that experience with his two children.



Pitts S1C

Lycoming



150

Horsepower

145

MPH Top Speed

AVC History

2024 Biplane Red 1st 153.00

411

Experimental- Biplane Red

Jason Rovey & Seth Baker

Jason Rovey began air racing with SARL in 2010 after his co-pilot, Seth Baker, suggested meeting up for a race in Texas. Having discovered how much fun air racing could be, Jason attended every race possible that season and won the SARL Experimental Gold class for total points accumulation. He continued racing with SARL through 2013 and hosted two races in his hometown of Wickenburg, Arizona. From 2013 through 2023, Jason raced his scratch-built RV-8 at the Reno Air Races, and later at the Sky Fiesta in 2025. Jason currently serves as the Treasurer for the Sport Class, with plans to participate in pylon racing at Roswell and Las Cruces this year. Seth Baker is the President of Sky Fiesta of Las Cruces, an air racing and air show event held annually each October. Seth has been involved with experimental aviation for the last 25 years and holds two Repairman Certificates alongside his A&P Certificate. He has been an active participant in both pylon racing and open-

course air racing since 2010. While the Kodiak 100 was originally designed for STOL operations in and out of unimproved airstrips, it also doubles as a wonderful family airplane. Jason's wife, Becky, daughter, Lily, and son, John, regularly enjoy adventures in the aircraft, and racing the family wagon simply sounded like too much fun to pass up!



750
Horsepower

200
MPH Top Speed

AVC ROOKIE



Kodiak 100

Pratt & Whitney

76X

Production- Turbine Single

Harold (Scott) & Shannon Perdue

Shannon Perdue is an active-duty United States Air Force pilot flying Unmanned Aircraft Systems (UAS). On the civilian side, she holds FAA Commercial Single-Engine Land, Instrument, and Private Single-Engine Sea ratings. Shannon initially learned to fly in her family's Cessna 150 and later purchased a 1957 Cessna 182 upon entering active duty. Her diverse flight log includes time in the Cirrus SR22, Cessna 180, Aviat Husky, Boeing Stearman, North American T-6 Texan, Beechcraft Bonanza A36, and the F33C Aerobatic Bonanza. Joining her in the cockpit is her father and former flight instructor, Scott Perdue. Scott is a retired USAF fighter pilot who flew the F-4 Phantom and F-15E Strike Eagle, and also spent time flying commercially for the airlines. Together, this father-daughter team is flying a rare Beechcraft F33C Aerobatic Bonanza—a historic aircraft that spent many years overseas serving

as a primary trainer for Dutch airline and military pilots.

300
Horsepower

220
MPH Top Speed

AVC ROOKIE



Beechcraft F33C

Continental

43

Production- FAC1RG

Richard & Frank Swortzel

Flying Mooney M20R Ovation N205BZ, Rich and Dick Swortzel are competing in their first AirVenture Cup as a father-son team. Rich, an EAA Lifetime Member, learned to fly from his father in Dayton, Ohio. His love of aviation began during family trips across the country in the family's Cessna 205. Today, Rich combines flying with business travel, making the Mooney a valuable business asset. Dick, EAA Lifetime Member #8359, has shared his enthusiasm for aviation with family and friends throughout his life. Following a career with the United States Air Force, he continued flying and has attended EAA AirVenture Oshkosh since its earliest years. Flying as Race 26, Rich and Dick honor the memory of their son and brother, Robert Swortzel.

26



Mooney M20R

Continental



280
Horsepower

210
MPH Top Speed

AVC ROOKIE

Production-FAC1RG

John Secord

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



285
Horsepower

223
MPH Top Speed

AVC History

2019	FAC1RG	3rd	191.77
2016	FAC1RG	2nd	207.98
2015	Formula FX Blue	2nd	210.09
2014	Formula FX Blue	4th	213.13



Meyers 200C

Continental

47

Production- FAC1RG

Cary Cumberland

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



280
Horsepower

207
MPH Top Speed

AVC History

2025	Sport	6th	256.49
2024	Biplane Blue	1st	156.22



Mooney Ovation

Continental

7C

Production- FAC1RG

John Gritschke & Robert Baird

John began flying in 1981 at age 16 and holds Private Pilot Single-Engine Land, Single-Engine Sea, and Instrument ratings. He regularly flies his Piper Comanche 400, affectionately known as "The Red Rocket," out of the 3CK and 57C airports, and returns to the AirVenture Cup in 2026 to defend his rookie-year title! He is the proud father of two, James and Lauren, and the grandfather of Shiloh. John lives in Crystal Lake, Illinois, enjoys traveling, motorcycling, and fishing, and always flies with his late son Jimmy's spirit as his permanent copilot. This marks Bob's rookie air race. As a lifetime member and volunteer for the EAA, Vintage Aircraft Association (VAA), and Commemorative Air Force (CAF), an A&P mechanic, and the owner and steward of 18 project aircraft—including one airworthy Comanche 400 and another that is "almost there"—Bob is an aviation enthusiast, to say the very least! Though

raised in Wisconsin, his career in the mining industry has taken him across the globe. Bob currently serves as the Vice President of the International Comanche Society and resides with his wife, Debbie, in Sandy, Utah. They have two daughters, Kaitlyn and Mikaela.



400
Horsepower

223
MPH Top Speed

AVC History

2025	FAC1RG	1st	218.30
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Piper PA 24-400

Lycoming

18

Production- FAC1RG

Jamon Pruitt

Jamon returns this year with the Meyers 200, aiming for another shot at factory glory. He has been participating in the cup race for several years, forging lasting friendships within the racing community along the way. This season, he will be flying solo—"so low you can feel the tree tops"—with Crystal cheering him on from the sidelines. One of these days, Jamon might even finish his Stewart Mustang project, which currently sits in the back of the hangar. In the meantime, he continues to work as a "heart plumber," to support his airplane habit.



285

Horsepower

238

MPH Top Speed

AVC History

2025	FAC1RG	2nd	210.05
2019	FAC3RG	4th	167.10
2018	FAC1RG	1st	205.70
2017	FAC3RG	2nd	165.13
2016	FAC1RG	1st	221.78
2015	FAC1RG	1st	202.95



Meyers 200D

Continental

200

Production- FAC1RG

Mitchel Grenwalt & Don Schwenning



300

Horsepower

225

MPH Top Speed

AVC History

2025	FAC1RG	4th	188.36
2024	FAC1RG	1st	194.31

Mitchel Grenwalt, 37, hails from Nevada, Ohio, and is a Certified Flight Instructor (CFI) flying his grandfather's cherished 1971 Cessna 210K, which has been in the family since it was new. Mitchel has flown this aircraft for nearly his entire life, using it to obtain his instrument, commercial, and CFI ratings. His co-pilot is his good friend Don Schwenning, a retired Tool & Die Maker from Upper Sandusky, OH, who earned his pilot certificate at the age of 19. After getting married and having four children, Don put his flying aspirations on hold. He became what he refers to as a "Rusty Pilot," but, at 64, he and a partner acquired a 1964 Piper Cherokee 140, enabling him to recertify and return to the left seat.



Cessna 210K

Continental

189

Production- FAC1RG

James & Katherine Milligan



300
Horsepower

205
MPH Top Speed

AVC ROOKIE

Jim Milligan graduated from the U.S. Air Force Academy in 1977 and enjoyed a distinguished career as an Air Force Officer before retiring as a pilot with Delta Airlines after 25 years. During his time in the Air Force, Jim flew various aircraft including the T-37, T-38, TR-1, and U-2R. His commercial experience encompasses flying the 727, MD-80, DC-9, DC-10, A320, A330, and 717. He began his journey in general aviation in 2018 when he purchased his 1980 A36, marking the start of his aircraft upgrade adventure. This year, Jim is thrilled to participate in the EAA Air Venture Race for the first time. He resides in Spruce Creek, Port Orange, FL, with his wife, Patti, and their dog, Teddy, while continuing to fly his A36. Katherine Milligan, a 2020 graduate of Embry-Riddle Aeronautical University, is currently working as a First Officer for Frontier Airlines. Before joining Frontier, she was an instructor at Epic Aviation in New Smyrna Beach, FL, where she also managed their Instrument course. She later flew for Freight Runner's Express in Milwaukee, WI, operating the EMB-120 and Beech 99 on single-pilot cargo flights. Notably, Katherine flew in snow before she ever drove in it. She currently resides in New Smyrna Beach, FL, and is based out of Orlando.



Beechcraft Bonanza A36

Continental

136

Production- FAC1RG

Adam & Dawson Lambert

Adam and Dawson Lambert are a father-son duo from the Upper Peninsula of Michigan—proud Yoopers born and raised in God's Country. Neither shows any real signs of leaving, despite the long winters. Adam, a third-generation pilot, has owned Domino's Pizza franchises across Michigan and Wisconsin for 24 years. He serves as President and pilot for Northwoods AirLifeline, a nonprofit Angel Flight organization supporting the U.P. since 1989. He recently honed his formation flying skills, joining the prestigious 49-aircraft mass arrival at AirVenture 2025. Dawson owns a forestry business and spends his days behind the wheel of a log truck. An avid enthusiast of anything with an engine—motorcycles, UTVs, boats, trucks, and exotic cars—he may yet become the fourth-generation pilot in the family. The aviation bug is already circling. Standing over 6'3" each, the Lamberts are hard to miss. In 2026,

they'll compete together for the first time in the AirVenture Cup Race in their Cirrus SR22TN. If you see them on the course, cheer them on—unless they're late, in which case they're probably arguing over who flies the next leg.



Cirrus SR22TN

Continental

XX2

310
Horsepower

252
MPH Top Speed

AVC ROOKIE



Production- FAC1FX-T

Michael Scheppa & Mark Sargent

Michael and Mark are dedicated aviation enthusiasts who embrace every aspect of the industry, from the mechanics of flight to the thrill of soaring above the clouds. Their appreciation for the wonders of the sky has deepened over the years. You'll often find them cruising through the New England region in their cherished PA-32.

300

Horsepower

160

MPH Top Speed



AVC History

2025 FAC1FX-T 2nd 157.27



Piper PA 32-301Xtc

Lycoming

87

Production- FAC1FX-T

George (Hal)Lange Jr.

310

Horsepower

210

MPH Top Speed

AVC ROOKIE



George "Hal" Lange is the pilot for GAirbus Racing, which he dubs "the most responsibly flown racing plane in the sky." For over 30 years, Hal has flown some of the most common aircraft ever produced, predominantly in IFR environments. His logbook includes multiple variants of the Piper PA-28, every variant of the Embraer ERJ 145, and various models of the Airbus A320 family. He also holds a single, prized hour of PIC time in a Bell 47 helicopter. Hal's racing experience is mostly limited to outrunning weather to various outstations in the unofficial "open regional jet class." However, he claims a highly circumstantial, unofficial ground speed record of 755 mph in an Airbus A321—with evidence available upon request.



Cirrus SR22

Continental

311

Production-FAC1FX

Serrhel & Patty Adams

303

Horsepower

270

MPH Top Speed

MENTOR

AVC History

2025	FAC1FX	1st	219.74
2024	FAC1FX	1st	218.96
2023	FAC1FX-T	1st	204.70



99

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



GB1

Lycoming

Production-FAC1FX

David (Rene) Dugas

305

Horsepower

225

MPH Top Speed

MENTOR

AVC History

2021	Turbine		DNS
2019	Turbine	2nd	304.37
2018	Turbine	1st	306.18
2017	Turbine	3rd	306.58
2016	Turbine	3rd	344.57
2015	Turbine	3rd	318.16
2013	Turbine	2nd	307.36
2011	Turbine		DNS
2010	Turbine	3rd	309.27
2009	Turbine	1st	300.02



An experienced competitor on the race course, René Dugas is gearing up for his 10th AirVenture Cup race. René is a retired surgeon who now spends his well-deserved free time enjoying life in the skies, teaching, and sharing quality time with his wife and grandchildren. His building and racing credentials are deeply impressive; he completed a homebuilt Velocity XL-RG back in 2003 and went on to pilot a high-performance Turbine Legend on the race circuit for years. Today, René is based in Dallas, Texas, where he serves as a Certified Flight Instructor (CFI). He channels his extensive aviation expertise into advanced flight training, specializing in teaching precision aerobatics, tailwheel transitions, and the required spin endorsements for future flight instructors.



GB1

Lycoming

117

Production-FAC1FX

84

285
Horsepower140
MPH Top Speed

AVC History

2025	Skywagon	1st	166.9
2024	FAC1FX	2nd	154.51
2023	FAC1FX	2nd	157.01
2022	FAC1FX	2nd	150.78
2021	FAC1FX	2nd	178.12
2018	VINTAGE	1st	102.73



Allen Floyd's journey into aviation began at the age of 14, and since then, he has flown an impressive array of aircraft. This year, he takes the reins as pilot-in-command of his Cessna 185, teamed up with co-pilot Laura Floyd. With a passion for experimental aviation, particularly canards, Allen constructed Excalibur, a modified Rutan-designed Long Ez. Excalibur earned both the Gold Lindy and the Stan Dzik Memorial awards in 2019. Currently, he is engaged in building a Berkut. An avid general aviation pilot, Allen holds multiple certifications as an A&P mechanic, IA, and serves as a B-737 Captain for a major airline. This year marks his seventh participation in the AVC. Previously, he raced a Berkut in 2018, a Long Ez in 2021, and co-piloted the C-185 SkyWagon in 2022 and will again.



Cessna A185-F

Continental

Laura, an accomplished B-737 Captain at a major airline, shares her partner's enthusiasm for aviation. With a particular fondness for taildraggers, this will be her sixth year in the AVC, including three years as a co-pilot. Together, Allen and Laura reside in northern Colorado.

Production- Skywagon

Anne Foley & Dean Athans

Pilot Anne Foley and Co-pilot Dean Athans are the proud owners of N641DA, an iconic 1970 Cessna 185 affectionately named "Marilyn." Anne is a Boeing 787 pilot for United Airlines, based in Chicago. In addition to flying heavy commercial jets, she remains active in grass-roots aviation as a Production Test Pilot for American Champion Aircraft in Rochester, Wisconsin, and as an aircraft salesperson with TEAM Aircraft Sales in Kansas City. Dean is a local business owner in Elkhorn, Wisconsin, and serves on the board of Kisses From Friends, a non-profit dedicated to supporting Wisconsin families affected by childhood cancer. The couple lives in Fontana, Wisconsin, where they enjoy airplane camping and boating on Lake Geneva. In 2023, Anne and Dean discovered Marilyn in a hangar near Yellowknife, Canada, where she had served decades as a rugged workhorse for a northern logging company. They brought her home, meticulously restored her, and their efforts were rewarded at EAA AirVenture Oshkosh 2024 when she won the prestigious Gold Lindy Award. Now named after another iconic beauty, Marilyn enjoys a glamorous new life of camping trips and fly-in pancake breakfasts, delighting Skywagon enthusiasts everywhere she flies.



Cessna 185

Continental

626

300
Horsepower170
MPH Top Speed

AVC ROOKIE

Production- Skywagon

26X

260

Horsepower

203

MPH Top Speed

AVC ROOKIE

Rob Asen will be flying his 1965 Piper Comanche 260 in the 2026 AirVenture Cup. Based in downtown New York City, Rob began flying in the early 1990s, earning his private and instrument ratings before stepping away from aviation in the early 2000s due to an intense business travel schedule—mostly living on planes, just not flying them. A few years ago, Rob returned to the cockpit, rusty but highly motivated. Since then, he has earned his Commercial Pilot certificate, acquired his Comanche, and now logs approximately 200 hours annually, primarily on long-distance cross-country trips, volunteer missions, and adventure flying. Rob is also an active volunteer pilot with Pilots N Paws, helping transport rescue animals, and with PALS SkyHope,



Piper Comanche

Lycoming

providing free air transportation for patients and families traveling for medical care. Professionally, Rob and his team help mid-sized and large-scale organizations in the U.S. and globally improve growth, performance, and execution through practical business strategy, operating discipline, and technology enablement, including AI.

Production- FAC2RG

51

250

Horsepower

210

MPH Top Speed

AVC ROOKIE

Jacob and his son Owen form an enthusiastic father-son flying team competing in their first AirVenture Cup aboard their classic 1958 Beechcraft K35 Bonanza, "Bettie" (N221BD). Jacob's passion for aviation began in high school, inspired by his father and brother, both pilots. He started civilian flight training but paused his checkride to enlist in the military. After boot camp at MCRD San Diego, he logged thousands of hours crewing helicopters and tiltrotors on global missions. Later commissioned as an officer, he flew Unmanned Aircraft Systems before returning to general aviation through Air Force initial flight training. Determined to share the joy of flight, Jacob introduced his children to the skies. In 2024, the family purchased Bettie, which quickly became central



Beechcraft 35

Continental

to their adventures—from cross-country vacations to spontaneous weekend trips. Owen eagerly serves as dedicated co-pilot and adventure partner. Flying alongside his dad, he is mastering flight planning, navigation, aircraft maintenance, and the responsibilities of airplane ownership.



Production- FAC2RG

Mark Zeiler & Michael Bunn

250
Horsepower

195
MPH Top Speed

AVC ROOKIE



Flying since 2010, Mark Zeiler has logged over 1,100 hours in the cockpit, with about 800 of those hours dedicated to his beloved Piper Comanche. Having owned the aircraft since 2011, he has put immense care into the plane, taking it from its original "Old Paint" condition to a proud bronze Lindy award winner at EAA AirVenture Oshkosh in 2014. Professionally, Mark works as an anesthesiologist and resides in Lawrence, Kansas. He has been happily married for 38 years to his wonderful wife, who remains incredibly supportive of his flying adventures despite not being a big fan of taking to the skies herself. The same can't be said for their 15-pound miniature Australian Shepherd, who absolutely loves to fly. When he isn't in the operating

room or up in the air, Mark enjoys spending time with his two children and two grandchildren.



Piper Comanche

Lycoming

35

Production- FAC2RG

Michael Bergen

Mike is a materials engineering manager with an extensive career in aerospace. He worked for 31 years at the U.S. Navy's R&D center outside Washington, DC, with the last 26 years spent in the composite materials branch. During that time, he managed the development and application of composite technology for the fleet. Since 2012, he has operated his own engineering consulting business, where he applies his deep knowledge of composite materials and processes. A dedicated pilot, Mike has owned and flown his 1960 Bonanza for 14 years and has participated in several Sport Air Racing League races since 2017. In 2023, he competed in the AirVenture Cup for the third time.

16



Beechcraft M35

Continental

250
Horsepower

190
MPH Top Speed

MENTOR

AVC History

2025	FAC2RG	3rd	188.64
2024	FAC2RG	2nd	189.66
2022	FAC2RG	1st	184.43
2021	FAC2RG	1st	187.30



Production-FAC2RG

John & Alex Conroy

Class veteran and mentor John Conroy is back for his fourth AVC race! John will be racing his 1958 J-35 Bonanza alongside his son, Alex, who is making his air racing debut. Based in the Denver area, Alex is currently working toward his private pilot's license while working as an A&P mechanic for Key Lime Air. John served in the Colorado Air National Guard, flying T-43s (737-200s), and currently flies as a Captain for Frontier Airlines. Together, this father-son duo is looking forward to another extraordinary weekend with the AVC community!

260
Horsepower

196
MPH Top Speed

MENTOR

AVC History

2025	FAC2RG	3rd	196.64
2024	FAC2RG	1st	197.86
2023	FAC2RG	1st	196.97



Beechcraft J35

Continental

15

Production-FAC2RG

Daniel (Comanche Dan) Haumesser & Steven Lange

Dan Haumesser started flying in 1984 while serving in the U.S. Air Force, stationed in Tacoma, Washington. After his military service, he flew for the Missouri State Highway Patrol and eventually purchased his "fixer-upper" Piper Comanche around 2009. Over the years, Dan has steadily brought the Comanche up to speed, tackling projects one at a time while flying it across the country and throughout the Bahamas. This year, his race improvements include a fresh round of adjustments based on lessons learned from last year's campaign (once again).

250



Piper PA-24

Lycoming



250
Horsepower

192
MPH Top Speed

AVC History

2025	FAC2RG	5th	187.78
2024	FAC2RG	3rd	186.64
2023	FAC2RG	2nd	192.44

Production- FAC2RG

Jonathan Hudik

Jon Hudik is the proud owner and caretaker of a 1982 Turbo Arrow IV, originally built as a dealer demo aircraft at Piper's Vero Beach factory. With extended range tanks and a built-in oxygen system, this plane has mostly remained in stock condition since Jon's family purchased it in 1985, with only a few practical upgrades over the years. Currently a Captain at American Airlines, Jon flies the Boeing 737 out of O'Hare International Airport (ORD). His passion for aviation ignited at a young age, thanks to his parents. He graduated from the University of Dubuque's Flight Program and has steadily advanced through the ranks to his present role. When he's not at work, Jon enjoys traveling, camping, and flying the Arrow to indulge in \$100 lunches on the go. Tina Hartlaub, also a University of Dubuque graduate, has a distinguished career that spans over 25 years and includes flying more than 42 different aircraft. She is dedicated to sharing her love for aviation, serving as an FAA Safety speaker at AirVenture, a career day speaker in schools, and a ground instructor for Girls in Flight Training. Additionally, she has coordinated Girl Scouts aviation badge programs and contributed to EAA's Girls on the Fly initiative.

82



Piper Turbo Arrow IV

Continental

200
Horsepower

220
MPH Top Speed

AVC History

2025	FAC3RG-T	1st	151.94
2024	FAC3RG-T	1st	163.06
2023	FAC3RG-T	1st	165.53
2021	FAC3RG-T	1st	164.26
2018	FAC3RG-T	1st	163.58
2016	FAC3RG-T	1st	185.25
2015	FAC3RG-T	1st	160.27



Production-FAC3RG-T

Adrian Allen & Ashley Baranczyk

Adrian Allen, known online as "CheesePilot," is an airline pilot, seaplane instructor, and passionate aviation educator. Through his popular YouTube channel and social media, he creates engaging content on real-world flying, seaplane operations, flight training, and aircraft ownership. He has flown the CRJ-200, ERJ-145, and Airbus A320, and works as a flight and simulator instructor. His mission is to make aviation more approachable for the next generation. He will race in his rare 1984 Lake 200EP Buccaneer amphibious aircraft, N1HT — a true flying boat with a high-mounted pusher engine and retractable landing gear. With only about 40 built and no factory support for decades, the Lake is a labor of love. Adrian recently completed a major

avionics restoration and overhaul, which he documented for his audience. Joining him as co-pilot is his sister-in-law Ashley, a photographer who will capture the race and behind-the-scenes moments.

200
Horsepower

150
MPH Top Speed

AVC ROOKIE



Lake 200

Lycoming

H20

Production- FAC3RG

Mike & Kathy Schoen

Mike and Kathy Schoen have been proud owners of their 1976 Piper Arrow since 2006. After a friend shared stories about the excitement and camaraderie of the AirVenture Cup Race, they decided to participate—and they were immediately hooked. Since their first race in 2019, they have cherished the opportunity to reconnect with fellow racers each year. The 2026 race marks their seventh AVC, highlighting how integral the event has become to their aviation journey. Kathy also serves as a race staff member, relishing the chance to work alongside the dedicated team that makes the event possible. The connections they've forged with racers and volunteers over the years have transformed the AVC into a summer highlight that they eagerly anticipate each year.



200

Horsepower

170

MPH Top Speed

MENTOR

AVC History

2025	FAC3RG	3rd	164.70
2024	FAC3RG	3rd	165.60
2023	FAC3RG	4th	164.13
2022	FAC3RG	4th	160.92
2021	FAC3RG	2nd	161.98
2019	FAC3RG	5th	151.34

651



Piper P28R-200

Lycoming

Production-FAC3RG

Michael & Tyler Unertl

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

230

Horsepower

170

MPH Top Speed

MENTOR

AVC History

2025	FAC3FX	1st	162.13
2024	FAC3FX	1st	161.06
2023	FAC3FX	1st	162.37



Cessna 182M

Continental

58

Production-FAC3FX

Tim Mathson & Marton Gyuro

200
Horsepower

170
MPH Top Speed

AVC History

2025 FAC3FX 2nd 161.24



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



Cirrus SR-20

Continental

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

929

Production- FAC3FX

Andy & Andy Bernhard

Andys 3 and 4 return for their sixth time to compete in the AirVenture Cup with their Cessna 182R, Race 97/N6122N. They hope to add to their previous trophy collection and, more importantly, create more fun experiences with their AVC friends. Their passion for aviation is inspired by the family patriarch, Andy 2, now 92, who flew in South Africa during the 1960s and 1970s. Andy 2 recently traveled from South Africa to the United States one last time specifically for a three-generation (Andys 2, 3, and 4) flight adventure in Race 97. The unforgettable trip included watching a Cape Canaveral rocket launch from 5,500 feet, landing at the Wright Brothers National Memorial to walk the historic 120-foot path of the first flight, and landing at College Park Airport in Maryland—the world's oldest continuously operating airfield. The team's designation, Race 97, is named in honor of the Sikorsky S-97 RAIDER, a high-speed coaxial compound helicopter that routinely flies faster than 200 knots, for which Andy 3 served as the Chief Engineer. The number 97 has since become an integral part of the family identity: they race BMX bikes with number 97, and Andy 4 wears jersey number 97 on the baseball field. The duo is greatly looking forward to catching up and racing with friends, enjoying the airshow, indulging in endless Oshkosh root beer floats and cheese curds, and, most importantly, sharing in the AVC camaraderie and tall tales.

97



Cessna 182R

Continental

235
Horsepower

160
MPH Top Speed

AVC History

2025	FAC3FX	3rd	160.39
2024	FAC3FX	2nd	159.84
2023	FAC3FX	3rd	158.47
2022	FAC3FX	2nd	157.19
2021	FAC2FX	1st	152.68



Production-FAC3FX

Steve & Collin Dieck

Purchased in 2004, N6620C is a 1966 Mooney M20C owned by Steve Dieck, and he has been restoring and updating it ever since. The most visible modifications include a 201 cowl and windshield, gap seals on the control surfaces, and an updated instrument panel. Originally issued N6078Q, the new number N6620C was obtained to show the year and model of the airplane. Steve grew up in northern Wisconsin, attending every AirVenture since the late 1970s. Steve attended Lewis University, obtaining his A&P and Private Pilot ratings. He worked at a Piper Service Center and in corporate aircraft maintenance before moving into the cockpit and becoming a corporate pilot. Currently flying the Falcon 2000 EASy, he has six type ratings and over 13,000 hours of flight time. He is an ATP, IA, and CAM. Collin Dieck is Steve's son and co-pilot. Collin grew up around airplanes and shares his dad's aviation enthusiasm. A graduate of University of Arizona, Eller College of Management, he currently works as a sales rep for EcoFlow and resides in Clearwater, FL.



180

Horsepower

170

MPH Top Speed

MENTOR

AVC History

2025	FAC4RG	1st	168.56
2023	FAC4RG	1st	172.28
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

Howard Buck & Duane Oleson



Howard Buck has been flying since the late 1970s. He earned his private, commercial, and instrument ratings while serving in the Air Force as a helicopter mechanic. After his military service, Howard joined Sikorsky Aircraft as a designer, a role he held until his retirement. During his tenure at Sikorsky, he achieved multi-engine and Certified Flight Instructor (CFI) ratings, as well as a private pilot rating for helicopters. Howard feels fortunate to live in a country where the average person has the opportunity to pursue their passion for flying. Joining Howard as his co-pilot is Duane Oleson, who is returning to Oshkosh for the first time since 1993. This will be his first Air Venture Cup race. Duane has dedicated the last 30 years to Sikorsky Aircraft

as a flight test engineer. He enjoys flying with his family in their home state of Florida and is grateful that they are joining him on this journey to Oshkosh this year.

180

Horsepower

135

MPH Top Speed

AVC History

2024	FAC4FX	6th	135.53
2022	FAC4FX	2nd	137.60



Piper PA28-180

Lycoming

86

Production- FAC4FX

Brandon Elliott & Jane Dellinger

Brandon Elliott is a private pilot based at C09 in Morris, Illinois. His love for aviation began early, flying aerobatics with his grandfather in an experimental Atlantis II. He plans to compete in aerobatic competitions in the future. In June 2025, Brandon purchased a Maule M5-180C named "Molly" and has already logged nearly 300 hours in it. He is currently working on his instrument rating and aims for a professional aviation career. An active Young Eagles pilot with EAA Chapter 95, this marks his 25th consecutive year attending EAA AirVenture — attending since he was one year old. The AirVenture Cup offers him a chance to challenge himself, gain experience, and build new friendships. Jane Dellinger is a student pilot based at KCVO in Corvallis, Oregon. With strong enthusiasm and a collaborative spirit, she is pursuing her private pilot certificate, supported by an EAA scholarship, with plans to finish by year's end. Jane aspires to a career in aerial firefighting. She actively volunteers with EAA Chapter 292 and is immersing herself in the aviation community. This will be her first EAA AirVenture, and she is excited to gain new skills and friendships through the AirVenture Cup Race.



180
Horsepower

140
MPH Top Speed

AVC ROOKIE



Maule M5

Lycoming

527

Production- FAC4FX

Valarie Swanborg & Tyler Wariner

Pilot Valerie Swanborg is a semi-retired accountant who earned her pilot's license in her teens and became active again in general aviation flying nine years ago. She holds a Private Pilot ASEL (Airplane Single-Engine Land) certificate with a complex aircraft endorsement. Valerie is a member of the EAA, AOPA, and EAA Chapter 640, and she serves as the Treasurer for Learn Build Fly (LBF), an aeronautical STEM organization. Co-Pilot Tyler Wariner is a small business owner and an avid outdoor enthusiast who lived in Alaska until moving to Wisconsin in 2019. His aviation interests include bush planes and general aviation. He recently started his private pilot training after hanging around friends in Wausau's EAA Chapter 640 and Learn Build Fly. Tyler figured there was no better way to build his aviation experience than to participate in the AirVenture Cup Race!

180
Horsepower

138
MPH Top Speed

AVC History

2025 FAC4FX 3rd 138.44



Cessna 177B

Lycoming

707

Production- FAC4FX

Thomas Wood & Jacob Buemi

The pilot, Tom returned to aviation in 2016. Since his return, he has expanded his qualifications by earning an Instrument rating, a Basic Ground Instructor (BGI) rating, and an Instrument Ground Instructor (IGI) rating. The co-pilot, Jacob was named the 2025 EAA Chapter 640 Ray Scholar and went on to earn his Private Pilot certificate in April 2026. An Eagle Scout, Jacob is an active volunteer for both EAA Chapter 640 and the non-profit organization Learn Build Fly, where he is currently helping construct a Van's RV-12.

180

Horsepower

125

MPH Top Speed

AVC ROOKIE



53



Cessna 172M

Lycoming

Production-FAC4FX

Mary Bryant & Heather Cannon

Mary has flown for over 50 years, turning her passion into a professional career with two major general aviation manufacturers. After corporate finance, she served as an advanced transition instructor, demonstration pilot, Regional Sales Director, and co-owner of a worldwide training center. She specializes in Piper PA-46 and PA-60 aircraft, is a past Director and Platinum Instructor for MMOPA, and frequently contributes to aviation magazines. An experienced racer in the Air Race Classic and Great Southern Air Race, this is her first AirVenture Cup. She also flies Young Eagles. Heather, a commercial, instrument, multi-engine, and seaplane-rated pilot, owns Heather Cannon Honda in Ponca City, Oklahoma. Flying since 2003, she uses her Piper M600 SLS for business and proficiency flights. An MMOPA Master Aviator, current Board Member, and Auction Chair, she supports safety and education initiatives. She has completed extensive advanced training and has flown over 100 Young Eagles. Her story has been featured in NBAA and MMOPA publications.

During COVID, Mary adopted a Piper Archer (N742BB)—the same type she learned in and first raced—to teach her daughters (who haven't taken the bait yet). The plane is now a beloved family member ready to race. Heather will adjust from high-altitude M600 missions to "low and slow" flying.

P.S. Mary also adopted a puppy!

180

Horsepower

150

MPH Top Speed

AVC ROOKIE



Piper Archer

Lycoming

101

Production-FAC4FX

David Stuart & Vinnie Elsinger

Pilot David (Dave) Stuart is a practicing attorney and partner in the law firm of Peterson, Stuart and Klentz, Prof. LLC in Beresford, South Dakota. Dave earned his private pilot certificate in 2013. He has been involved in many forms of motorsports throughout the years, including drag racing, motocross, and rock crawling. It is this love of competition and all things mechanical that led to entering the AirVenture Cup for the first time in 2019. It was an incredible experience participating in the race and flying in to Oshkosh for the first time. 2025 will be the 5th year competing in the AVC. Co-pilot Vince Elsinger of Pierre, South Dakota, is a private pilot who works for the State of South Dakota as a machinist with the Department of Transportation. He also owns his own fabrication and welding business, Elsinger Mechanical Services (EMS), where he specializes in fabricating drag racing chassis. Vince has long been involved with drag racing and is currently a certified tech inspector for the NHRA. David and Vince are excited to be participating again this year and look forward to seeing everyone again.

605



Grumman Tiger

Lycoming



180

Horsepower

165

MPH Top Speed

MENTOR

AVC History

2025	FAC4FX	1st	150.32
2024	FAC4FX	2nd	150.20
2023	FAC4FX	1st	162.73
2021	FAC4FX	1st	152.28
2019	FAC5	1st	128.94

Production-FAC4FX

Brett Kollar & Steve Jones



Brett Kollar is an Airline Transport Pilot (ATP) from Powell, Ohio. He is a Gold Seal Certified Flight Instructor with an Instrument rating, an Instrument Ground Instructor (IGI), and holds Commercial Multi-Engine Land (MEL) as well as Single-Engine and Multi-Engine Sea (SES/ MES) privileges. When he isn't instructing or hopping around local grass strips, he can be found flying a Pilatus PC-12 as a medevac pilot out in Nevada. Steve Jones is a Private Pilot with a tailwheel endorsement. He works in the IT department for a large fractional aircraft operator and actively volunteers with several aviation organizations, including the Recreational Aviation Foundation (RAF). Steve resides in Pickerington, Ohio, with his wife and fellow aviation enthusiast, Kasey.

145

Horsepower

160

MPH Top Speed

AVC ROOKIE



Cessna 170B

Continental

46

Production- FAC5

Jakob & Erin Silker

Jake Silker's 1974 Piper Arrow is based at Schaumburg Regional Airport (06C), where he serves as a director for EAA Chapter 153 in Schaumburg, Illinois. On the ground, he pilots floor buffers, scrubbers, and other heavy-duty janitorial machinery as the COO of Windy City Cleaning Services. Jake was introduced to aviation by his grandfather in a Piper J-3 Cub and spent his childhood summers camping at Oshkosh. His favorite memories from those years include seeing legendary aircraft like the Concorde, Voyager, SR-71 Blackbird, Stealth Fighter, B-1 Bomber, and Lockheed Constellation. Joining Jake as co-pilot is his wife, Erin. Erin's family helped develop the Big South Fork Airpark, a serene and vibrant 400-acre luxury fly-in community and equestrian center located 50 miles north of Knoxville, Tennessee, nestled right next to the 125,000-acre Big South Fork National River and Recreation Area. She is also an entrepreneur in her own right, serving as the founder of Short Stacks Cleaning, a residential cleaning business serving Chicago and the northwest suburbs.



Piper Warrior

Lycoming

150

Horsepower

134

MPH Top Speed

AVC History

2025	FAC3RG	4th	160.02
2023	FAC3RG	5th	161.55

74

Production-FAC5

Dan Bauknecht & Mark Western



100

Horsepower

90

MPH Top Speed

AVC History

2025	FAC6	1st	97.42
2024	FAC6	3rd	93.79

Dan Bauknecht and his passenger, Mark Westen, will be flying the mighty 150, N6495K. Niner Five Kilo is a 1975 150M model. Dan is the owner/operator of 4ever Creations Studio, manufacturing custom-crafted wheel chocks for general aviation, commercial, businesses, novelty, and the United States military. Dan obtained his pilot license with Wausau Flying Service at the Wausau Downtown Airport. It always feels like coming home when they arrive at KAUW, and it always will. Dan's passenger, Mark Westen, is the Sheriff of Langlade County, Antigo, WI. Dan and Mark have been friends for decades and are both aviation enthusiasts. Dan and Mark are looking forward to the AVC as an opportunity to meet like-minded aviation-minded people and learn all the ins and outs of flying the AVC. It's just another opportunity to talk about flying to all the friends and family who they're sure can't wait to hear all about it!



Cessna 150M

Continental

4E

Production- FAC6

Jeffrey Stetson

99

Horsepower

140

MPH Top Speed

**AVC
ROOKIE**



64X

Jeff Stetson has been flying for over 50 years, logging time in 40 different aircraft types despite a few breaks for “adulthood.” As a college student, he bought his first plane, a 100 hp Citabria, followed later by a Mooney M20C, an M20E, and an unlimited-category H-101 Salto aerobatic sailplane. His current aircraft is a 2005 AMT-200S Super Ximango touring motor glider. Powered by a 100 hp Rotax 912S, the design originated in France as the RF-10 before being manufactured by Aeromot in Brazil. The U.S. Air Force Academy utilized about half of the Super Ximangos imported to the U.S. as TG-14A trainers. Two notable exceptions remain in government service: one at the USAF Test Pilot School, and another operated by NASA for supersonic research. With



Aeromot AMT-200S

Rotax

a 57-foot wingspan, the motor glider isn’t fast, but Jeff has flown it from California to Michigan, and recently completed a 160-mile engine-off flight using weak Eastern thermals. In 2021, Jeff retired from Michigan State University after a 42-year career as a physicist specializing in high-energy particle accelerators for nuclear research.

Production-FAC6

Carol (Joe) Ford & Norman Howell

Joe Ford earned his pilot’s license in 1985 and has been actively flying on both the East and West Coasts ever since. Seeking an upgrade from his Twin Comanche, Joe purchased his Aerostar in 2018 after it had spent 10 years sitting as a “hangar queen.” Retired from Lockheed Aeronautics and currently employed at Northrop Grumman as an engineer on the B-21, Joe leveraged his 40-year career in airframe design and manufacturing to support the Aerostar’s restoration. The painstaking details of this nearly six-year effort—spent primarily on weekends reconditioning the aircraft’s mechanical and electrical systems, along with upgrading the interior—were featured in the Spring 2021 issue of Aerostar Magazine. This will be Joe’s third AVC Race and the Aerostar’s third trip to Oshkosh following the event.



Aerostar 601

Lycoming

122

290

Horsepower

277

MPH Top Speed

AVC History

2025	Twin 1T	1st	225.94
2024	Twin 1T	1st	228.32



Production-Twin1-T

Andrew & Eileen Weingram

Andrew Weingram is currently an Airbus Captain for American Airlines and serves as the Deputy Chairman of the Allied Pilots Association National Scheduling Committee. When not busy with airline and APA responsibilities, he is an active member of the Spruce Creek Fly-In community, local EAA Chapter 288, and the Daytona QB hangar. Eileen Weingram is a retired FedEx 767 Captain who is highly active in the EAA, serving as the local Ray Aviation Scholarship Chair and taking great joy in helping young pilots get their start in aviation. This marks Andrew and Eileen's third race. Although they have enjoyed winning their class two years running, they are hoping for some stiffer competition this year—or any competition at all!

52Y



Piper PA30

Lycoming



160
Horsepower

190
MPH Top Speed

AVC History

2025	Twin 3	1st	184.94
2024	Twin 3	1st	183.50

Production- Twin3

Brad Lewitzke & Heinz Roth

Brad is a native of the Wausau area and first flew in the 25th AVC Race as a crew member in Race 53. He went on to race in the Light Sport class with Race HB in the 26th and 27th AVC Races, and is looking forward to flying HB again in the 28th. A member of EAA Chapter 640, Brad enjoys flying Young Eagles in his Aeroprakt. He has flown professionally since the late 1980s, operating numerous piston and turbine-powered aircraft. Brad's passion for aviation originally began in 1976 flying hang gliders. He eventually worked for a hang glider manufacturer in Southern California, helping to build, test fly, and compete both locally and internationally in 1979 and 1980. His two-seat Aeroprakt A32 Vixxen, Race HB, reminds him of his hang glider and helicopter days with its low speeds and excellent visibility, and he loves sharing his passion for aviation whenever possible. Heinz Roth is a retired dairy farmer from Merrill, Wisconsin, who has been flying for over 50 years.

HB



Aeroprakt A-32

Rotax

100
Horsepower

149
MPH Top Speed

MENTOR

AVC History

2025	LightSport	1st	126.87
2024	LightSport	1st	128.15



Light Sport

Patrick Doyle & Robert Dieck

Pat Doyle hails from Fond du Lac, WI, and is the proud caretaker of N4002F, a 1955 Beechcraft T-34A. When he's not working on his T-34, Pat flies a Dassault Falcon 7X as his primary job. He holds an ATP rating and Gold Seal Flight Instructor credentials for Single and Multi-Engine Land and Instrument, and has served as a designated examiner. A veteran of the AirVenture Cup, Pat has previously raced both his Mooney 205 and his T-34. He dedicates his spare time and resources to restoring his Beech T-34 Mentors and cherishes moments spent with family: Alexis, Doug and Daisy, as well as Meaghan, Mathias, Klayton, and Bogey. In 2026, Pat will race the T-34 for the second time in the AirVenture Cup. Once again, Robert "Bob" Dieck, of Wausau, WI (gets to sleep in his own bed) flies with Pat again this year as a veteran AirVenture Cup racer, marking his fourth aircraft type in the competition. With 49 years of flying experience, he earned his Private Pilot's rating at just 19 years old, inspired by a copy of *Flying Magazine*.

334



Beechcraft T34A

Continental

Production- Heavy Metal- T34



225
Horsepower

214
MPH Top Speed

AVC History

2025	Heavy Metal	T-34	1st
2022	FAC3RG	2nd	170.69
2019	FAC3RG	1st	176.14

Wynn (Casey) Jones II & Cindy Wittke

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

XO



Cirrus SF50 Vision Jet

Williams

Production- Jet-SE



1200
Horsepower

365
MPH Top Speed

AVC History

2025	JetSE	1st	295.53
2024	Jet	1st	295.99
2023	Jet	1st	309.88

James & Gavin Sleigh

James has been a pilot since 1985 and a helicopter pilot since 2001. Throughout his career, he has served as a flight test engineer and pilot for several rotorcraft and fixed-wing aircraft manufacturers, helping to develop, test, and demonstrate advanced aviation technologies. He is currently the lead pilot on the Thales AS350 demonstration and development helicopter. Aviation is a true family passion, and he enjoys flying the family's Robinson R44 helicopter and Beechcraft V35 Bonanza. James is excited to share Race 44X with his son, Gavin, as part of a father-son AirVenture Cup team. Gavin has been his dad's co-pilot since back when his "duty station" was a car seat. He soloed a Cessna 172 at age 16—plus one day, thanks to IFR weather on his actual birthday. An Eagle Scout and Florida Scholar, Gavin is currently a student at the University of Central Florida.

44X



Robinson R44

Lycoming



185
Horsepower

126
MPH Top Speed

AVC ROOKIE

Rotorcraft- Piston Helicopter

A Turn point story:

Young Menominee Aviator Reaches Solo Milestone

Seventeen-year-old Menominee Nation High School student Sydney Mitchell from Wisconsin achieved a major milestone on December 24, 2025, by completing her first solo flight at Austin Straubel Airport in Green Bay.

Sydney developed a passion for flying at age 7 after seeing uniformed pilots at airports and wanting to be like them. She began intensive flight training two years ago and made her first solo flight after a series of three landings with her flight instructor. She described the experience as exciting and surreal — feeling “muscle memory” during the flight, followed by immense pride and relief upon landing. Her mother, Kim Miller, was emotional and proud. Mitchell is continuing her training at Shawano Municipal Airport, attending fly-ins, and building hours toward becoming a commercial pilot.

She plans to graduate from Menominee Nation High School this spring, pursue a liberal arts degree at the College of Menominee Nation, and then attend the University of North Dakota's aviation program. She is also considering the military route through ROTC and ultimately aims to fly for United Airlines.



In Memorium

Michael "Mike J Sydow
Jan 8, 1957- Nov 13, 2025

Volunteer



Michael "Mike" J. Sydow, 68, of Wausau, WI, passed away peacefully on Thursday, November 13, 2025, at Mount View Care Center under the care of Aspirus Hospice.

Mike was born January 8, 1957, in Wausau, the son of the late Clarence "Slim" and Margaret Sydow. He married Lynne Beck on July 14, 1979.

He served 25 years as Marathon County Register of Deeds and held leadership roles as President of the Wisconsin Register of Deeds Association and President of the Wisconsin County Constitutional Officers.

Mike's greatest legacy was his volunteerism. He was a dedicated supporter of Learn Build Fly and EAA Chapter 640, where he mentored youth in aircraft design and building. He also contributed for many years to the AirVenture Cup Race, serving in various behind-the-scenes roles. A longtime volunteer with the Wausau Noon Optimist Club, Wausau Area Jaycees, and Badger State Games figure skating competitions, he received the "Spirit of the Games Award."

Mike enjoyed woodworking, traveling, watching the Packers, playing cards, and spending time with family.

He is survived by his wife, Lynne Sydow; children, Jonathan (Angie) Sydow and Sarah (Alex) Stoesz; grandchildren, Hazel, Michael, Sylvan, Arlo, and Matthew; and siblings, Sally Sarlot, Lynda Emmons, Jim (Pam) Sydow, and Mary Fisher. He was preceded in death by his parents, brother Roger Sydow, sister Diana Nickel, and brothers-in-law Ray Sarlot, Lewis Emmons, and Ken Fisher.

John Ross
Feb 7, 1956- July 14, 2025

27



Jon Ross was curmudgeonly, opinionated, stubborn, mischievous, and famously undiplomatic—a general pain in the butt to many. He was also brilliant, loyal, sentimental, meticulously honest, and tirelessly hardworking. He was generous with his knowledge (though not always with his time, as the “seven-minute rule” crowd can attest). More than a pilot, Jon was a son, brother, father, friend, colleague, and devoted husband. He wasn’t perfect in any role, but he surrounded himself with exceptional people. His uncompromising ethics led him to demand high standards—“Fire bad clients and bad friends” was his mantra. If you had his respect, you knew it. If not, you definitely knew it. Jon’s true passion wasn’t flying corporate jets around the globe (though he did that for decades in Lears, Challengers, Gulfstreams, and more). His heart was in the hangar. He was happiest building, fabricating, and creating—covered in grease with cecoc in his pocket. He took greater pride in being a master craftsman than a pilot. Raised in rough-and-tumble Northport, Long Island, young Jon was a notorious troublemaker—pranks, racing, Woodstock at 13, and general mischief—but he balanced it with a deep love of mechanics, building radios with his dad, woodworking, model airplanes, and music (including barbershop quartet singing). Later in life, Jon earned his A&P, became a DPE and DAR, and found deep fulfillment mentoring builders and new pilots. As a tech counselor for EAA, he helped aviators worldwide with his vast knowledge and no-nonsense advice. From his wife Tricia: “Though too short, we had a wonderful life together. No regrets. Honor his memory by living strong and large. Aviators, fly safely and build soundly. He’s watching.” Jon was predeceased by his son Joe. He is survived by his wife Tricia, daughter Christine, and grandchildren Grayson and Jordynn.



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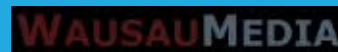
PREMIER



Platinum



Gold



Silver



BRONZE



TROPHY

