

Harlon A. Hain
Ret. SR-71 Pilot/CFI
Bellevue, NE

Charlie Daubs
Ret. SR-71 Pilot/Farmer
Bellevue, NE

Race 1 **1969 Piper Comanche 260 hp**

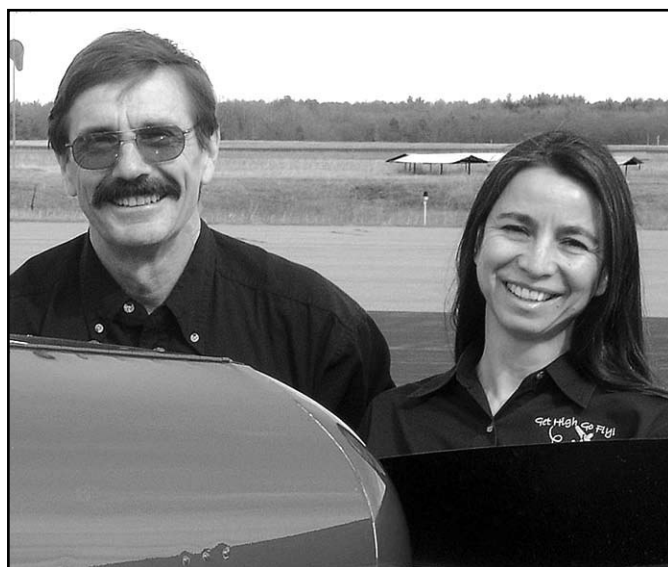
Pilot: Harlon Hain—10,500 hrs, ASMEL, CFI/II, Comm'I
Co-Pilot: Charlie Daubs—7,200 hrs, ASMEL, CFI, Comm'I

Harlon has raced in seven Marion Jayne Air Races and Charlie has raced with him in six of them. The team is always in contention for the top spot. They won the 1998 Shreveport 300 and finished fourth in the 2000 Marion Jayne Air Race and the 2002 Fargo 300.

Harlon competed in the 1992 Around the World, the Kitty Hawk, the Great Hawaiian and the Sunset Derby Air Races. He earned his wings in an F-51 Mustang and served in the U.S. Air Force from 1944 to 1981. He retired again in February 2007 after 20 years with Northrup/Grumman. Harlon has flown many aircraft including fighters, bombers, helicopters, gliders and cargo planes. He has been a flight instructor since 1953.

Charlie earned his pilot's license at age 17 in a 40hp Piper Cub. He joined the air force and flew trainers, bombers, CB-47, B-52 and SR-71. He is an avid air racer and has flown the Mile High Derby, Kitty Hawk and Sunset Air Derby when they don't interfere with his farming responsibilities.

Harlon and Charlie are members of AOPA, EAA, Daedalians and the Quiet Birdmen. They stand proud as two of the 90 pilots trained to fly the famed and record-holding SR-71 Blackbird.



John Thompson
Flight Instructor
Plover, WI

Wanda Zuege
Flight Attendant/Instructor
Custer, WI

Race 2 **1967 Piper Cherokee 140 150 hp**

Pilot: Wanda Zuege – 1,800 hrs, ASMEL, CFII, ATP
Co-Pilot: John Thompson – 2,960 hrs, ASEL, CFII

We're excited to see these two sharp competitors return in 2007. In their rookie racer year they placed third in the Marion Jayne Air Race and won the Top Team flying a Piper trophy.

Wanda started flying in 1989. While on a backpacking trip, she and husband Dave were inspired by an Alaskan bush pilot who landed a 182 on a dry riverbed in the wilderness, drew a circle on a topographical map for the pickup location and promised to meet them there in two weeks. As he flew away, they promised to 'learn to fly before we die'. Most of Wanda's hours are flying with her husband in a 150 or Piper 140. She also actively instructs and will be running the Accelerated Ground School at the GTO™ convention with her partner John.

John has been flying for over 40 years. He started in 1940 as a crew chief in the Army's 82nd airborne division, spent a year in Vietnam as a crew chief gunner on a helicopter and then started working on his pilot's license after coming home from overseas. He did a lot of flying as a counter drug officer in the Wisconsin Wing CAP. He's been having a blast being a flight instructor since 1998 and added the CFII rating in 2000. He and Wanda offer complete flight training with Am I High Aviation at the Stevens Point airport.



Marvin Guthrie
Will, Trust and Logger Expert
Clearwater, FL

Kristina Bucklew
Realtor/Investor
Belleair, FL

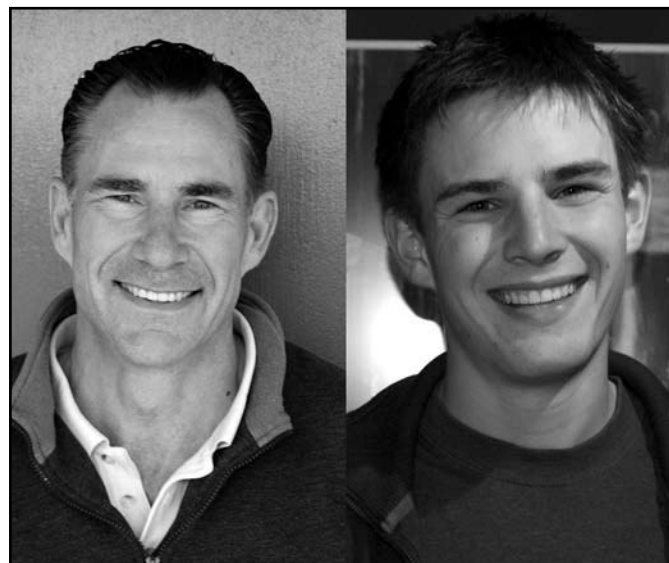
Race 3
1976 F33A Bonanza 300 hp
"Winning Machine"

Pilot: Marvin Guthrie—3,200 hrs SEL, IFR
Co-Pilot: Kristina Bucklew—513 hrs ASEL

By day, Marvin is an attorney but on nights and weekends he really contributes to the amateur sport of air racing. Marvin has spearheaded the acquisition and testing of the new race timing system called loggers and has become the acknowledged expert in managing, scoring and analyzing the logger data. He willingly shares his expertise with others.

He has raced his Bonanza for over a decade with a variety of copilots. Marvin is the returning 2005 Marion Jayne Perpetual Trophy Champion and also the Carolinas 300 Air Race winner. He also has raced as copilot with Stu Morse with a third place in the 2003 Flying magazine Texas 200 Air Race. Marvin truly enjoyed the helicopter ride over to the Texas Motor Speedway as they got their awards in front of 190,000 Indy car fans. After all, speed is speed and we all just love the sound of those roaring engines.

Kristina is new to racing and according to the email we have, she says she is willing to learn ... and then Marvin added, "she believes everything I tell her". It sounds like these two will have lots of fun. Welcome to Kristina and we especially look forward to hearing what the conversations are like during the navigationally challenging 300-mile races.



Lee Behel
Auto Dealer
San Jose, CA

Jay Behel
Student
San Jose, CA

Race 5
2002 Lancair Legacy 310 hp

Pilot: Lee Behel—6,000 hrs, Comm'l, IFR, MEL
Crew: Jay Behel

The USAR welcomes this father/son team to their first PSR, Pilot Skilled Race. Lee and Jay are racing a Lancair Legacy constructed by professional builder Andy Chiavetta. When not flying, Lee runs a Porsche-Audi Dealership. Lee's flying experience includes a Military background piloting RF-4Cs in the Nevada Air National Guard from 1972 until 1996. He retired as a Lieutenant Colonel. Lee was one of the founders of the Sport Class at the Reno Championship races and has raced every year since its inception in 1998. He served as President until 2003. He also races in the Jet Class.

Jay is a student and plans to attend Embry-Riddle Aeronautical University in the fall of 2008 majoring in aero engineering. They have flown the Air Venture Cup 7 times together with four wins to their credit.

At Reno, Lee has had a couple of seconds, a few thirds and the rest fourth place finishes. "I have never won—but I have always edged out Mike Jones, and I never let him forget it. He urged me to enter the USAR races because he is convinced that he can finally kick my butt. As a side note, Mike's co-pilot Rick Vandam, and I were squadron mates in the Nevada Air National Guard and were team mates in several military flying competitions. We are great friends and fierce rivals. Jay and I will definitely have our hands full."



Charles F. Robinson, Jr. **Maisie Stears**
Flight instructor **Semi-retired business owner**
Portage, MI **Kalamazoo, MI**

Race 6
1959 Piper Geronimo 360 hp
"Sweet Potato"

Sponsor: Krum Pump & Equipment Co.
Pilot: Charles F. Robinson, Jr.—9,400 hrs, SELS, MEL, IFR,
CFI, CFII, Comm'I
Co-Pilot: Maisie Stears —5,000 hrs, SELS, MEL, IFR, Comm'I

Team "Sweet Potato" is back! Charles and Maisie are rarin' to go. They look forward to seeing old friends and meeting new ones. We missed these two in 2006. Maisie has made a list of "things to do before I die" and flying to Alaska was one of them, so 2006 found her flying to the far north and west edges of the North American continent.

Charles started his racing career by winning the 2003 Renaissance 300 with Maisie in Maisie's Geronimo. Charles took his first flight lesson in 1987 and since then has flown 68 different aircraft and is a full time self-employed Gold Seal Flight Instructor. He integrates what he learns from air racing into his flight plans.

Maisie will be flying her 8th Marion Jayne Air Race. She started flying in 1958 to accommodate hubby's new hobby. She had to overcome a phobic fear of flying to do it. After obtaining his license, hubby discovered that flying was not his cup of tea, but ironically, Maisie loved it! Welcome back and Good Luck this year.



Jeanette Hackler **Dennis Hackler**
Tax Specialist **Flight Instructor**
Arlington, TX **Arlington, TX**

Race 7
1967 Piper Arrow PA28R180 180 hp
"Magic Carpet"

Pilot: Dennis Hackler – 1,700 hrs, Comm'I, IFR, CFII,
ASMEI, GIAI
Co-Pilot: Jeanette Hackler – 1,300 hrs, SEL

These two likely feel as though they have a target on their backs. In 2006 for the first time in U.S. Air Race history, the same team won both 300-mile pilotage-only races. What an accomplishment! Dennis and Jeanette met while taking flying lessons. Their first race, the 1987 Okie Derby, convinced them that racing is a great adventure. Jeanette has flown eight Air Race Classics in her Cessna 172. This husband and wife team has six U.S. Air Races to their credit. They are the winners of the 2002 Catbird 500 and the first FLYING MAGAZINE Texas 200 Air Race in 2003.

Dennis is a recent retiree from the U.S. Small Business Administration. He keeps getting "recalled" to help with disaster relief efforts and missed racing in 2004. Jeanette is intensely busy with taxes during tax season with H & R Block. They are both members of AOPA.

The Hacklers are one the teams or part of teams competing with us this year that also raced in the inaugural 1995 U.S. Air Race. The Hacklers donate their time and talents to the U.S. Air Race Advisory Board and assist with the handicapping.

*Thank you
Maisie Stears!*

*Your continued
and enthusiastic
U.S. Air Race
support as a sponsor
is greatly
appreciated.*

**Race team 11
Dr. Henry Punzi**

*In recognition
of your
sponsorship*

**THANK
YOU!**



Rick Neely
Sales
Burnet, TX

Justin Milam
Pilot
Lampasas, TX

**Race 8
1999 Mooney Ovation M20R 310 hp**

Sponsor: Mooney Airplane Company
Pilot: Rick Neely—2,200 hrs, ASMEL, IFR, Comm'l
Co-Pilot: Justin Milam—3,300 hrs, ASMEL, Comm'l, CFII

We are absolutely delighted to have another Mooney team enter the National Air Races. This is a match made in heaven. Mooney touts their aircraft performance and races are exactly the place to show off all that speed. Rick Neely supervises Mooney's sales force at the company's headquarters in Kerrville, Texas. Neely is an experienced corporate pilot and says his dad started teaching him to fly when he was only 12 years old. His mother and father are both pilots. He managed his own automotive service business for the past 10 years. He earned credit towards degrees in aviation science and criminal justice from Central Texas College in Killeen, Texas. Neely has served as a corporate pilot for Trautman Development in Laredo, Texas and serves as reserve deputy and Commissioned Peace Officer for the Burnet County Sheriff's Office.

After a high school friend took Justin flying he was hooked. Rick, his best friend, asked him to join him in the race. This is their first race of this type. They both have done NAA races in the past and can file for any records set during the Marion Jayne Air Race. Rick and Justin are one of two Mooney sponsored entries and one of four teams racing Mooney airplanes—we're guessing there may be some private challenges—perhaps whoever places the best gets their fuel paid for by the other teams ... just a thought.



Chloe Watson
Homemaker
Arlington Heights, IL

Angus Watson
Executive
Arlington Heights, IL

Race 9
1998 Cessna 182S 230 hp

Pilot: Angus Watson—210 hrs, Private ASEL
Crew: Chloe Watson

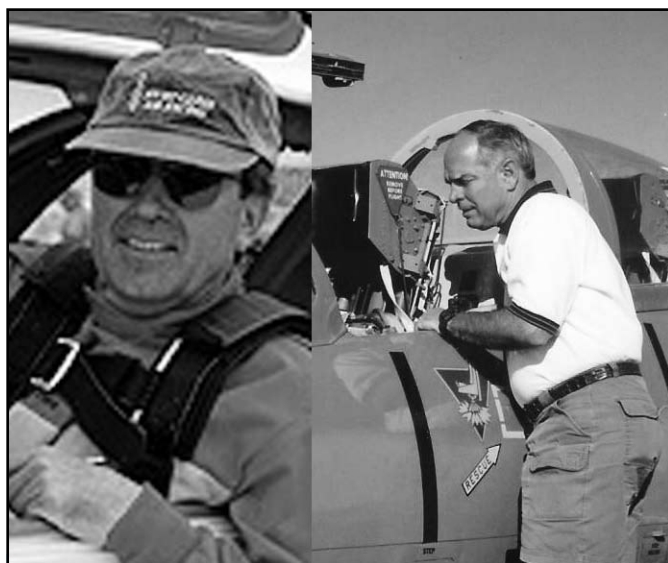
Angus and Chloe had so much fun flying the 2006 Wisconsin 300 that they just had to return and fly all three events in 2007.

Angus started flying in 2003 at Palwaukee Airport, now Chicago Executive Airport. After obtaining his license in 2004 he joined the Schaumburg Flying Club. They will be flying the Schaumburg Flying Club 182S. Angus is a member of AOPA, Aircraft Owners and Pilots Association and the Palwaukee Pilots Association.

Angus is the Director of Ticket Operations at the Ravinia Festival, America's oldest summer music festival where musical luminaries from Itzhak Perlman to Tom Jones to Patti LaBelle entertain Chicago area people of all ages.

Chloe is a homemaker and green-thumbed gardener. She handles the turf at home and joins Angus in this marvelous adventure. They fly places purely for fun. Chloe is not a licensed pilot but Angus says she is one awesome navigator.

These two were the first of several entries who will be competing for the Best Team with less than 1000 hours of flight time.



Mike Jones
Interior Designer
Fullerton, CA

Rick Vandam
Airline Pilot
Reno, NV

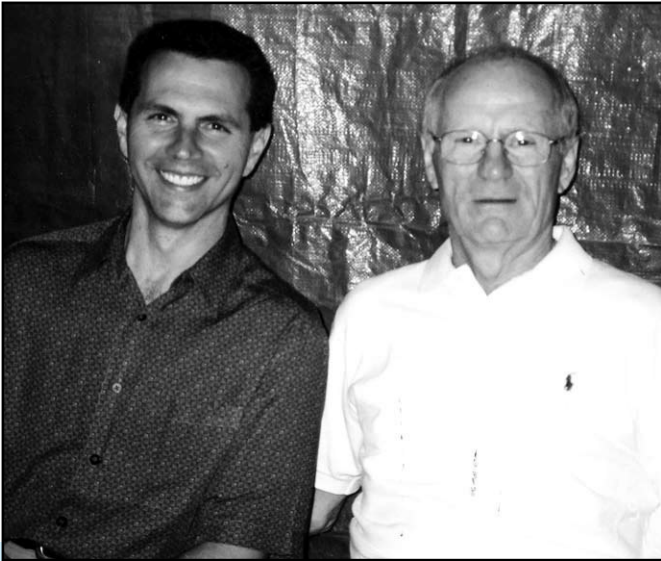
Race 10
1994 Stoddard Hamilton Glasair III 360 hp
"Warp Speed Wanda"

Pilot: Mike Jones—2000+hrs, ASEL, IFR
Co-Pilot: Rick Vandam—24,500 hrs, ATP

The 2006 winners of the Marion Jayne Perpetual Trophy are back to defend their championship. Mike gives the lion's share of credit to Rick for their 2006 overall win, saying that the navigator's role is critical to cross country racing success.

Mike completed construction of his GlasAir III in 1994. The two-seat composite low wing won the Wright Brothers award and was Grand Champion at Sun n' Fun and Oshkosh in 1995. Mike has competed in the Reno National Championship Air Races since 1998, winning the sport Silver Crown twice at speeds of over 300 mph. 'Wanda' also transports Mike to job-sites associated with his interior design firm. Mike was one of the pilots who initiated Sport Class racing at Reno and was entrusted with the presidency of the Sport Class in 2003.

Both Rick and Mike are instructor/evaluators for the Reno pylon racing school and Rick is now the treasurer for the Sport Class. Rick flies for USAir. Rick was also a top competitor in the Sport Class and now he races in the Jet class at Reno and placed second at the 2006 National Championship air races. Rick flew F-4's in the Nevada Air National guard and was a squadron mate of Lee Behel's (Race 5).



Dr. Henry A. Punzi
Physician/Researcher
Denton, TX

Bill Vorderbruggen
Retired Airline Pilot
Denton, TX

Race 11
Mooney M20C 180 hp
"The Comie Joe"

Pilot: Dr. Henry A. Punzi—500 hrs, SEL
Co-Pilot: Bill Vorderbruggen—19,600 hrs, ATP, CFII, MEL



Terese Barta
College Professor
Stevens Point, WI

Jeremy Beaudry
Student
Stevens Point, WI

Race 12
1967 Piper Cherokee 140 150 hp

Sponsor: River Cities Aivation
Pilot: Terese Barta—150 hrs, AESL
Co-Pilot: Jeremy Beaudry—200 hrs, ASEL

This team of rookie racers is certainly no rookies when it comes to flying and to competition.

Henry joined the Civil Air Patrol at 16 because he loved flying but then moved to South America to play professional soccer and complete his medical degree. After returning to Dallas, he rekindled the desire to fly and got his license in 2002. He flies for pleasure and business. Henry says he is very interested in air racing and is excited about flying this year's events. Sounds like we have a new racer in our midst!

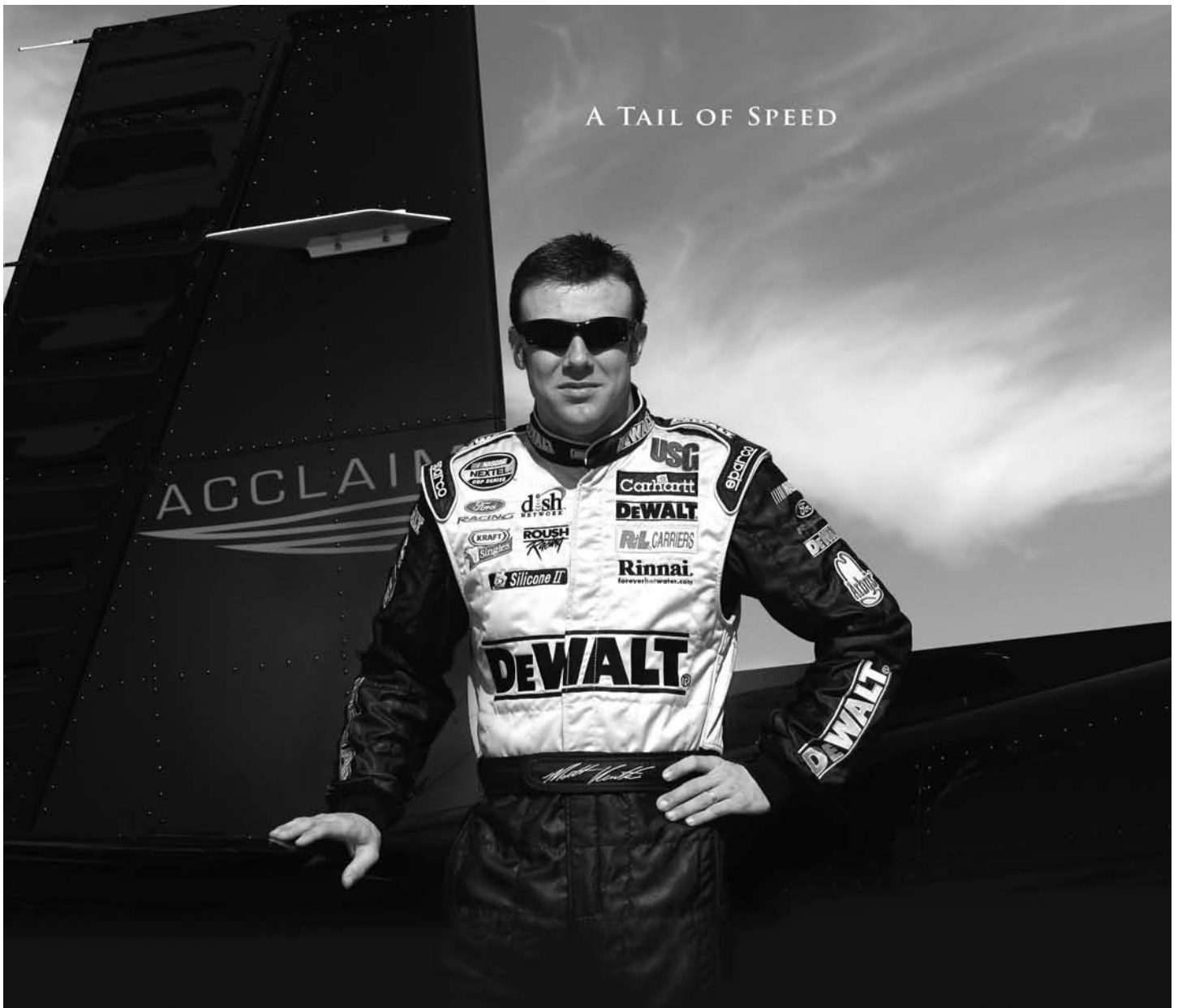
Bill has always had a love of aviation and took his first flying lesson in 1958. He retired as an airline captain in 1997. For the past 20 years he has co-owned a Cessna 172 which he flies regularly. Henry and Bill are friends and neighbors and will be a great racing team.

In 2005 things didn't work out for this team when a mechanical problem grounded them from starting the race. Then with Hurricane Rita bearing down on Texas, they decided to try for better luck in 2006 but were thwarted by weather again. They may not have raced with us yet, but they are smart enough to have chosen one of the easiest numbers to put on a plane. We hope these fast learners have a great time this year.

At age 46, Terese Barta is a relative newcomer to flying and air races. In 2006 she got her private license 'moments' before the Wisconsin 300 Air Race and she and Jeremy then successfully completed the race with zero penalties. She receives encouragement in her new passion from her brother, who is a navy pilot, as well as other family members. Terese flies because she loves to take on new challenges and is inspired by the rich history of women in aviation. So, of course she is a member of the Ninety-Nines, the international women's pilot organization. After earning her private pilot certificate, her goal is to pursue aerobatic training.

Jeremy got his first airplane ride from his grandfather, Jim, at the age of three months—in a Skyhawk that is still based in Stevens Point and has loved aviation for as long as he can remember. He built his first RC model at age 13. He soloed a C-172 in 1997 at a small Minnesota airport and took the private checkride in Wisconsin in 2004. Jeremy is currently working on an instrument rating. He is the Secretary of the Stevens Point Pilots Association, a member of the CAP, works part time for the local FBO, does part time construction, auto repairs, computer help, and many widely varied hobbies and he is a Business student at the University of Wisconsin Stevens Point.

A TAIL OF SPEED



Take it from a man who knows about speed, Matt Kenseth, one of the winningest drivers in NASCAR. Coming off of his record 2006 season, Matt wanted a new airplane. No surprise, he bought an Acclaim.

Acclaim is not only the fastest single engine piston in the world; it's also built by the world's number one manufacturer of super high performance aircraft. Acclaim flies faster, farther and with aerodynamic purity that's unrivaled, without sacrificing comfort, safety and efficiency.

Team up with Matt and experience this new breed of speed today.

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David Copeland
Mooney Sales Vice President
Wichita, KS

Dr. Remy Blanchaert, Jr.
Dentistry
Wichita, KS

Race 15
2007 Mooney Acclaim 280 hp

Sponsor: Mooney Airplane Company
Pilot: David Copeland—5,800 hrs, ATP
Co-Pilot: Remy Blanchaert Jr. —880 hrs, ASMEL, Comm'I, CFII



Jim Clarry
East Islip, NY
Controller

Stuart Morse
Daytona Beach, FL
Oklahoma City, OK
Retired Controller Pilot

Race 25
Grumman Tiger 180 hp
"Tiger Lilly"

Pilot: Stuart Morse – 3,700 hrs, SEL, IFR
Co-Pilot: Jim Clarry – 1,250 hrs, SEL, IFR

As the ad on page 34 says, when you feel the 'Need for Speed,' just buy and fly a Mooney. David and Remy will be flying Remy's new Mooney Acclaim. It is touted as the world's fastest single engine piston plane. The National Air Races are exactly the place to show off all that speed in either the PSR, Pilot Skilled Racing or the APR, Aircraft Performance Racing.

David grew up in the aviation industry. His family owned and operated a private airport and fixed-base operations in his hometown of Wichita. His parents, both avid aviators, taught him the love of flying. He later earned his airline transport rated license and flew for American Airlines for four years. David has also worked at multiple other aviation companies.

Remy will be flying in his first air race. He was drawn to aviation during his early childhood when his mother took him for picnics on the cliff overlooking the Kansas City downtown airport. After completing his training he bought the 172 in which he was originally certified in March, 2000 and set out to learn more about aviation by earning six more ratings and licenses. Remy welcomes the challenges of air racing and cherishes the opportunity to participate in the promotion of General Aviation.

Stu and Jim will be racing the Marion Jayne Air Race for the fourth time as a team. They have a winning record and are great competitors and sportsmen. Stu has retired from "the tower" but Jim is still "pushing tin" in New York. It seems that Stu has come out of retirement and is spending the next few months working for the FAA out of Oklahoma City.

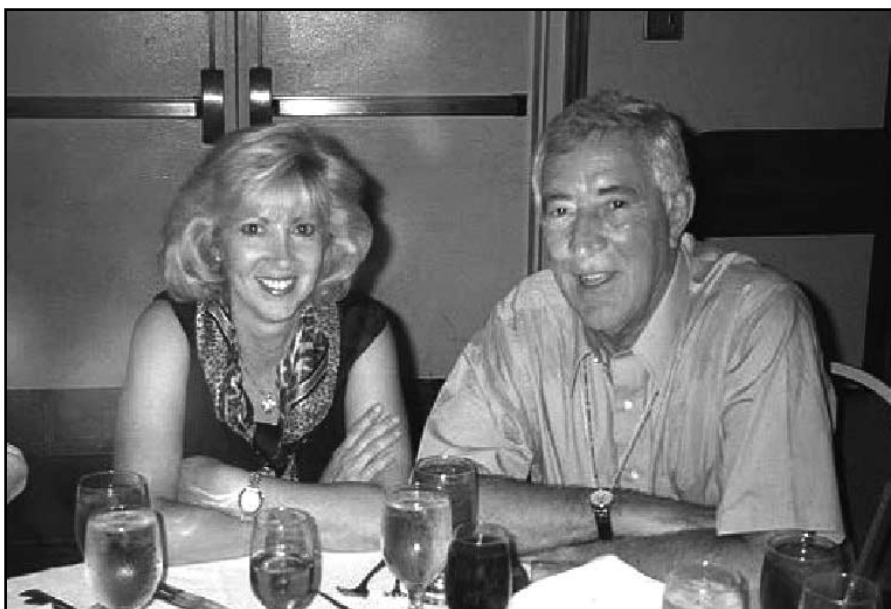
This team won the 2003 Great Southern Air Race and placed second in the 2004 California 300 and Marion Jayne Division A. Stu really enjoyed his third place win in the 2003 Flying Texas 200 Air Race. The winners of that race were flown by helicopter from the airport to the Texas Motor Speedway to receive their trophies before 190,000 race fans awaiting the start of the Bombardier 500 Indy-style car race.

Stu is a member of PATCO (Professional Air Traffic Controllers Organization), AOPA, AYA, EAA and Angel Flight. Jim is a member of PATCO, CGA and AOPA. This team is aiming for the Marion Jayne Perpetual Trophy and guarantees it will fit in the Grumman.



Arthur T. Mott

Our Perennial Top Gun Sponsor



Charlotte and Arthur Mott



John Dawson, Arthur and son Tyler



82U lined up and ready to race



Arthur's beloved Baron, "Cumulus Bound"



John Dawson
Richmond, VA
Business Manager

Arthur Mott
Waxhaw, NC
Business Owner

Race 29
Beech Baron B58 620 hp
"Cumulous Bound"

Pilot: Arthur Mott — 2,700 hrs, SEL, MEL, IFR, Glider
Co-Pilot: John Dawson — 1,600 hrs, SEL, IFR

These two are always racing and always in the winner's circle whether they fly separately or race together. Arthur and John won the 2005 weather-plagued Marion Jayne Air Race. They'll be after that other pesky Beech owner, Race 3, Marvin Guthrie as Marvin and Esther Grupenhagen managed to best Race 29 for the 2005 Perpetual Trophy. They'll be challenging the 2007 winners too as one of the faster planes in the races. Arthur wants to win that Marion Jayne Perpetual Trophy again.

Arthur was an Inaugural 1995 U.S. Air Racer and he won the 1996 Marion Jayne Air Race. Arthur has only missed one year of the U.S. Air Races and even then he 'attended' by listening to the proceedings via cell phone. He had broken his shoulder shortly before the 2004 races and his doctor would not release him to fly. He has also won the Great Southern and Hawaiian Air Races. He jumped right into cross country racing with his first event as the 1994 Round the World Air Race. Arthur's dedication to air racing and his support make him a winner every year.

John Dawson keeps Arthur on course and "in line" and he enjoys every second of it. John owns a Beech Sierra, is a veteran air racer and now has the London to Sydney air race in his log book. John's contributions extend beyond his own flying. He graciously serves on the Handicap Validation Group and lends his expertise in handicapping and timing systems to many races. We hear that John is also racing solo...on his bicycle and he has the scars to prove it.

THANK YOU, Arthur
For your continued support



Shelby Bowles
Financial Planner
Waldorf, MD

Jim Reed
Aviation Safety Counselor
LaPlata, MD

Race 41

Cessna Skymaster 337-B 320 hp "Wild Thing"

Pilot: Shelby Bowles—1,600 hrs, SEL, MEL, IFR
Co-Pilot: Jim Reed—6,400 hrs, ATP, MEL, IFR, CFI



Mathew Giltner
Pilot/Retired Coast Guard
Whitehouse Station, NJ

Pam Dellea-Giltner
Business Executive
Whitehouse Station, NJ

Race 54

Mooney M20C 180 hp "The Mighty Mooney"

Pilot: Mathew Giltner—3,500 hrs, ATP, ASMEI, Comm'l.,
CFI, LRJET
Crew: Pam Dellea-Giltner—500 hrs, ASEL

The 2004 Marion Jayne Perpetual Trophy winners are back. They say they will go for another victory and look forward to another great race. This team also won second place in the 2003 Flying Magazine Texas 200. While they are ferocious competitors with 'aggressive backgrounds'—Marines and Air Show pilot, they are two of our favorite gentlemen pilots. They are always, always polite and wonderfully helpful.

This will be Shelby's ninth Marion Jayne Air Race and he has competed in the Kitty Hawk Cup, Great Southern and Great Bahamas races. Shelby is the owner of a Financial Services Company. He is married and has one son who is in the Coast Guard. Shelby belongs to the AOPA and EAA and his military background in the Marines keeps him active in veteran's organizations.

Jim began flying as a hobby in 1962, but after retiring from his post in the Navy as an electron microscopist, flying became his career. Jim has built two experimental aircraft from scratch. For 16 years he used his Reed-Pitts Special in air shows, retiring from that business in 2001. He is an active Gold Seal Flight Instructor and Aviation Safety Counselor. Jim has clearance to the Washington D.C. airspace where he conducts aerial inspections for several local power companies.

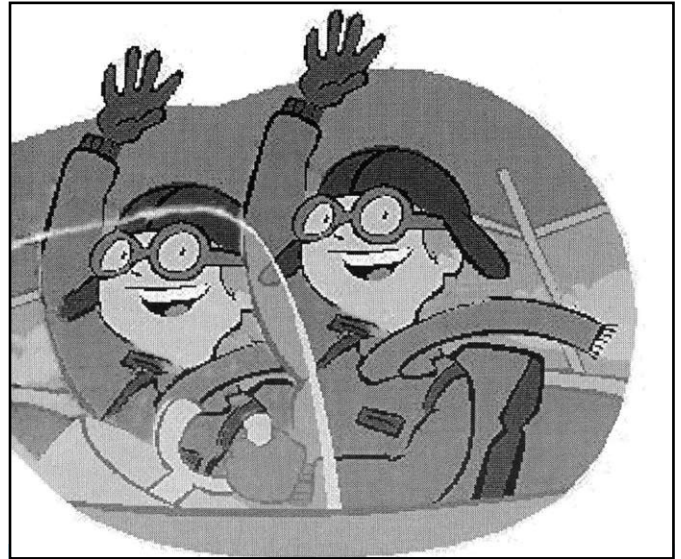
Pam and Mathew are racing in the USAR again. Pam is an executive for a major Pharmaceutical Company in New Jersey's "Pharm Country" region. Mathew is retired from the United States Coast Guard after 20 years, where he was a navigator and Search and Rescue planner. His mission list is impressive (over 5,000) with numerous high profile rescues documented in novels, motion pictures and other media. Giltner was also involved in the TWA Flt 800 crash. On September 11th 2001 he was the New York City Duty Officer and says, "without a doubt it was the longest day I have ever worked". Mathew continued his navigation skills in civilian life as a Learjet charter pilot, but has since retired from professional flying.

With these two the competition is not just in the air. As an example, check out the ice-climbing photo above. On the ground you can find them cycling, competing in endurance adventure races, or using their Mooney, to fly them to compete in pistol matches around the United States as they both shoot in the International Defensive Pistol Association state championships. In the rare down time, you might find them playing with the love of their life, the rescued Rotty, Pheobus, or putting the finishing touches on their fifteen year project, restoring their turn of the century Victorian home.

Race team 41 Shelby Bowles and Jim Reed

*Sponsors of a
Learn to Fly
scholarship*

THANK YOU!



Robert Dopp
Engineer
Beldenville, WI

Chris Gregersen
Pilot
Minneapolis, MN

Race 57 Mustang 2 150 hp

Pilot: Robert Dopp—425 hrs, Comm'l, SEL, IFR, CFI
Co Pilot: Chris Gregersen—2,000 hrs, Comm'l, IFR, CFII,
MEI

U.S. AIR RACE

Thanks

HANDICAP VALIDATION GROUP

John Dawson

Harlon Hain

Dennis Hackler

Mathew Giltner

Rick Vandam

For their
contributions to
making the races
safe, fair and fun.

Rookie race team #57 may only have 150 horses under the cowl but their Mustang 2 will be charging around the race course at a very respectable speed. The "Midget Mustang" was originally designed in 1959 by Robert Bushby. There have been 400 built.

Both Robert and Chris say they are truly looking forward to the challenge of air racing. Robert first took an interest in flying while working for a local aerial application business in the summers while attending college. At the age of 19, he took his first flight lesson in a Cessna 150 and has since gone on to obtain his advanced ratings and is now a flight instructor part time.

Chris was introduced to flying at age 7 and has been hooked ever since. Currently he flies a wide variety of aircraft, but his favorite plane and flying style is going low and slow in a Champ.

The first person to call 817-235-4854 with the answer to the following question will receive 5 free raffle tickets for a learn to fly scholarship. Offer ends July 20, 2007 at Noon. What 4 state capitals begin with the same first letter as their state.



Donald Gallion
IT System Administrator
Michigan City, IN

Donald McAlhany
Semi-retired
St. Joseph, MI

Race 61
1974 Piper PA-28-151

Pilot: David Gallion—450 hrs, ASEL
Co-pilot: Donald McAlhany —447 hrs, ASEL

We welcome these two new racers. They are the second of several teams competing for the best team with under 1000 hours of flying time when they entered the race.

David works for AEP at the Cook Nuclear Plant in the Information Technology department. He got his pilot's license in 1978. He flew for a couple of years and stopped and then started flying again in 1999. This time he really invested and bought a Warrior to fly. There is nothing quite like having your own plane, to have more fun with flying. When David is not flying or working, he likes to Skydive, Scuba dive and target shoot. When it comes to guns, he needs to meet some of the racers, like Race 54 team, who competes with pistols.

Donald and David both belong to the United States Pilots Association (USPA), Aircraft Owners and Pilots Association (AOPA) and Experimental Aircraft Association (EAA). We look forward to meeting both pilots and introducing them to the fabulous sport of cross country air racing!



Dennis Schwieger
Business Executive
Dixon, IL

Bett Schwieger
Home Manager
Dixon, IL

Race 66
1975 Cessna 177RG 200 hp

Pilot: Dennis Schwieger—1,200 hrs, ASEL, IFR
Co-pilot: Bett Schwieger

Dennis became passionate about flying when he took his first plane ride at age 6. He earned his pilot's license after college but put flying on hold while he was overseas. The Schwieger's have owned different types of airplanes. Today, Dennis and his wife, Bett fly a Cessna 177 because of its easy entry and exit as Beth has a bionic leg.

Dennis and Bett got huge enjoyment out of Dennis' first 300 mile race in 2005 and they are back this year as a team on the ground and in the air. During the navigational challenge of the Renaissance Rules—flying as it was at the birth of aviation—for the Carolinas 300 Air Race, Dennis had his own innovation to facilitate navigation by map and eyeball—you know, without all those fancy electronic gadgets. He enlarged the sectional maps that covered the course for easier reading and geographic feature recognition. Clever guy—especially since it was his very first race.

Since then, all of this got very complicated because business demanded a move from North Carolina to Dixon, Illinois. They wanted to compete in 2006 and are quite determined to join all three National Air Races in 2007. After all, what is the sense of working so hard, if you can't play hard in between all the other work and life commitments?

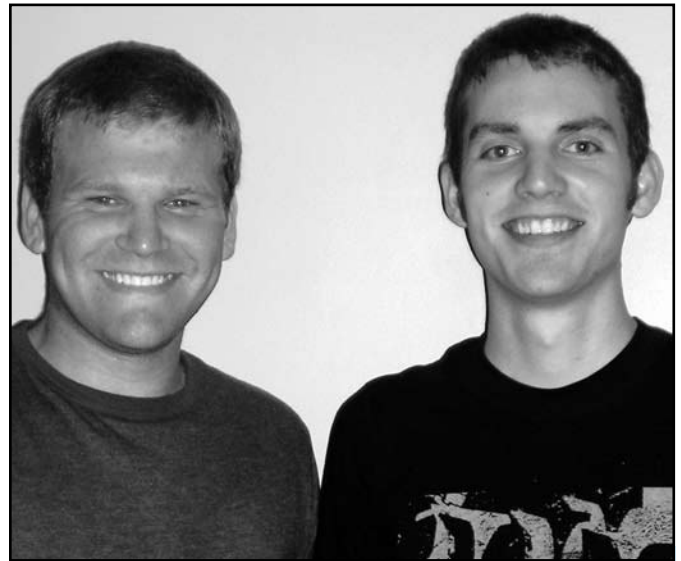


Robert Axsom
Retired
Farmington, AR

Jeanine Axsom
Retired
Farmington, AR

Race 71
2004 Axsom Van's RV-6A
"Blue Bird"

Pilot: Bob Axsom—4,700 hrs, ASEL, IFR
Co-pilot: Jeanine Axsom



Ken Kessler
Student
Mankato, MN

Brett Carpenter
Student
Mankato, MN

Race 88
2006 Diamond DA20-C1
"The Dragonfly"

Pilot: Kenn Kessler—153.5 hrs, ASEL
Co-pilot: Brett Carpenter—51.3 hrs, ASEL

This is our first entry into the APR (Aircraft Performance Racing) competition. They have already scored SARL (Sport Air Race League) points this year and expect to add more in the Wichita 300 air Race.. Bob retired after 50 years in the aerospace industry and 4 years in the Air Force. Bob and Jeanine built their own plane from a kit produced by Van's aircraft. It took them about 8 years. They have flown it from coast to coast and border to border. They have also raced in the 2005 and 2006 EAA AirVenture Cup cross country APR races. They have raced with us in the past in their Red-bird in the PSR events.

Jeanine helped build the Blue Bird and has labeled it a good, fast plane. She finds it enjoyable to travel in the plane but the main reason she races is to support Bob.

A sense of humor...

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?"

Student: "When I was number one for takeoff."

Kenn never thought he'd ever like to fly especially after his first flight really scared him. Fast forward ten years. He took another flight and then he knew ... he had to learn to fly. Now he has entered into the Minnesota State University Mankato aviation program to do just that—learn to fly. He has already earned his private pilot's license and is enjoying every minute of it. This will be his first air race.

Brett has loved aviation since the day he was born. After a short year of studying another of his passions, music, he came to his senses and entered the pilot training program at Minnesota State University Mankato. He has never looked back and just loves to look up.

The U.S. Air Race welcomes these two new aviators. They have the distinction of being the team with the fewest hours that has ever entered one of our competitions. There is an advantage to the very fresh training regimen, they will be great at pilotage which is a key factor for success in the 300-mile navigational challenge they have entered.



Ken Keefer
IBM Sales Consultant
Trophy Club, TX

Pat Keefer
Motivational Speaker
Trophy Club, TX

Race 00
Piper PA-39 Twin Comanche 320 hp
Race Board Aircraft

Pilot: Ken Keefer—1,700 hrs, ASMEL, IFR
Co-Pilot: Pat Keefer—1,200 hrs, ASMEL, IFR

Ken got into aviation because he wanted to participate in the conversation at the dinner table. He married into a family with three pilots and that included his wife and mother-in-law. He took instruction for both his private license and instrument rating from, yes, his mother-in-law. That mother-in-law was Marion Jayne and she let him use her airplane. Of course, before he got to use the plane, he had to fly it to her high standards.

Ken uses the Twin Comanche to fly to the Rocky Mountains where he enjoys wilderness backpacking on week-long trips. This is serious outdoor stuff as he packs everything he needs for a week in the wilderness and treks a lot of miles with long-time backpacking buddy Jerry. When he isn't busy savoring flight time or outdoor beauty, he's keeping track of family finances and enjoying life. He just retired after being a technical sales consultant for IBM for 32 years.

Pat has always relished air racing for the challenge as well as the friendships made and sights seen along the way. Pat met husband Ken in college as they both studied for their degrees in Physics and MBAs. In 2003 Pat completed her 30 year sales and management career with IBM and retired. Now she balances working on the air races with motivational speaking, elder care management and most importantly, enjoying her husband of 32+ years.

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