

# Jim Stevenson

## Cessna 170B - N299A

I've participated in the New Holstein STOL Demo for many years, as well as the Airventure STOL Demo in 2018, 2019 and 2022. I do about 150 hours of STOL flying a year and my favorite places to fly are Wisconsin, Idaho and Alaska.



### Hometown

Oregon, WI

### Home Airport

C29

### Gross Weight

### Empty Weight

1435

### Aircraft Engine

Lycoming O-360 - 180HP

### Propeller Make

Hartzell

### Propeller Model

Trailblazer

### Performance Mods

Horton STOL kit, 180 Gear legs, VGs

### Aircraft Tires

Alaskan Bushwheels

### Sponsors



# Kyle Bushman

## “The Boss” Backcountry Supercub 4-Place - N829PW

My home airport stol flying a normal year for me is 150-250 hours. All in small STOL Style aircraft. I help Kevin run StolDrags around the country. Have competed and placed in a number of traditional stol events around. Spend much of each year flying Stol airplanes to different events. Number of stol hours in the last year conservatively 500 plus hours. Total time last 5 year in stol airplanes 800 plus. I think that this new design 4 place supercub will be a great addition to the show. It shows what high utility aircraft are all about. What a true working machine looks like.



Last year i flew the "baby" brother REV3. This 4 place is That airplane on steroids.

### Hometown

Eugene, OR

### Home Airport

77S Creswell Oregon

### Gross Weight

### Empty Weight

1600

### Aircraft Engine

Lycoming IO-540 330HP

### Propeller Make

### Propeller Model

### Performance Mods

leading edge slats, extended porter style gear,  
extended baggage, 4 seats. large cargo  
door. extended range fuel 100 gallons.

### Aircraft Tires

35





# Bo Ellis

## #80 "Echo" Bodad Miniwagon (Legend Cub with Skywagon tail) - N314BE

Bo started his aviation career as a mechanic. Scratched and clawed his way through his ratings while wrenching for a skydiving outfit in Colorado. Jump pilot, Freight dog, canyon tours, whatever it took to stay around those magnificent flying machines. Worked the bush in Northwest Alaska for a decade and is now flying straight lines for a corporate outfit to feed his addiction for low and slow. Owns a small grass strip not far from Reno in the Sierra mountains where you will find him building his next airplane to compete in STOL Drag.



### Hometown

Reno, NV

### Home Airport

CA11

### Gross Weight

### Empty Weight

1150

### Aircraft Engine

Titan O-370 - 190HP

### Propeller Make

### Propeller Model

### Performance Mods

### Aircraft Tires

### Sponsors



**Cathy Page**

## **#85 "LunaC" 2022 CubCrafters FX2 - N85XX**

I'm a STOL Drag racer and an aviation junkie! I received my private pilots license two days before my 25th birthday I've been flying ever since. 11 months later I became an aircraft owner.



When I began taking flying lessons that summer oh so long ago I had a goal, mainly to immerse myself into my Dad's hobby that he had taken up a few years earlier. I wanted to spend more time with him and this seemed like a good way to do that. Thank you Dad, for starting me down this road less traveled. I thought pilots came from a different bolt of cloth, a different educational background and a much different and wealthier world that I was in, but I jumped in anyway, determined to attempt to get my license before the summer ended and I ran out of time and money. I had saved up a fixed amount and knew I would learn more efficiently if I flew frequently. Once I got my license later that summer I began meeting others who flew and I discovered that many of them were just like me. Average blue-collar workers who like me got some exposure to general aviation and once seeing a path to get their private license, did so.

I learned that buying an old airplane was financially about the same as buying a new/economy car. I made a budget, realized what sort of monthly payment I could afford and took out a loan and bought a 1953 Cessna 170B. I had no thoughts of becoming a professional pilot at all. I still assumed those careers were left to people from a different station. Sometimes when a young person sees a successful adult they think that person was always like that but the truth for most of us is that we created what we've become in life by simply putting 1 foot in front of the other. That summer when I got my pilots license and the following year when I bought that first airplane I was working construction as a steamfitter apprentice. I couldn't really even imagine myself as a pilot and I surely didn't imagine myself as an aircraft owner but I did see some of the initial steps to getting my pilots license and every step led to another.

So over the years I continued to just step forward and see more opportunities that involved flying. After about four years of flying my Cessna on evenings, weekends and vacations etc. I realized that I might be able to make a career change after all. If you said to that 25 year old me, Cathy you're going to get a pilot license. You're going to buy an airplane. You're going to abandon this hard earned journeyman steamfitter card and this building trade. You're going to pursue aviation as a career and go wherever it leads and it's going to lead you to the airlines. You're going to meet the most amazing people who's station in life is so many levels above your own and you're going to fit in with those very same people because you all have the same passion for flight, well I would have said you were crazy.

As I look back today to the person I was then, I can hardly believe where aviation has taken me and who I've become since those early days as a steamfitter. Those simple flying lessons led me to grow into a person I didn't know I could be. I am grateful beyond description. I've met so many extraordinary people along this journey. Flying redirected my path in life to a place in time, mind, spirit and soul I could not have dreamed. I pinch myself every day. General aviation is where I began and it's where my heart lies.



# Cathy Page

## #85 "LunaC" 2022 CubCrafters FX2 - N85XX

The past several years I've been a STOLDrag racer and I absolutely love it. It was created by Kevin Quinn and first appeared at Kevin's High Sierra fly-in in northern Nevada about 8 years ago. Kevin and his team of many, have grown STOLDrag and it's been a part of the Reno National Air Races since 2019. With the help of Cubcrafters I became a Carbon Cub FX2 owner. It is a formidable aircraft in STOLDrag as well as the backcountry and I absolutely love flying it. I also fly in the backcountry "out west" and get to enjoy some of the best country on this planet. You'll see me and my new Carbon Cub at a STOL event soon and in the mountains of the western US camping. I'm on Facebook, Instagram and YouTube Cathy White FB Stoldrag85 Insta CatePage YT

### Hometown

Tucson, AZ

### Home Airport

KAVQ

### Gross Weight

1865

### Empty Weight

1085

### Aircraft Engine

Titan 340

### Propeller Make

Catto

### Propeller Model

80/50

### Performance Mods

Acme Aero main gear shocks, Grove double puck brakes, Alaska Bushwheel Tires, Carbon Concepts belly cargo pod

### Aircraft Tires

Airstreak 29"

### Sponsors

Cub Crafters, McFarlane Aviation



# John Young

## Young Aviation

### 2022 Patriot Aircraft “Super Patriot” - N625WT

- Co-founder of the ArkanSTOL Ozark Backwoods Challenge
- ArkanSTOL wrapped up its very successful fourth year in September, 2023 and is scheduled again for fall of 2025 at Byrd’s Adventure Center in northwest Arkansas. In this aviation motorsport, talented pilots apply backcountry flying techniques while competing against each other in a test of skill and judgment in a true backcountry setting.
- Raised in an aviation family, and has over 38 years experience in the industry
- Owner of Young Aviation offering brokerage, aircraft management and pilot services.
- Over 3,600 hour Commercial Pilot with multi-engine, instrument, seaplane, glider, tailwheel, Citation Type, and A&P mechanic ratings.
- John has experience in the PC-12, Kodiak, Husky, Piper Meridian, Baron and over 50 different other single engine and tailwheel aircraft.
- John’s regular ride is “Stickers the Husky” , hangared at Gardner, KS....home of VAA 16, one of the largest vintage aircraft chapters in the country.



**FOR SALE** Visit John in the STOL Corral to learn more.

#### Hometown

Kansas City

#### Home Airport

K34

#### Gross Weight

1900

#### Empty Weight

1109

#### Aircraft Engine

Lycoming IO-320

#### Propeller Make

Sensenich

#### Propeller Model

82” Ground Adjustable

#### Performance Mods

**Acme Aero** Titanium Landing Gear, Pro Series Suspension System & Stinger Tail Wheel. • **Berringer Aero** 10” Wheels & Single Caliper/Dual Puck Brakes • **Airframes Akaska** Aluminum Lift & Jury Struts • **Micro AeroDynamics** VG’s

#### Aircraft Tires

35" Alaskan Bushwheels & Baby Bushwheel

#### Sponsors

ArkanSTOL Ozark Backwoods Challenge & Young Aviation





# Joe Dory

## #53 2012 Super Cub Clone - NX1111E

Joe Dory has been flying his whole life. As a 3rd generation pilot, aviation is his lifeblood. Over the years Joe has spent thousands and thousands of hours flying low level, high intensity jobs such as crop dusting, fire bombing, and wildlife work from a Super Cub and a helicopter.



You'll notice the airplane he's flying in the STOL demonstration is a Piper Pacer. The Pacer wasn't originally designed for short takeoff and landing, with its short wings and fuselage. But between a few modifications and Joe's experience flying low and slow, that little Pacer is out here competing with the best of them. The Cub scratch built Super Cub clone, built by Kenny Johnson in Kentucky in 2012.

### Home Airport

UEL

### Gross Weight

### Empty Weight

### Aircraft Engine

Stock Lycoming 160HP

### Propeller Make

### Propeller Model

### Performance Mods

### Aircraft Tires





# Rick Ness

## #82 Yooper Cub

### Experimental PA-18 Super Cub - NX717YC

I spend much of my time at home practicing in a real STOL Environment here in the U.P. of Michigan; I have logged over 600 hours in my Super Cub since my aircraft was certified in September 2015. I have spent most of those hours off airport, in fields, on beaches and river bars, as well as on Skis during the winter, flying into frozen Rivers, lakes and fields; many of my destinations are for hunting and fishing purposes.



Competition experience includes 6 years at New Holstein Supercub.org fly-in where I participated in the Sunday STOL Demonstration placing in the top 5 every year, 2022 best was a combined Tk off 121' and LDG 85' Total of 206' finishing 1 st place in type.

I have also participated in the EAA STOL Invitational starting in 2018 as an alternate helping out with the field judging, was invited back in 2019 as a participant and again for 2021 and 2022. I am an active member of EAA also belong to AOPA and the RAF.

#### Hometown

Escanaba, MI

#### Home Airport

Delta County Airport

#### Gross Weight

1250

#### Empty Weight

#### Aircraft Engine

Aerosport power Lycoming 0320

B2B, duel P-mags, 180hp

#### Propeller Make

WirlWind Ground Adjustable prop

#### Propeller Model

#### Performance Mods

6" extended gear, Mackey Slats, Extended Square wings, VG's, TK1 shocks, T3 Tail Suspension

#### Aircraft Tires

31" Bushwheels



# Hal Stockman

## Team: Zipper Big Bore

### “War Horse” Badlands Traveler - N365BS

Hal is the most famous STOL Pilot on the internet, That is NOT on the internet! He's a STOL Veteran and beloved in the STOL community! He's know for "threading the needle" to get into his 700" home strip that is nestled on the side of the hill at 5,300' MSL in Elko, NV.

Hal is known for his famous Hal-isms the most famous one being "Anything is possible with enough time and money....and the more money you have, the less time it takes!"



Hal lived in Alaska for 8 years, it was during his time there he discovered his love of flying. He thought flying was out of reach for him for years as traditional aircraft can be a bit pricey, until he discovered experimental aircraft. and stumbled upon his first Rans S7 and has been flying Rans aircraft for 20 years since.

Hal is flying War Horse, a Badlands Traveler

#### Hometown

Elko, Nevada

#### Home Airport

700' Home Strip on the side of a hill

#### Gross Weight

#### Empty Weight

980

#### Aircraft Engine

Lycoming 200HP

#### Propeller Make

#### Propeller Model

#### Performance Mods

#### Other Mods

#### Aircraft Tires

#### Sponsors





# Levi Noguess

## #55 2007 Slepcev Storch- SS4 - N129BH

I'm an avaholic. I love to fly! My current flying job keeps me out to the USA for much of the year so I make every effort to participate in these competitions when I'm in the States. Prior to retiring from the US Army as a Helicopter and fixed wing pilot, I served as a US Marine Force Recon Sergeant. Now, I fly as often as I can either Low and Slow or High and fast. Let's Go Flying! I'm now flying a Slepcev Storch which is a 3/4 scale replica of a German WW2 FI-156 Fiesler Storch. Great STOL plane and ahead of it's time due to the advanced German engineering of that era! Fun Plane!



### Hometown

Belton, TX

### Home Airport

kile

### Gross Weight

1320

### Empty Weight

785

### Aircraft Engine

Rotax 912 ULS 100HP

### Propeller Make

Kiev

### Propeller Model

N/A

### Performance Mods

Leading Edge Slots

### Aircraft Tires

8.5x6 Desser Aero Classic

### Sponsors

N/A





# Patrick McInteer

## #40 2006 Rans S7 - N540RL

I'm a part time veterinarian who performs orthopedic surgery on dogs fixing broken legs and torn acl's. I also am a part time commercial contract pilot flying pilatus PC12. I have given over 2000 hours of flying lessons, flown aerobatics and dabbled in formation flying. I find the stol and back country off airport flying and the people involved to be my favorite form of flying. I've participated in the National Stol series events across the country flying traditional stol. I've participated at arkanstol flying competitively in the ozark mountains of Arkansas. I've also participated in Stol Drag racing. The skills used for all of these events are similar, but also unique for each one helping to improve my pilot skills.



### Hometown

### Home Airport

Kahq

### Gross Weight

1320

### Empty Weight

800

### Aircraft Engine

Rotax 912uls

### Propeller Make

NR

### Propeller Model

### Performance Mods

Edge performance rotax 914 engine, badlands stol cuff, carbon concept slats,

### Aircraft Tires

29" air streaks



**Jon Hakala**

**Big Tuna Racing**

**#66 "Big Tuna" 2007 Zenith CH701 - N66701**



First competition was 2021 for the STOLDrag world championships at the High Sierra Fly In in Nevada. Ended up taking First place in the Bronze racing class there, then I knew I wanted to make as many competitions as I could. I have been able to compete at the Reno Air Races in 2022 and 2023 for their final year at Reno. I have made the STOLDrag and National STOL competitions in Nebraska when held there, and also support one of my local EAA Chapters and their competition every year in Independence, OR. Given the type of airplane I have, pretty much all flying is STOL flying, even at 85mph across the country! All jokes aside, my real world STOL hours is likely close to 100-150 hours. Most of my local flying is done along dirt strips and gravel bars, with heavy emphasis put on practicing my STOL takeoff and landing techniques. Getting comfortable with practicing and finding the edges in a safe way is important to me, so that I can take those skills to where it counts and be safe about it.

**Hometown**

McMinnville

**Home Airport**

Kmmv

**Gross Weight**

1200

**Empty Weight**

650

**Aircraft Engine**

Rotax 912ULS

**Propeller Make**

Warp Drive

**Aircraft Tires**

Knobbies/Bushwheels

**Sponsors**

Beringer Aero





**Steve Henry**

**Wild West Aircraft**

**#44 "YeeHaw 8" 2022 Just Aircraft**

**Wild West Aircraft Highlander XL - N864SC**



Steve Henry has been flying and competing in his Wild West Aircraft/Just Aircraft Highlander for many years. He started flying Highlanders in 2005 where he made history when he filmed the Dead Stick Takeoff in his first Highlander (This video is still viewable on his YouTube Channel "Steve Henry"). Competing in his every day airplane- his Highlander has graced the cover of many aviation publications, countless articles, and several viral videos making his yellow airplane #44 dubbed "Yee-Haw one of the most recognizable backcountry aircraft in the world. Steve is a dealer for these planes and has years of research and testing. His enthusiasm and dedication supports and advances aviation, as well as up and coming pilots. Easily approachable, Steve would love to answer any questions you may have about his plane so don't hesitate to stop by and say hi at the Just Aircraft Booth just north of the UltraLight Field. You can too fly one of these dream machines!

**Hometown**

Nampa, ID

**Home Airport**

KMAN - Nampa, ID

**Gross Weight**

1320

**Empty Weight**

820

**Aircraft Engine**

Hypersports Yamaha Sidewinder 300HP

**Propeller Make**

NR Propellers - Senseich. - 92"

**Propeller Model**



**Performance Mods**

Custom Carbon Slats, TK 1 Suspension, Marc Ingegno wheels and brakes, Cockpit adjustable tailwheel suspension

**Aircraft Tires**

Switch out between Knobbies and Alaskan Bushwheels

**Sponsors**

Hypersports Racing Research and Development, Better Aircraft Fabric, Flying Eyes Optics, Clemens Insurance, Skytrax Gearbox, TK1 Shock Monsters, Aeroleds, Marc Ingegno Wheels and Brakes, GRT Avionics Sensenich Propellers, NR Propellers, Tundra Lite Tailwheels, Earth X Batteries, Sky Cowboy Helmets



# Dan Reynolds

## #9 "Valdez Special"

### 1983 Chinook Valdez Special - C-IEPY

Bush pilot all my life flying Super Cubs and Cessna 185. This plane is a highly modified 1983 Chinook WT 11. I designed and built all the modifications with the exception of the slats ( Carbon Concept)

I have logged over 6,000 hrs on the 4 Chinooks I own. Going to the Valdez STOL in Alaska inspired me to modify and build this aircraft., hence the name of this model. I have two of the Valdez Special that are flying and another one all framed up. I have won the Unlimited class at the National Finals the past two years. I had the best score at Sun'n Fun in 2023. I hold the record for the shortest landing @ 9'6" set back in 2018 at Valdez Alaska. I just competed at Swamp STOL and won the Unlimited class and was Grand Champion with a combined score of 46 ft.



#### Hometown

Yukon, Canada

#### Home Airport

CYDA

#### Gross Weight

1050

#### Empty Weight

540

#### Aircraft Engine

Rotax 670

#### Propeller Make

NR

#### Propeller Model

3 blade carbon fiber

#### Performance Mods

Slats & VGs

#### Aircraft Tires

26 Airstreaks

