

# Oshkosh

EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

SEPTEMBER 2002



## Oshkosh 2002, Part 2

Mike Dolan

I met up with Gary Goodmanson from Des Moines whom I have known since we worked together at the U of M flight facilities back in the late 70's. We both went to a Mattituck engine class and spent 4.5 hours on our feet one afternoon putting an XP O-320 back together. It was grueling standing for that entire time. There were many people that started the class, and about 7 of us that endured the entire *(Continued on page 4)*



## Planes of Fame—Chino, CA

by Rob Johnston

As an aviation enthusiast, I really enjoy opportunities to visit airports "buzzing" with aviation activity and history. One such airport I had the opportunity to visit recently is Cal-Aero Field, Chino, CA. Located about an hour southeast of Anaheim CA, Chino sits in a somewhat "desert like" oasis with the foothills of Southern California in the background. Although a far cry from the look and feel of the Midwest, the air is filled with the *(Continued on page 6)*



## First start—It's alive!

by John Koser

On August 26 at Jensen Field in Rosemount, I prepared for the first start of the Jabiru 2200, the engine mounted on the front of my Sonex. Following Jabiru USA instructions, I added two quarts of Aeroshell 100M mineral oil for break-in. Following that, and after removing a spark plug from each cylinder, I ran the *(Continued on page 7)*

Hawking Tickets Mike Dolan p3

Fundraiser Update Ed Hansen p3

Cleared...Approach Frank Hanish p2

Gusty Project & Wish List Peter Denny p5&7



# Cleared for the Approach

by Frank Hanish

# ON FINAL



Minneapolis/St. Paul

Visit our website at [eaa25.com](http://eaa25.com)

#### President

Frank Hanish 952-974-0561  
[frankhanish@cs.com](mailto:frankhanish@cs.com)

#### Vice President

Ed Hansen 952-892-7266  
[DnEHansen@aol.com](mailto:DnEHansen@aol.com)

#### Secretary

Greg Cardinal 612-721-6235  
[cardigi@gw.startribune.com](mailto:cardigi@gw.startribune.com)

#### Treasurer

Chris Bobka 952-432-7969  
[bobka@charter.net](mailto:bobka@charter.net)

#### Membership

Ron Oehler 952-894-2332  
[ron.oehler@worldnet.att.net](mailto:ron.oehler@worldnet.att.net)

#### Newsletter Editor

Pete Gavin 612-866-6676  
[petegavin@mn.rr.com](mailto:petegavin@mn.rr.com)

#### Young Eagle Coordinator

Mike Dolan 952-652-2436  
[iamtopgun@voyager.net](mailto:iamtopgun@voyager.net)

#### Technical Counselors

Earl Adams 651-423-2973  
Chris Bobka 952-432-7969  
Dick Burns 952-473-1887  
William Faulstich 612-772-6597  
Bill Witt 651-633-8849

My fellow aviation enthusiasts, the time has come where our chapter would be best served throughout the coming year(s) with a new president. Elements of my life have changed these past two months. These challenges have made it clear to me that it is time for some simplification. Ed Hansen has done a great job in many capacities for us all. I have appreciated his stepping up, and overseeing the past couple of chapter gatherings. Ed has agreed, and will continue, to help me with the presidential duties throughout the balance of this year's term. Neither Ed, or myself, chooses to accept a nomination for office in the coming year. However, we both do look forward to serving you until the end of this year.

It has been an amazing eight years. I thank all of you for supporting me. The opportunity to serve as a chapter president was a challenge at first. Many of you who have been in the chapter for ten years, or more, know just how much this has allowed me to develop interpersonal skills that even I did not know were there. I guess I grew into the position. It was something that I will always cherish.

What we will be doing these coming months is seeking candidates for nomination from within the membership. This is a solid organization with a bright future. There are a number of individuals, recently new members, that have shown a deeper interest in the chapter. If you are one of these, I would encourage you to step forward and fill an office.

I will share with you the primary benefits in serving an organization like an EAA Chapter. As I have alluded, ten years ago I just decided it was time to get in the game. Personally, I was looking for the mentoring, as well as the personal relationships, from people active within aviation. The time and effort given was returned tenfold.

Despite this being my resignation as president, I look forward to the coming years. My immediate interest is to visit the many aircraft projects both within the chapter, and within the local aviation community. I would like to write articles about these individuals and their aircraft projects for this newsletter.

But before I fly off beyond the horizon, there are still things to get done in 2002. Of an immediate nature, there is wrap up, and the drawing, for this year's fundraising raffle. There is an article written by Ed Hansen elsewhere within this newsletter, which delineates where we currently stand in the need for funds. I sincerely expect that each of you will contribute to the point where we can rely on a successful outcome.

The annual banquet date was recently set for Thursday evening, November 7<sup>th</sup>. I am currently seeking recommendations for this year's award recipients. Any knowledge of an appropriate speaker with contact information would be appreciated.

—Frank



ON FINAL is published monthly by Chapter 25 of the Experimental Aircraft Association (EAA) for the use, education and enjoyment of Chapter members and others to whom it is provided. No claim is made for the accuracy of materials presented. Editorial content is the opinion of the contributor and does not necessarily reflect the position of Chapter 25 nor EAA. Submissions for publication are encouraged and should be addressed to: Pete Gavin, 6905 12th Ave S., Richfield, MN 55423, phone (612) 866-6676 or via email to [petegavin@mn.rr.com](mailto:petegavin@mn.rr.com). Submission deadline: 1st Wednesday of the month. New or renewal memberships (\$20/year) should be addressed to: Ron Oehler, 36 Walden, Burnsville, MN 55337-3678, (952) 894-2332. Permission for other EAA Chapters to use the non-copyrighted portions of this publication is hereby given as long as the source is acknowledged. Any copyrighted material that appears in this newsletter is with the permission of the acknowledged copyright holder. Any further copying must obtain the permission of the original copyright holder.



# Hawking Tickets at Owatonna

by Mike Dolan

I am probably the last one to volunteer to take the truck to a fly-in for our Chapter's fundraising effort. I know that it is something I should do as I want to enjoy the hangar as well as the next member and I know that it makes me feel good that we as a Chapter can send youngsters to the EAA Air Academy summer camps. So finally I had the chance to do just that at the Owatonna fly-in along with my wife Pat and Ron Oehler. We got down to the Owatonna airport at about 6:45 and got set-up quickly. We were right out in front of the hangar on the ramp so we had good visibility. Had time to have breakfast before the first airplane arrived. We had plenty of signage. One sign we made told about sending Elyce and Ian to the Air Academy and we also posted an article from the New Prague paper which was a report of Elyce's aviation activity including the fact that our Chapter had helped sponsor her to the Academy. It was quite the experience. We soon found out that people would stay back a ways from us so we started getting their attention by gesturing if they were afar or talking to them if they were nearer. Quite a few of the people purchasing the raffle tickets did so after we informed them that some of the money went to young people for education. Some of them said they did not care about the truck but did want to donate for the educational side of it. We would always tell them the great odds of winning and the fact that it was an IRS deduction too. We compared our fundraiser to the state lottery regarding what it was used for, the odds and the fact that ours was deductible. The three of us learned how to be successful barkers, good enough that any of us could easily get a job at the fair. We sold 102 tickets for a total of \$204 from about 7:30 to 12:30. I was really hoping we would have sold 150 tickets as that was my goal at the start. We did not meet my goal but I was told by Ed that it was a terrific effort. We met a lot of real nice people and the time flew by as we enjoyed so many different aircraft, too many to detail. We also were able to see four Texans do many flybys in several formations and real tight at that. I think the Owatonna CAP had a real successful fly-in breakfast although I would rather have eggs than French Toast. I sure hope that each and all of you folks, Chapter 25 members are doing your part in this fundraising effort. I am not good at selling but I am working real hard at overcoming my fears of doing just that. I usually have a set of tickets in my shirt pocket wherever I go and occasionally someone will ask what I have in my pocket and I tell them about our Chapter and what we do and normally get a ticket sold. We have long way to go and it isn't easy but if everyone works at it we can do it and the rewards will continue as we bring the new generation into the sport of aviation we all love.

## SportAir Workshops Nov 2-3

Four 2-day SportAir workshops will be offered at Minneapolis Community Technical College Nov 2-3: Intro to Aircraft Building, Sheet Metal, Fabric Covering, and Composite Construction.

Call 1-800-967-5746 or register online at [www.sportair.com](http://www.sportair.com)

# Ch 25 Fundraiser update

by Ed Hansen

With only six weeks of our fundraiser campaign remaining, our goal of achieving \$20,000.00 in ticket sales is in jeopardy. As of August 30th, the Chapter has raised a total of \$3,850.00. These monies were generated through regional fly-in sales of \$2,000.00 and member sales of \$1,850.00. With the last fly-in scheduled for September 8th, the remaining ticket sales will be the membership's responsibility.

Please ask yourself, am I doing my fair share in our chapters fundraising effort? Remember there is an obligation as a member of this or any organization you belong to; you joined the organization to participate in the various activities and/or functions. In the case of Chapter 25, you may have joined to gain additional knowledge on the building of your aircraft from those who have gone through the process. Or you have your private ticket and enjoy the camaraderie of fellow chapter members at various events. Or maybe you just enjoy airplanes and the atmosphere created at these events. Any way you look at it, Chapter 25 offers much for the flying enthusiast. With all that said, you need to ask yourself what have I in turn contributed to the Chapter?

This annual fundraiser offers you the opportunity to fulfill your obligation to the Chapter. Chapter 25 has taken a big step this year in the purchase of a hangar. We now have a home for our Chapter meetings, Chapter family outings, conducting Young Eagle programs and the assembly and updating of Chapter members home built aircraft. That's the good news; the bad news is that we have a hangar mortgage commitment to satisfy. With a mortgage balance in excess of \$40,000.00, we need everyone's support in our fund raising efforts. To give you direction and focus, reread Lee Hurry's article entitled Psychology 1 in last months "On Final." As Lee points out, you can't sell them if you don't carry the tickets and ask someone to buy!!

In the remaining weeks you will be contacted by a fundraiser committee member encouraging your participation. It is hoped you will accept that call with a positive attitude and respond accordingly.

If you have not had the opportunity to visit the Chapter hangar located at 34A India Lane at Airlake Airport, remember the Chapter meetings are held on the 3rd Wednesday of each month. Circle your calendar now for the meeting scheduled for September 18th. We look forward to seeing you there.

**Mark your calendars: Raffle Drawing—October 16th**

## This Month-Sep 18th 6:00 pm

**Grill hot at 6 pm, Meeting starts at 7:00**

**Chapter hangar 34A on India Ln at Air Lake (LVN)**

South on I-35 to Hwy 70 (Megastop), then East to Hamburg Ave (3rd stop sign.) Right turn and South to airport perimeter road. Left on airport perimeter road then right on Hotel or India Lane. Please park in open grass areas between hangars rather than in front of hangars. See you there!

# Oshkosh 2002 — Chapter 25 Impressions (Part 2)

**Mike Dolan** (Continued from page 1)

class. The class was hands-on as much as you cared to participate. When the class was over the instructor gave all the diehards a Mattituck "Graduate" T-shirt.

I would be remiss if I did not include the many days I spent pre-convention working on projects for all the convention goers and campers. I primed and painted the front wall on the Fabric Workshop building with Jim Martin from southwest WI. It was very warm up in the peak. I paneled the entire camper area shower with "super" Dave from Neenah WI. He is called super Dave because he is 67 years of age and is a workhorse. It was brutally hot and it was extra sticky because of the adhesive I was using. I worked with Jim Bragg from IL on EAA bulletin boards. We installed new plexi-glass in the doors, replaced some doors, replaced the back-boards and did some painting.

All that was work I did during the first ten days of July. While there we took time off on July 4th to go to the fireworks in Slim and Holly Caselman's 26' flat-bottomed boat with 18 others. We also made a side trip to Fond du Lac for Mexican food with a group of 14.

Back home for a week, returning on the 17th for more volunteer work. My very good friend Doug Apland from Chippewa WI (President of Ch 509 in Eau Claire), Bruce Tucker from MI, Harold from Eau Claire and I built the new porch and handicap ramp for the arcade on the west end of the campgrounds. Then we built a Lattice structure to hide a couple of large electrical boxes in front of the Wearhouse. The last two jobs were made easier by Operation Thirst!

Our son, daughter-in-law, and two granddaughters camped with us. They also brought their three nephews with them. So there were nine of us in our camp. Six of us slept in the camper and three slept in Joe's Suburban.

I enjoyed the racing exhibition, the B2 fly-by, and the EZ rocket demonstration. Also very interesting formation flying seen only at Oshkosh. One time an F15, P51, Spitfire and a B25 flew by in formation. Where else would you see anything like that?

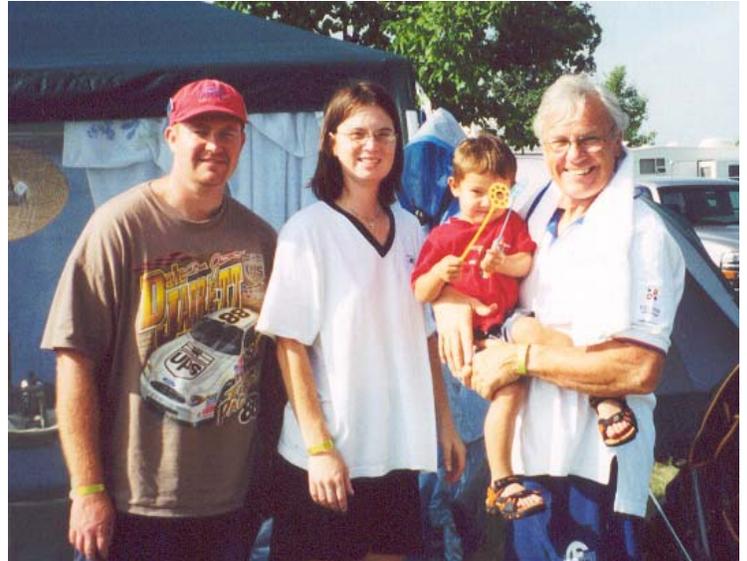
Another highlight was a gathering of Y.E. Coordinators in the Nature Center. They served us lunch and I was sitting next to Colonel Chuck Yeager. There was an EAA photographer who took a picture and I am hoping to get a copy. A couple of interesting things that he said were that he has never owned an airplane and that you should not be screwing around when you are flying an airplane. My comment to him on that last one was that I was sure that he never screwed around in an airplane in all his flying experiences. My statement stopped him cold.

They are going to designate a youngster to be the "sit-in" representative for the 1 millionth Young Eagle who will fly with Chuck Yeager in a P-51 to be flown over Kitty Hawk next year. There are several things they will be looking for in the youngster chosen for this. The person will have to be someone who will interview well for the press, one that is super enthu-

siastic about aviation, and someone who has a story. This person will not be a shy kid!

## **Rob Johnston**

This was my 7th year in a row attending Oshkosh. I always have a great time. The exhibits are great, the show planes are beautiful, and the airshows are exciting. But what I enjoyed most about this trip was the time I spent with my son. At 3 1/2 years old, Diego is so impressionable. Many of the things he sees, he is seeing for the first time. I love seeing his reaction - like the B-52 fly by - he went nuts - and we weren't even on the flightline - we were at the campground.



*Camping at Oshkosh  
Rob on the left and Dan Carroll on the right. Dan's daughter  
Jeane is in the middle, and Dan is holding Rob's son Diego.*

The other thing I enjoyed about Oshkosh this year was seeing old friends. But, of course, that is Oshkosh every year! I enjoyed chatting with Norm, Peter, Pete, Chris, Dan, and Tyler (hope I didn't forget anyone) at the campsite Thursday night.

I also really enjoyed Friday's afternoon airshow. In years past, I have only caught bits and pieces of the airshow because I am usually walking around in the afternoons. This year, Diego, my cousin Eric, and myself sat down and watched the entire show. I especially liked Bobby Younkin's routine in the Samson Bi-Plane.

## **John Koser**

I was there Friday afternoon at the end of the day and most of the day Saturday. My purpose this year was to look for a specific instrument (2.25" vertical card compass) for my panel, to make it to the Friday night Sonex builders' party, and to talk to Jabiru people to find out about a cabin heat muff, which hasn't materialized yet for my engine.

I visited the fly market for a few ideas, hear Burt Rutan speak at his Saturday AM forum, walked down to the ultra-light area and back, and watched the beginning part of the air show on Saturday until the rain developed.



# Gus Limbach's "Gusty"

## A part of International Aerobatics History—Part 1 *by Peter Denny*

An aviation and aerospace magnet program at Washburn High School, an inner city Minneapolis School and EAA's Chapter 25 have joined hands to restore a part of the international Aerobatics history.

The joint project is the complete and detailed restoration of Gus Limbach's "Gusty MK-1". The Gusty, built in Belgium by a series of radical modifications to the "Topsy Nipper" a home-built designed back in the early 1960's by Earnest Oscar Tips.

Limbach realized the design had a potential for becoming a serious competitor in international aerobatic competition. Limbach purchased the plans, set up shop and built this small symmetrical winged airplane and powered it by a Continental C85 which he felt, would give him the best power to weight ratio.

Gus flew the airplane mostly in demonstrations, never having taken it to competition as far as it is known.

This airplane over the years was passed through many hands. It had been flown by other pilots including Johnny Livingston, Wayne Flickinger, Lloyd Franke, Tom Poberezney Dan Neuman and Forrest Lovley.

Over the next few issues, I will pass on more information about this interesting airplane and keep you the reader, updated on the progress of the restoration.

Now, about Washburn High, the school's aviation and aerospace magnet program, Chapter 25 and the restoration plan.

Washburn High has had an aviation magnet program for many years, drawing students with a passion for aviation from all over the city. Areas of study are; Orientation to the space industry, Aircraft design (RC Gliders), History of aviation, Introduction to air traffic control, Introduction to private pilot ground school, Principles of aerospace technology, A perspective of space, and Aircraft design, restoration and construction.

The restoration and construction course will take students down a path where they will restore the Gusty, and on it's completion will commence to build from plans a "Pietenpol" both of which will be done in partnership with EAA chapter 25 here in the Twin Cities. The students will restore the Gusty back to flying condition. However, because of the significance of this airplane it's highly unlikely it will ever fly again. The students will also study the principles of aeronautics and hydraulics, along with the science of flight in an integral part of the program. The skills and knowledge gained will be vital for the construction of the Pietenpol.

We are also in consultation with the Minneapolis Community Technical College at Flying Cloud airport for articulation into associated courses (post secondary) required for trade training in the aviation industry.

This program always welcomes visitors, contributions of money or donations of airplane parts. We are basically starting the restoration will very little. This restoration should be completed for under \$5,000. A corporate sponsor would be most welcomed.

Next issue, I will continue this article with more information on the Gusty and the restoration project.

Note...

Historical and technical information on the Gusty was taken from historical documents held by Chapter 25

I can be contacted by email [peter.denny@mpls.k12.mn.us](mailto:peter.denny@mpls.k12.mn.us)

Or by phone 763-529-5325

Visit our web page [www.mpls.k12.mn.us/washburn](http://www.mpls.k12.mn.us/washburn)

Please find below a wish list for the restoration of the "Gusty".

Some of these consumerable supplies are for the Gusty project and some will be resources for class lessons as well as ongoing projects. As you know it's our intention to scratch build a Pietenpol immediately following the Gusty.

Maybe we could set it up like a wedding register??

30 yards of Poly-Fiber med – 1 fabric...@ 8.15 yd.....	\$244.50
4 rolls of med-1 2" finishing tape .....@ 18.65 .....	\$ 74.60
1 roll of rib lacing cord.....	\$ 8.85
2 rolls of reinforcing ½ " tape.....@ 35.25.....	\$ 70.50
1 roll of rib lacing cord.....	\$ 8.85
2 rolls of ½" reinforcing tape .....	\$ 70.50
2 rolls of inter-rib brace tape.....	\$ 23.70
1 gallon of Poly-Tak.....	\$ 61.90
5 gallons of Poly-Brush .....	\$ 301.80
5 gallons of reducer .....	\$ 165.95
5 gallons of MEK.....@29.65.....	\$ 148.25
Paint.....(to be determined) .....	
Text books, class set of 25..... @ \$10.00.....	\$ 250.00
Fabric covering video.....	\$ 39.95
6 Inspection Hole covers .....	\$ 28.20
6 inspection hole rings.....	\$ 5.10
1 bag of plastic drain grommets.....	\$ 13.20
1 bag of fabric rivets 3/8" head.....	\$ 16.10
½ pound box Tee-pins.....	\$ 15.15
Wet and dry paper 320, 400,600 grit .....	\$ 60.00
4 Tac cloths.....	\$ 9.20
2 pairs of Florian pinking sears.....	\$ 49.90
6 rolls of Propylene fine line masking tape .....	\$ 98.70
1 roll of anti-chafe tape.....	\$ 10.85
4 Teflon sheets.....	\$ 12.80
2 iron calibration thermometers.....@ 10.30.....	\$ 20.60
1 Silicone heat sink compound.....	\$ 11.35
6 of 3" curved sewing needles ...@ 3.05.....	\$ 18.30
6 of 6" curved sewing needles.....@ 4.05.....	\$ 24.30
Dope and glue brushes.....	\$ 20.00
Timber for cutting table, jigs and sawhorses.....	\$ 200.00
Consumerables such as razor blades, scotch brite pads, cotton rags.....	\$ 100.00
12 pairs of scissors ...@ 4.50.....	\$ 54.00
TOTAL.....	\$2237.10



# Planes of Fame, Chino

(Continued from page 1)

familiar "smell of money" (cow manure) as there are many stockyards located all around the airport. Nevertheless, this is an airport with a reputation as one of the United States' most active warbird and race plane communities.

## Warbirds Scrapped by the Thousands

At the end of WWII, most warbirds were destined to be scrapped. Air Force Chief of Staff General "Hap" Arnold helped gather a small number of examples of each of the US Warbirds used during WWII for preservation in museums such as the Smithsonian. Other lucky survivors were purchased surplus and used as technical training aids, aerial sprayers, cargo planes, etc. Unfortunately, most died by way of the cutting torch.

## Planes of Fame's Early Beginnings

The Founder of the Planes of Fame Museum is Edward T. Maloney. An avid aviation enthusiast, historian, and resident of Chino, Maloney was disturbed by the scrapping of warbirds that was actually taking place in his own backyard – Cal Aero Field. Some 5000 warbirds were scrapped at Cal-Aero in the first few years after the war. Following the same idea that General Arnold had, Mr. Maloney began to acquire as many warbirds - or pieces of warbirds that he could fit into his backyard. In 1957, the aircraft collection was used to start the "Air Museum" located in Claremont, CA. After many relocations, modifications, and warbird restorations/acquisitions, the Planes of Fame museum moved to its current location in 1973. You may recall the "Planes of Fame East" museum at Flying Cloud Airport. That was actually a separate endeavor by a "friend of Chino", native Minnesotan and aviation enthusiast Bob Pond. Pond has an impressive collection of warbirds of his own located in a museum in Palm Springs CA. For a period of time, Mr. Pond kept some of his collection at FCM. Additionally, he continues to be a strong supporter of the museum at Chino and often rotates planes between Chino and Palm Springs.

For those of you driving the family truckster to the Grand Canyon – plan a stop at Planes of Fames satellite location at Valle Airport, just south of Grand Canyon National Park.

## A Working Collection of Rare Treasures

One of the goals of the Planes of Fame museum is to preserve aviation history in the form of flyable aircraft. The museums collection is truly impressive. Most of us EAA'ers have seen our fair share of warbirds at Oshkosh. However, most of Planes of Fame's aircraft do not make the yearly journey to Oshkosh due to the distance. There are some truly rare flyable warbirds among the collection that you may have never seen unless you have visited Chino. For example, in the collection are a number of "only ones flying" airplanes. These include:

Northrop N9M Flying Wing

Boeing F4B3

Boeing P-26 "Peashooter" (see below left)

Seversky 2PA Pursuit

P-47 Thunderbolt (Razorback cockpit configuration)

Aichi D3a "VAL" – Japanese Dive Bomber

Mitsubishi J2M3 Raiden "Jack" – Japanese Attack Fighter

Mitsubishi A6M5 "Zeke" Zero – Most authentic example - only flyable example with original Nakijimi engine and propeller

## Hangar of Wonder

In addition to the one of a kind aircraft already mentioned, Planes of Fame has an impressive collection of flyable WWII Bombers, Fighters, and Trainers. When I visited the museum, I almost fell over when I walked in the first hanger. There, under one roof, where 8 beautiful, flyable warbirds. As I stood in the hanger doorway, I looked at the various types, a P-51D in one corner, a P-47 and a P-40 on the left side, an AD4 Skyraider in the middle, Dauntless Dive Bomber in the back right corner, and over on the right was an AT6 and another P-51. WOW. And that smell of burnt oil, grease, and avgas you only get at the airport – I was truly happy. I was equally impressed when I visited the next hanger. Inside this one was an almost restored Bearcat, P-38 Lightning, F6F Hellcat, and Grumman Duck. Then it was over to hanger 3 – how many planes does this place have? I asked myself grinning. The answer – bunches and bunches! In the next hanger were a Hawker Hurricane, and the rare Japanese aircraft I mentioned earlier. A short drive down to another hanger took me into an impressive collection of mostly non-flyable Korean and Vietnam War era Jets.





Among these Aircraft were such notables as the Heinkel HE 162 "Volksjager", P-80 Shooting Star, T-33 Shooting Star, Mig 15, Mig 17, Republic RF 84 Thunderflash, Convair F-102 Delta Dagger, Lockheed F-104 Starfighter, and Rockwell T2A Buckeye. Outside this hanger were at least another dozen jets such as the F-14 Tomcat, and F-4 Phantom that were in unrestored condition.

### Chino-Warbirds, Race Planes, and Hollywood Movie Stars

In addition to the Planes of Fame museum, there are many other privately owned warbirds located at Cal-Aero Field. Also, one of the nations premier warbird restoration shops, "Fighter Rebuilders" is located on the field. Many wonderful restorations have come out of their shop. Fighter Rebuilders is also well known for their efforts in Unlimited Air Racing. Many famous race planes have come out of their shop. One you may recall was Tsunami, the highly modified P-51 that took the life of John Sandberg when it crashed on approach to landing in Pierre, SD while returning to Minneapolis from the Reno Air Races. Another air racer that received modifications at Fighter Rebuilders was the famous "Pond Racer" all composite "from the ground up" twin-engine speedster which was a composite brainchild of Burt Rutan. Unfortunately, it was also destroyed in a crash.

Along with the rich history residing at Chino, you will also find many movie stars. No, I am not talking about people, rather, airplanes. Steve Hinton, Planes of Fame President and active warbird pilot has flown many of Planes of Fame aircraft in movies and TV Shows. Chances are, if you have seen a movie or TV show that featured a warbird, it was one of theirs. Steve himself has flown in such notables as "BAA BAA Black Sheep", and he recently played a major role coordinating flight activities for the movie *Pearl Harbor* that featured several Planes of Fame Aircraft. Steve also took over the job of "Safety Pilot" at the Reno Air Races using one of the museums T-33's. This was a job that was held for many years by Bob Hoover.

So, if you are going to be visiting the Los Angeles area, set aside some time to fulfill your aviation addiction, and stop by Cal-Aero Field, Chino CA. What you find at this hot and "dusty" airport will amaze you.

—Rob Johnston

## First start—It's alive!

(Continued from page 1)

starter for a couple of 15 second spins to distribute the oil. Then I added about 2 gallons of 100LL to the tank, with Jeff Coffey watching for fuel leaks. We found the fuel system was tight—no leaks in the header tank, the gascolator or the fuel flow sensor.

I fired up the Jabiru for the first time. Jeff observed from about 35 feet using binoculars and a hand-held transceiver so we could communicate. There was no black smoke, so the fuel mixture was not too rich, and there were no oil leaks evident anywhere on the engine block.

I ran it for a few minutes, noting that the Skydat GX-1 indicated a quite high oil pressure of 125PSI and no RPM readout. I don't think the oil pressure was really that high.

Also, at RPMs near idle, it ran rather rough with quite a lot of shaking. When I gave it some throttle it smoothed out nicely and ran very well. I also found that at idle, if I leaned the mixture a bit, the engine ran much more smoothly. This tells me that I need to adjust the idle mixture on the experimental Aero-Carb (developed by John Monnett).

We shut the engine down and examined it for a few minutes, finding no leaks, but having a tough time getting a dipstick reading. We then ran it again for several minutes. It ran as before, quite well at higher RPMs, but rough at lower RPMs.

So before starting it again, my current plan of attack is to:

- a) adjust the tach sensor so as to get a reading,
- b) find out what the oil pressures really are, and
- c) adjust the Aero-Carb's mixture control

We didn't run it long enough for the CHTs or EGTs to get out of their heat ranges, and we were running the engine with the cowling off the airplane, so cooling systems probably aren't reliable yet.

Once I get the above items cleared up, I'll install the cowling and run it again, as well as trying some taxi testing to find out about the Sonex's ground handling.

More to come!

## Call for E-Mentors *by Peter Denny*

I wish to extend to you an opportunity to get involved with 17 students in the restoration of the Gusty. If you would like to be a part of this exciting venture, maybe learn about fabric covering and aircraft restoration hints, here is your big chance. You will need access to e-mail in order to review your students homework online.

Please get back to me via email as soon as possible if you are interested in this program. Please use my work email which is... [peter.denny@mpls.k12.mn.us](mailto:peter.denny@mpls.k12.mn.us)

I can also be contacted at home on 763-529-5325

# Chapter Events and Fly-Ins

# Stuff for Sale/Wanted

## Sep 18 Chapter 25 Meeting

Chapter hangar on India lane, LVN (see p3)  
 Future meetings **Oct 16, Nov 20, Dec 19**  
**Oct 16 Ch 25 Meeting & Raffle Drawing!**  
**Nov 7 Ch 25 Annual Awards Dinner!**  
 Royal Cliff at Cliff Road & Cedar Ave  
 Invitations will be mailed in Oct w/details

## Sep 15 Hector MN (1D6)

Flight Bkfst 320/848-2745

## Sep 15 Rock Falls IL (SQI)

Pancake Bkfst 630/543-6743

## Sep 15 Decorah IA (DEH)

Ch 1281 Fly-In Bkfst 563/382-0445

## Sep 15 Amery WI (AHH)

Ch 631 Y. Eagle Rides 715/234-8769

## Sep 15 Turtle Lake ND (91N) 730a-1p

Pancake&Ham Bkfst 701/448-2253

## Sep 15 Yankton SD (YKN) 7a-1p

Airport Bkfst 605/665-9217 days

## Sep 20 Cable IA (3CU)

Parasol Airplane Fly-In 715/568-4091

## Sep 22 Madison MN (DXX) 8a-noon

Fr. Toast&Sausage Bkfst 320/598-3467

## Sep 21-24 Superior WI (SUW)

Richard L. Bong Museum Grand Opening  
 1-888-816-WWII for details

## Sep 22 Hinckley IL (OC2)

Ch 241 Fall Fly-In Bkfst 847/888-2919

## Sep 29 Bowstring MN (9Y0) 9a-2p

Hotdogs & chili. 218/832-3567

## Sep 29 Boscobel WI (OVS)

Fly-In Bkfst 608/375-5223

## Sep 29 Eden Prairie MN (FCM) 11:30a

Twins Baseball Fly-In, Tickets available at  
 Elliott Av, bus departs for dome at 1130a

## Sep 29 Elkader IA (I27)

Pancake Bkfst

## Oct 6 Iola WI (68C)

Fly-In 920/244-7850

## Oct 6 Rio Creek WI (95C)

Fly-In Toy Show 920/837-7777

## Oct 6 Rice Lake WI Karis Field (pvt)

Ch 631 Young Eagle Rides

Wanted: 90 hp Continental with low time for my J3. Have a low time 65 hp (650 tt, 120 smoh) that I would be willing to trade. Also, looking for a metal climb prop for the same.

Also wanted: Clean T-Craft BC12 (for friend).  
 Jan Berghoff 952-361-9787 or email jberg66227@aol.com

For Sale: One Share in J-3 Cub Club, currently \$110 per quarter plus \$22 per hour wet. Hangared at Crystal, priority to Chapter 25 members. Dan Carroll 952-593-5785

Anyone building a PJ-260 Senior Aero Sport biplane?  
 Contact Mike Townsley <miket@southslope.net>

For Sale: 1936 Piper J-2 Project, three A40 Continental engines & parts, in hangar at LVN. Al Morphew 952/898-1640

Wanted: Kit project, new or used, partially built OK. Partnership OK. Looking for cruise range ~150. 952/435-5597

For Sale: Lycoming O-235C, 0 SMO, no accessories, all logs. \$4900. John Curry 952/983-0742

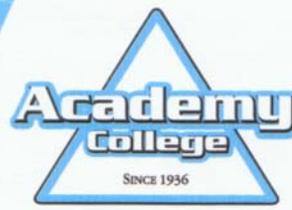
For Sale: one yellow tagged engine mount for a 1977 Decathlon. Mark Kolesar H 763-544-6766, W 612-371-5171.



**AIROVATION**<sup>®</sup>  
 Todd Owens

AIROVATION INTERIOR RESTYLING, INC.  
 14871 Pioneer Trail • Minneapolis, MN 55347-2643  
 (952) 944-9690 • Fax (952) 944-0758 • www.airovation.com

*Experience a Virtual Tour at: [www.airovation.com](http://www.airovation.com)*



**Academy College**  
 SINCE 1936

Bloomington, MN  
 (952) 851-0066

[www.academycollege.edu](http://www.academycollege.edu)

- AVIATION
- BUSINESS & FINANCE
- COMPUTER TECHNOLOGY
- DIGITAL ARTS & DESIGN



**THUNDERBIRD AVIATION**

**952-941-1212**

[www.thunderbirdaviation.com](http://www.thunderbirdaviation.com) • Eden Prairie, MN



INTRO FLIGHTS • FLIGHT TRAINING • PILOT SHOP • MAINTENANCE

CONTINENTAL  
 LYCOMING

**Bolduc Aviation  
 Specialized Services, Inc.**

ANOKA COUNTY AIRPORT      DARRELL E. BOLDOC  
 8891 AIRPORT ROAD      PRESIDENT  
 MINNEAPOLIS, MN 55449      (763) 780-1185

"SPECIALIZING IN ENGINE REBUILDING AND REPAIR"

**YOUR PLANE FOR SALE?**

We Broker, Buy and Trade  
 We Have Hangar Space

Call Connie or Gary  
**Phone and Fax  
 (952) 941-3700**

**AIRCRAFT SALES INC**  
 Box 1219, Hopkins, MN 55345

**Our 40th Year at Flying Cloud**



**Apple Auto Group**

**One Low Price. Plain and simple. Always!**

**Apple Valley Ford      Apple Ford of Shakopee**  
 (952) 431-5900      (952) 445-2420