

St. Therese the Little Flower

World War II, which lasted from 1939 to 1945, (eighty years ago) was a global conflict involving most of the world’s nations. It was the deadliest and most widespread war in history, resulting in millions of casualties, immense destruction, and significant political and social upheaval.

During World War II, especially in occupied areas such as France, there were instances where Nazi forces seized control of churches for various reasons, including using them as military bases or storage facilities.



Making Dreams Become A Reality!

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Special points of interest

- Kruse Aviation, Inc.
- Flight Expo Merchandise

St. Therese the Little Flower (cont. from page 1)

Montebourg, like many other towns in France, experienced German occupation during the war. The occupation of churches by Nazi forces was part of their broader strategy to assert control over occupied territories.

Through all the war and destruction, there were still *miracles to be found*. Following a naval bombardment from the Allied forces, Nazi's were driven out of a medieval church dating back to the 15th century. Left among the ruins was a statue of St. Therese of Lisieux, also known as "**The Little Flower**." Therese was a French Catholic nun who lived in the 19th century. She entered the Carmelite convent in Lisieux at the age of 15. Therese is renowned for her spiritual autobiography, "Story of a Soul," which was published after her death. In this autobiography, she described her "Little Way," which emphasized simplicity, humility, and devotion to God in everyday life. Therese advocated for performing small acts of love and kindness with great love, believing these simple gestures could lead to holiness. Despite her short life – she died at age 24 from tuberculosis – she was canonized as a saint in 1925 and remains one of the most influential saints in the Catholic tradition. *When the Nazis fled the church in Montebourg, France back in June of 1944, the statue of St. Therese stood; undisturbed, looking out over the vast destruction, silently holding onto the faith that she exuded, performing one more small act of love to show us all the way.*

Flight Expo's received a visit from the MN Ninety-Nines

Flight Expo, Inc. had the pleasure of a visit from The Minnesota Chapter of the Ninety-Nines, Inc., International Organization of Women Pilots, and a few other respected guests from the aviation community on February 24, 2024.

The Ninety-Nines, Inc. is an international organization of women pilots. Founded in 1929, it was named after the original 99 charter members. Its mission is to promote the advancement of aviation through education, scholarships, networking opportunities, and mutual support while honoring the unique history and contributions of women in aviation.



Members include commercial pilots, military pilots, flight instructors, and aviation enthusiasts.



Flight Expo (FE) guests started the tour at the Princeton Municipal Airport for a first-hand look at the newly acquired S2F Tracker (STOOF). The group then headed over to experience FE Build-A-Plane Program where the students proudly showed off their skills. One of FE's Build-A-Plane instructors, Duane Kruse, and the students gave several of the guests hands-on demonstration of riveting as well as an explanation of what Build-A-Plane students do.

The Ninety-Niners have played a significant role in breaking gender barriers in aviation and advocating for women's equal opportunities in the field. For more information on the history, and scholarships or to join visit <https://www.ninety-nines.org/>



First Meeting of the Ninety-Nines, Inc. on November 2, 1929.

Open Cockpit Scheduled Starting April!

Open Cockpit S2F History Tours

Embark on a journey through the skies: Discover untold stories, innovations, and daring adventures that shaped aviation history during the Cold War. Explore Flight Expo's S2F Tracker (S-Two-F or STOOF). Sit in the cockpit, explore the plane, and learn the rich history of how it patrolled the seas for submarines to keep Americans safe.

Open Fridays and Saturdays 1:00 am-4:00 pm starting April 19th through June 1st.

Tickets are \$5 each on site or \$4 purchased on line. For a family of 4 or more a cap of \$20 per family.



For group rates, contact Sharon at flighexpoinc@aol.com or call 763.568.3360.

I was excited to see that your S2F has a tail code of 7E. This was the designation for aircraft at NAS Twin Cities. I was in the Naval Reserve in Minneapolis from 1957 until 1960 when I went on active duty. Sometime in late '57 or early '58 the Navy switched from the F9F Panther jets to the S2F and the P2V. During my time in the reserve in '58 I became a plane captain for an S2F and it could have been the one you have. Unfortunately, I don't have any record of which one it was. Not sure how many we had but I don't think it was more than a few. While on active duty at NAF Naples, Italy, there were also a few occasions when I worked on the S2F as we were a service facility for the 6th fleet. In any case, I hope my small donation will help restore the plane as I look forward to seeing an S2F again.

Steve Nichols





HONORING VETERANS

Over the last eight (8) weeks Flight Expo has had a tremendous amount of visits to the Grumman S2F Tracker (Stoof) aircraft from veterans, military families, historians and many others wanting to know the history of the aircraft.

To **HONOR Veterans** Flight Expo is putting a **VETERANS GARDEN** surrounding the S2F during the Princeton Rum River Festival from June 6 - 9, 2024.

To last longer the floral arrangements are made out of silk materials.

Each arrangement will receive **2 metal Dog Tags** with the appropriate chains.

We encourage families to share stories about either themselves or family members who served in the military. The goal is to remember and honor all those that have served.

Stories will be included with memorial items and shared on Flight Expo's social media channels.

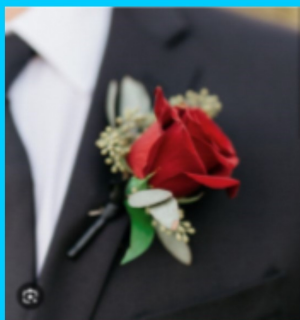


Valued Veterans Floral Arrangement: \$99.99

Lovely roses, carnations and blue flowers are accented with a variety of lush greens and a USA flag in this amazing floral arrangement. Presented in a modern cylinder vase with a bow. The bouquet is a wonderful gift to celebrate your favorite veteran.

One Nation Floral Arrangement: \$49.99

The One Nation bouquet is the perfect arrangement for the special veteran in your life. It includes a beautiful rose, carnations, mini blue flowers and ferns; all beautifully arranged in a glass vase accented with a bow.



Honor Boutonniere: \$24.99

A rose is accented with mini blue flowers and eucalyptus. It makes the perfect decor for Veterans to wear with pride.



Memorial Dog Tags: \$14.99

Receive 2 metal dog tags with chain. Five (5) lines per tag, limit of 14 characters per line. Please specify the name and additional wording when placing an order.

NOTE: All bouquets and boutonniere are subject to change depending on availability.

All orders are due May 20, 2024, at 5 pm.

Contact Flight Expo at flightexpoinc@aol.com or call 763.568.3360 with questions and to place an order. Or online at: www.flightexpo.org

Help Flight Expo Induct **John R. Sandberg** into the **MN Aviation Hall of Fame**

Many year ago, Sharon Sandberg submitted a recommendation to have (late) John R. Sandberg (or Dad) inducted into the Minnesota Aviation Hall of Fame (MAHOF). At that time, there was no structured guidelines for submitting an application.

Last week Sharon was contacted by one of the MAHOF board members in regards to John's application. To finalize John's (Dad's) recommendation there needs to be letters of support. Below you will find the guidelines that will need to be in those letters of recommendations.

What is the **Minnesota Aviation Hall of Fame (MAHOF)**? The organization is dedicated to honoring individuals and groups who have made significant contributions to aviation in Minnesota. Its primary mission is to recognize and celebrate the achievements of pilots, engineers, educators, and other aviation professionals who have left a lasting impact on the state's aviation history.

MAHOF holds annual induction ceremonies to honor new inductees into the Hall of Fame. These events often include speeches, presentations, and the recognition of the inductees' contributions.

Flight Expo **NEEDS YOUR HELP** to recommend John Sandberg as a 2026 induction candidate for the significant impact his life had on the aviation world.

As many of you may recall, John devoted his life to building various aircraft over a 40+ year span. Dad was one of the few in the late 1950's; scoring high 90's on the United Airlines Maintenance application for a job at the San Francisco location. In 1966, he received his A & P and in 1969 he was encouraged by the FAA to start an aircraft engine overhaul shop located in the Plymouth, MN area called Metma Aircraft later JRS Engines. With Dad's help and his precision machine shop (Metal Masters) he developed parts for the first **Moon Walk in 1969**.

From 1965 – 1991 Metal Masters was the premier precision shop that worked with many aeronautical divisions to implement new products in the aviation community. IBM, Honeywell, CDC and others.

JRS Engines rebuilt, restored engines for both the general aviation sector and larger engines that you would see in the B-25's, B-29, P-51's, P-63's and many other aircraft. In the late 80's Metal Masters design was designing new parts (under John Sandberg's guidance). Parts that were no longer available.

He restored many various aircraft from scratch: Hellcat, Monk, Waco, T-6, P-63, T-28, P-51's (at least 3 of them) Stearman, and Tsunami.

In 1965, Dad caught the air racing bug when Mom and him ventured out to one of the first air races. Which lead to the purchase of the P-63 King Cobra. Over the course of Dad's flying, had two major accidents the Hellcat in 1965 and the P-63 Cobra in 1969. Both aircraft were re-built to flying status.

The Hellcat was donated into the Commemorative Air Force (which it is still flying in California). The Cobra was the testing ground for air racing. Dad clipped the wings, designed various engine modifications, had the Allison engine



run on alcohol at one point. It was said that he went through over 32+ engines with various modifications. In 1979, at the Red Baron's 3km record Dad and Bruce Boland came to an agreement that they would build a one of a kind aircraft for speed records and air racing. This was the start of the development of Tsunami. (To read more about the aircraft please go to <https://flightexpo.org/the-tsunami-project>.) The goal with Tsunami was for a **PRIVATE PILOT** to hold the 3km speed record in the class of Tsunami. This had not been done since Howard Hughes built his HR-1.

One of the many things about John was his willing to help others; and as (late) Lyle Shelton (owner of Rare Bear) stated John put his money where his mouth was.

This is just a sampling of the various donations, help etc. Dad did during his life:

The CAF and donated the Hellcat aircraft, engines for the B-29, B-17 (not sure which wing) P-51, B-25, B-24 and many others (I have the plaques to prove this). Plus, if John knew that the engine was being run up for the first time on the aircraft he would either go himself or send one of his engine people to ensure that everything was installed correctly. Upon his death, Ralph Royce stated in the memorial that he was one of the largest single contributors for the CAF.

The EAA (Experimental Aircraft Association) When Paul Poberezny called John, Paul knew that John would deliver whatever he would need. Some of the ventures Paul and John did were donations for the main facility, donations for the Warbirds facility, engines for the B-17, donations of both engines, aircraft parts for the XP-P-51, P-38, Corsair. When Paul wanted to recreate part of the Spirit Flight from Charles Lindbergh he looked to John to help with the engine and service it along the way.

Other Museums: Canadian Warplane Heritage Museum, Lone Star Museum, Planes of Fame West and East and many others received various donations and discounts on their engines.

The last thing I (Sharon) is going to say; once Tsunami was flying; the Air Racing world was challenged by the development of the cutting edge of Tsunami. Many of the racers from all classes re-looked at their racing programs and changed to also develop new technology that was used in other facets of aviation and our every day life. At the time of Dad's death he had Shell Aero and several other companies that were willing to sponsor and continue the development of Tsunami and ideas John Sandberg was manifesting.



Detailed below is what was said at John Sandberg's (Dad) memorial: When the decision came on where to hold a proper memorial for Dad; the only one logical place was in the Eagles Hangar at Oshkosh. In the Memorial tape that EAA provided for the family the following was said about Dad from his friends;

Paul Poberezny (Pope): He achieved higher standards, set a goal many would never attempt to do. He was involved with many aviation organizations and gave of himself freely.

Uncle Jim: Jack was the head of the household from the age of 8 – 10 when his own Father was hospitalized for an extended period. He always had a great knowledge of mechanical ability. All of his life he was involved with speed. In 1950, he joined and help started the national drag racing association in Minnesota. He was a "Hell" raiser at school.

Jim Blomgren: The day after the crash at Wendover, UT (during the 3km speed run) Jim met Jack at the hangar to load parts into the MU-2; Jim asked "Could they possibly put this aircraft back together again?" Jack stated that he

had to try because of all of the people out in Wendover.

George Timmerman: He was a friend, generous, helpful, loyal, he was determined, he was intense, he was unique, he was charismatic, he was dedicated, He was a task master, he was extraordinary achiever. In 1991, Jack may not have broken the 3 km record; but he did achieve his goal; To build the fastest home built piston prop plane in the world – this was proven by the speeds at Reno the last two years. (Side note – as of today there still has not been a race as fast and furious as the Gold race of 1991 where speeds exceeded an average speed of 480 mph.)

Gary Levitz There was John Sandberg of the world and “Jack” Sandberg of MN and there was a difference. When a person needed a friend; John Sandberg was there 100%. Gary associated John with the shiny metal, the smell of the musty air, burnt brakes from long ago, hydraulic fluid – everything that makes these warbirds fly.

Dennis Bradley (Canadian Heritage Warplanes) Jack left his mark in Aviation.

Ralph Royce: When Jack was your friend, he was your friend. He was a engineering Genius. JR was sometimes a ???a(a0i90i; at times he could be as stubborn mule lipped as any human being could be. He was extremely generous man. At that time (1991) JR was and still is the single largest donor for the CAF. He helped established their wings and service program for their aircrafts. Few men where as generous with their resources and their knowledge as was Jack. He had forthrightness and strong integrity.

Jack said what he saw, his word was his bond, his hand shake was His commitment; if Jack told you something that was fact, you could Take it to the bank.

What would Jack say today if he was here:** Let's get on with the Program; lets do it right, lets strike out on new paths, and have fun While we are doing it. **He flew so high he just couldn't come down.

Please consider joining Flight Expo and the Sandberg Family in honoring John Sandberg's contributions to the aviation world by submitting a letter of support to Flight Expo to be included in his Nomination Package.

The MN Aviation Hall of Fame would like letters of support to address the following:

Did the candidate make a significant aviation contribution to Minnesota?

Was the candidate merely doing his job or did he go beyond his paid duties?

What area of the State does the candidate represent?

Was the candidate a Minnesota native who shed good light on Minnesota though not having spent his/her career in Minnesota...or was the candidate from another State, but spent his career in Minnesota?

What makes the candidate unique from his/her contemporaries?

Feel free to use the below template or create your own. All testimonials are due September 25, 2024. Email them to flightexpoinc@aol.com or mail to PO Box 155, Zimmerman, MN 55398.

Nominees with community backing are favored over those with little support. *To accomplish Flight Expo's goal and the Sandberg Family sincerely ask for the help of those who knew him. Completing John's nomination package will serve as a tribute to his accomplishments and a testament to his enduring legacy. Flight Expo and the Sandberg family thank you for helping us accomplish keeping this legacy alive.*

Dear MN Aviation Hall of Fame,

It is with great pleasure that I nominate John Sandberg to the MN Aviation Hall of Fame. John was born and raised in Minnesota in 1931. John opened his aircraft engine shop in Plymouth, MN in 1969. In addition to being a successful businessman, John pursued his passion for aviation during and outside of regular business hours. (For him there was no such thing as business hours.) His whole life John devoted his life to building various aircraft and engines that will make a difference in the aviation community. Tsunami is only one of the many aircraft. With Tsunami, Jack's dream had come true. The Tsunami was and still is the world's fastest home-built race plane. John promoted excellence and encouraged others to set high standards in their endeavors. He showcased the best in aviation, driving innovation,

progress, and improvement.

Please consider inducting John Sandberg into the MN Aviation Hall of Fame. John continues to be a role model and source of inspiration for others. His passion and determination encourage current and future generations to strive for excellence, pursue their passions, and make positive contributions to the aviation community.

Sincerely,

(Name)
(Address, Email, Phone)

Plunging for a cause!



On February 10, 2024 Flight Expo attended the Sherburne County United Way event United We Shiver. The day began with family-friendly festivities including games, face painting, a mini ball pit, smores, BBQ competition, and wagon rides. Later in the afternoon, 29 teams and 142 Jumpers took to the icy waters of Big Lake to support their cause. We had six plungers partake in the fun.

Together, Flight Expo's jumpers were able to raise \$536.7!

Next year Flight Expo is hoping to grow their team of Jumpers! We encourage you to consider getting involved. Polar plunges can be exhilarating experiences, offering participants a sense of accomplishment while supporting a worthy cause.

For more information, visit <https://sherburneunitedway.org/unitedweshiver/>



Check out Flight Expo's Ebay site
For a selection of aircraft parts

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