

Benjamin H. Marsh
107 Laurel Street
Vacaville, California 95688
707 685 0566

ben_marsh@sbcglobal.net

August 18, 2024

To Whom It May Concern:

I am writing in support of the nomination of John Sandberg for induction into the Minnesota Aviation Hall of Fame. Though I cannot articulate Mr. Sandberg's contributions to the aviation community in Minnesota, nor can I say I knew him or that he would have even recognized me, having only met him a few times in the mid-70s, what I can describe is how he made a difference in my formative years in aviation.

I discovered Unlimited Air Racing in the early 70s when my Dad went to Reno with some friends, then came home to tell me all about it. Thereafter, I consumed everything I could find about warbirds racing the pylons at Reno, Mojave and beyond. It took a couple years of pestering my Dad before we made my first trip to Reno in 1975, the Saturday event. He bought me a program; we watched the races and flight demonstrations from the grandstands. I was hooked.

A couple months later, the periodicals that covered warbirds and air racing started hitting the newsstands in our local grocery store. Literally stated, I stood by the worker in the store when he unwrapped the Air Classics and Air Progress magazines to put them on the shelves. Therein I found images and text about John Sandberg and his P-63 *Tipsy Miss*, raced by Lefty Gardner, a low-flying crop duster pilot from Texas. The coincidence of this was that I was building a Midwest control line model of a P-63 Kingcobra, my first major flying model project. It did not take long for me to connect the dots between my model and Mr. Sandberg's *Tipsy Miss*. I elected not to install the stock P-63 wingtips, to square-off the wings, and paint the model like *Tipsy Miss*. The wingtip modification was easy; the paint was a huge challenge.

Tipsy Miss was painted orange overall with stylized racing numbers on the wings and fuselage, a cobra logo on the cockpit doors and a *Vargas Girls* sketch out of Playboy magazine of a naked woman kneeling in a martini glass emblazoned as nose art. This was quite risqué for a 14-year old boy to put on a model aeroplane. The problem was there were only a few

Sandberg, for all the reasons.

Most Sincerely,

Benjamin Marsh

Post Script: A couple years ago, whilst reverting back to my childhood, I built another Midwest control line P-63, the third such painted like *Tipsy Miss*, image below.

