

John "Jack" Sandberg

My reasons why John "Jack" Sandberg should be a Nominee for the MN Aviation Hall of Fame; Jack Sandberg's influence in my life. Jack and my father were friends. Jack encouraged my father's interest in aviation. My father became a Private Pilot as a result of that interest and encouragement. My father owned a Cessna 150, a Cessna 172, a Taylorcraft, an Areonca Champ, and a Challenger Ultralight over the years. I grew up around airplanes, helping work on airplanes, and going to Fly-Ins and Airshows. My father, as a friend with Jack, had opportunities to work on airplanes and meet people in the aviation world. That world became available to me. I remember a Hellcat, "Topsy Miss" (P-63 King Cobra), "Topsy II" (P-51 Mustang) and of course, "Tsunami". As a child, I would go to the airport with my father. Jack gave me three rules, "Do not touch the Metal Bending Break, do not stand under the hangar door when it is opening or closing, and never stand in line with the prop of an airplane when it is starting up, running, or shutting down."

Jack brought "Tsunami" back to Minnesota. While in Minnesota, my father had more opportunities to work on "Tsunami", which is where my introduction to "Tsunami" and the Chino Planes of Fame crew comes in. "Tsunami" was being prepared for the 1989 Speed Run Attempt and the Reno Air Races. Some of the crew that had been working on "Tsunami" in California were now coming to Minnesota. Jack let me participate with the crew working on "Tsunami". During this time, I learned the importance of having the right tool for specific jobs. Jack and the California crew made a childhood wish/dream come true, I received a ride in a P-51 Mustang, my favorite Warbird. Not once but twice I flew the skies of Minnesota in a Mustang. Jack Sandberg had made it possible for me to go to the Reno Air Races in 1988, and now again in 1989 for the Speed Run and the Reno Air Races. I was excited to be involved with the people working on "Tsunami" and the Speed Run Attempt at Wendover.

After a job interfered with my ability to attend in 1990, I pursued a job in the area to make the Reno Air Races apart of my yearly schedule. In 1991, during my interview for the teaching position in Nevada, I asked if I had days that I could take off, my interviewer told me I had 2 Personal Days. I said, "I will be taking those in September." I moved to Gardnerville, Nevada. Friends and family would be out once a year to visit me in Nevada.

I have met many people as a result of my knowing Jack Sandberg. I had the opportunity to get to know many from the Crystal Airport in Minnesota and I met the Reno Air Race Family. Through those opportunities I have met more people with lasting friendships. I have made many trips to Planes of Fame in Chino to work with and visit those friends. Those friendships opened other opportunities, like attending the "El Toro" Airshow and flights in the most amazing airplanes. I have been in another P-51, a P-40, a TBM Avenger, a B-25, and I have worked on some of those airplanes. I would, if I could, name so very many amazing people I have had the opportunity to meet but I would forget someone and I would feel bad about failing to mention someone. I did meet Bud Anderson and on more than one occasion and I met Robert Friend. Can you image meeting people that make up our history? I am just a girl from Minnesota. The ultimate impact from Jack Sandberg was I met my husband at the Reno Air Races. Unfortunately, Jack did not get to see and be apart of the connection because it did not happen until 2004. I have continued to enjoy and be involved in aviation, as my husband is a Private Pilot. We live on a Skypark in Idaho after moving from a Skypark in California, more aviation enthusiast in my life and more adventures. So, Jack Sandberg's influence and impact on people and aviation goes beyond his life time. My family and I are grateful for the influence and friendship of "The Sandberg Family" over some 62 plus years, it has been a privilege with opportunities that were a direct result of Jack Sandberg's friendship, generosity, and love for the world of airplanes and aviation. I do not know about the many other people Jack influenced or the contributions he made to projects and organizations, but if he made this much change in the life of one person; who I am, who I met, what I know, where I lived, and who I married, I am sure there are stories from other people that can and should be shared about Jack's impact beyond those he employed and the customers he served. If we do not honor those that have made contributions to aviation and society who will the next generations look up to and who or what will ignite their own dreams and contributions.

Sincerely,

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