

MOJAVE TRANSPORTATION MUSEUM FOUNDATION

www.mojavemuseum.org

PLANE CRAZY SATURDAY

After Action Report – JULY 16, 2016

(Photos by Bill Deaver, Cathy Hansen, Roy Gant, and Joseph Capaldi)

Great presentation by Mike Nixon, President/CEO of Vintage V-12s, Vintage Radials and Vintage Carburetors in Tehachapi! All mechanics, engineers and warbird buffs appreciated Mike's explanation of the enormous task of restoring a powerful German BMW 801, air-cooled radial aircraft engine that powered the Focke-Wulf 190 in World War II.

He shared photos of the engine before, during the disassembly, how his team manufactured special tools that are unavailable today, and the documentation of each part so the re-assembly was correct and finally the engine run-up in the special test stand built onto the back of a large flatbed truck.

Just translating the engine manuals was a huge undertaking, but Mike did that too. "We like to keep 'em flying," said Nixon. The company has customers from all over the world. They are the vintage aircraft collectors or flying museums that know Mike Nixon is the 'go to' guy when it comes to rare aircraft engine restoration.

Mike was one of those kids with a strong curiosity with how things worked and was always taking things apart. He was around aviation his whole life and worked with his brother in aircraft repair and restoration as a teen. He also worked alongside Dave Zuschel on the famous, highly-modified RB-51 Unlimited race plane, Red Baron, which was re-engined with a Rolls Royce Griffon engine, driving contra-rotating props. Later he had his engine rebuilding business at Chino Airport, before moving to Tehachapi in 1986.

Thanks Mike! We enjoyed your presentation immensely!

Joe Capaldi of the National Test Pilot School set up a table with beautifully painted helmets and also contributed some photos for this report. Thanks Joe!



Who could resist watching the propellers spinning in the wind on these hand-made airplanes on display? Would be fun to have one or two on your patio!

On the flightline sat some great vintage and newer aircraft.



Harold Lyons flew his RV-7 to Mojave from Tehachapi. Great paint scheme!



Al Hansen's Canadair Mk-VI (F-86) and North American T-28B.



Linda Abrams flew her rare 1966 Alon Ercoupe up from San Pedro on Saturday to hear Mike Nixon.

Plane and Pilot magazine printed this Ercoupe description in their magazine in Oct. 2008: *“In the late 1930s, the Ercoupe was designed as a stall-proof, spin-proof airplane that had no rudder pedals. An interconnection between the ailerons and limited-*

travel rudders made flying the Ercoupe as easy as steering a car. Prevention of stalls was accomplished by blocking elevator travel before stall angle was achieved. Dubbed the Model 415, the low-wing two-seater was produced between 1937 and World War II.”

“None of the twin-tailed models were built during the war, but production resumed in 1945 with models 41 SE, F and G appearing between 1947 and 1949. Finally, in 1951, production ceased, but in 1955, Fournier Aircraft resurrected the Ercoupe calling it the F-I Aircoupe. Air Products took over production between 1960 and 1962, and then it passed to Alon Aircraft in 1964.”



“Alon called its airplane—still virtually unchanged from the original Ercoupe—the Aircoupe A-2. The Alon version did, however, have rudder pedals and a modified landing gear, which on some models is a backward-bending, spring-steel gear leg rather than an oleo strut. The Alon A-2 also featured a blown sliding-bubble canopy instead of the lift-up type fitted on earlier models. Alon Aircoupes had extremely attractive upholstery, and all flight gauges were shock-mounted on a floating subpanel in front of the pilot. Dual toe brakes were standard, operated by a bar running across and above the rudder pedals.”

Roy Martin is ever faithful to display his 1964 Cessna 206. It has a Continental IO-520 fuel injected engine with six opposing cylinders, developing 300 horsepower. Thanks Roy!

Dick Rutan's Berkut is always a hit to see on the flightline! You always know when Dick is flying as he does a few passes just to let you know that he is in the area!

Doug Burdick and Ursula Finkbeiner are ever faithful to help set up the MTM information table. Many thanks to them for their energy and 'get 'er done' attitude!



Thank you to Bill Deaver and Steve Rushford for their help chatting with visitors each month who attend from all over the world.

A nice young couple from Slovenia stopped by Plane Crazy Saturday on their way to Yosemite.

Thank you Ron Langford for your help with tables and chairs and unlocking the MASP Board Room!



We appreciate all of our Plane Crazy Saturday sponsors!



Proud Sponsors Of

Plane Crazy Saturday!

Voyager Restaurant – Mojave
Kieffe & Sons Ford – Mojave/Rosamond
Karl's Hardware – Rosamond/Mojave
Mariah Country Inn & Suites – Mojave
Mission Bank – Mojave, Rosamond News – Rosamond
The Loop Community Newspaper
Wayne & Marlena Rowley

www.mojavemuseum.org

The banner includes two images of model airplanes: a white and blue one on the left and a red one on the right. A small logo for the Mojave Transportation Museum is also present.

Next Plane Crazy Saturday will be held on August 20, 2016 from 9 a.m. until 1 p.m. (NOTE: SUMMER HOURS!)

Presentation at 11 a.m. in MASP Board Room – Zach Reeder will present an interactive workshop aimed at non-engineers and not yet engineers with the goal of making technology...or at least airplane design a little more accessible. The workshop is designed to illustrate how engineers solve seemingly insurmountable technical problems with a few simple strategies through the discussion of an imaginary airplane design.