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# Curtiss Jenny Restoration

Welcome! We hope you enjoy following the restoration process of a 1918 Curtiss JN4D Jenny. Once completed, the aeroplane will be flown and displayed at the Candler Field Museum in Williamson GA (30 miles south of Atlanta). You can contact me below by clicking on "VIEW MY PROFILE"

## About Me



**NAME:** [BRIAN KARLI](#) **LOCATION:** PEACHTREE CITY, GEORGIA, UNITED STATES

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MONDAY, MAY 06, 2013

## Prop Hub saga

OK...I was waiting to post this information until we figured out a solution. Here goes:

It all started when we decided to install the propeller. Hey, we had a really nice hub and a really nice prop so everything should have fit just right. Right? Not really.

We noticed that the propeller was too thin! The front of the propeller should have been resting on the thick boss on the front of the hub, but it didn't.



That meant that the front plate would only contact the boss with less than a sixteenth of an inch! All the stress of the spinning propeller

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would be transferred to the bolts rather than this plate.



Something was terribly wrong. Was the prop made wrong? Did we have the wrong hub?



We measured the hub...

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And measured the prop noting a half inch discrepancy.

The wrong prop?...Chad Willie had built the prop a few years ago. He had made a Hissoprop for Denny Trone and I wanted the same one. So I was confident he knew what he was doing.

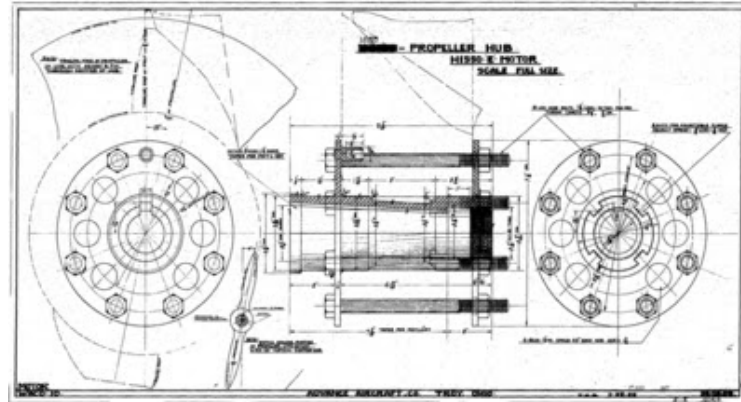


The wrong hub?... Throughout this restoration, our E-2 version of the Hissoprop has been much different from the more common A, E and I Hissos. This hub came with the engine, so it must have been the right one. Our only option was to add a half inch wooden spacer behind the propeller. I didn't want to do that.

Sometimes you have to walk away from a project and think about it. I went to work for a few days and had time to digest the problem. I remembered seeing a Hissoprop hub drawing that John Gaertner had sent me. It was for a Hissoprop Model E. I dug it up and took a look. The

hub was different!

I came to the conclusion that the higher horsepower E-2 must have used a thicker propeller and needed a bigger hub. Rats! The thought of buying another prop didn't thrill me.



So, I wondered if the E hub would fit the E-2 engine?

I had bought a spare Hisso hub a few months ago, but I never had a chance to pick it up. Now I needed it! If it was one of those more common Hisso E hubs, I'd be in business.

When I got there, the owner said "You are in luck. This is one of those rare big Hisso hubs."

Oh, no! I already had a big Hisso hub.



When I got it home, we decided to take it apart. The first hub went together like this.

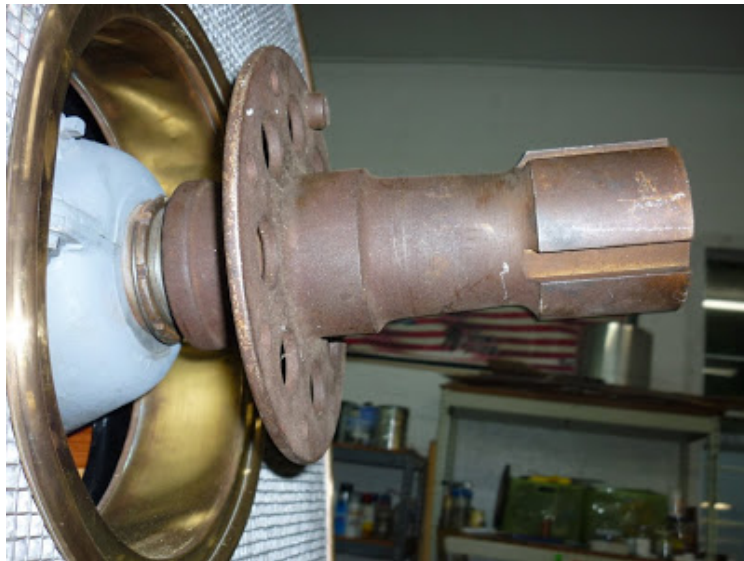


I figured the second one would come apart the same. No...the threads were the opposite direction. And they took some steel rod and made a spacer. Interesting...

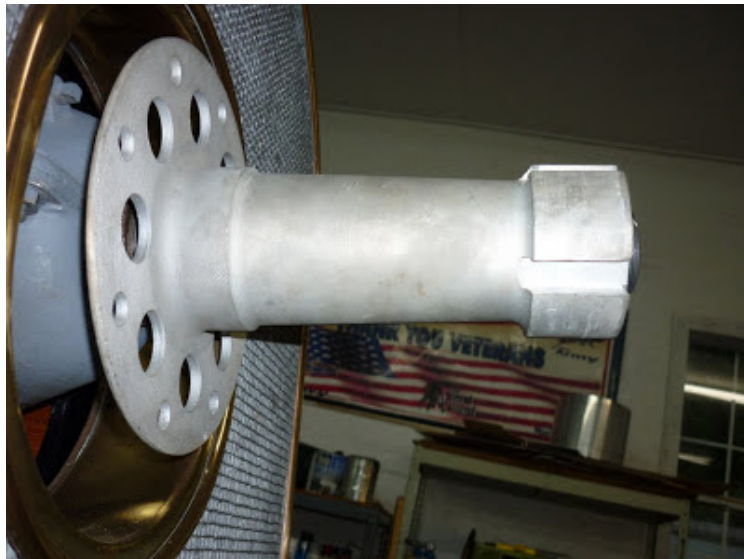


But we still had a problem. Luckily, fellow Jenny restorer Kevin Connor heard about it and sent me his Hisso E hub to try.

It fit perfectly! Great!



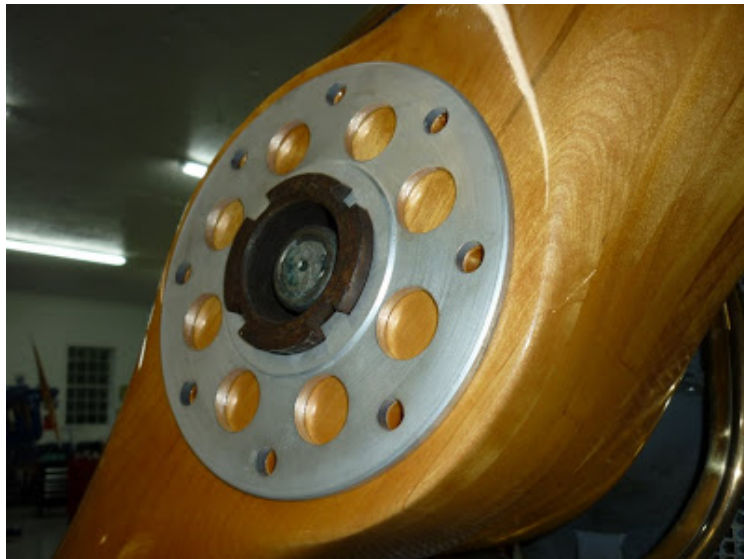
Here you can see the hub differences. Hisso E above. Hisso E-2 below.



The prop fit the hub exactly.



So did the front plate.



The "small" hub actually moves the propeller forward.



Now we know the "small hub" fits our engine. I must give this hub back to Kevin so now I'm looking for one of our own. At least the problem is solved! The big hubs are fine as long as you order the big prop. Anyone need a big hub?

Thanks, Kevin.

We are on track for having the Jenny on display at the museum next month. Here is a poster for the event.

**\$1000 RAFFLE**

**Vintage Day**

**Saturday - June 1, 2013**  
**Candler Field Museum**

**9 AM - 4 PM**  
**Full Schedule of Events**

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**Lunch- 11 AM**  
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**CASH RAFFLE**

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**Entertainment**

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**Williamson, GA 30292**  
**770-227-9989**

**Breakfast or Lunch at Barnstormers Grill**

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More soon. Enjoy

Brian

---

posted by Brian Karli | [6:13 PM](#) | [0 comments](#)

SUNDAY, NOVEMBER 09, 2014

## Hisso Engine update

You know, I kinda stopped posting on this website because the Jenny has flown and I figured it's purpose had been complete. Remember, this was not a shrine to me, or Ron, or Brian Eberle, but rather a resource for other future Jenny builders.

As I mentioned in a previous post, I didn't want to post pictures every

time we flew the airplane.

And I didn't.

But recently we had an issue with our Hispano Suiza engine. I wasn't going to post anything. The Jenny had flown and the website had a beginning and an end. But a good friend of mine suggested that I should post again because the issues we were having with our engine are Jenny related. Most of all, a future Jenny builder may benefit from our findings. He was right. Here goes.

**This is how a small leak can turn into a major overhaul.**

After several hours in the air, we noticed that oil was leaking out of the two camshaft towers in the back of the engine. Now I know having oil on your shirt after flying a Jenny all day was cool, but it should not have been leaking.



It was leaking so much, we were carrying a rag in the cockpit to wipe the windshield every hour. The tower has a clip (you can see it here) and a gland nut. We removed the clip, added some liquid gasket maker and screwed the gland nut back in place. The problem was that the clip had a 90 degree turn on the end, the point which dug into a hole. This kept the nut from spinning. When we tightened the nut, the old hole was nowhere to be seen. If we loosened the nut and found the hole, the nut was too loose. Hmmm....

After pouring through the Hisso manual, I found that the nut should

indeed be tightened and a new hole should be drilled. I didn't like hearing that. I had visions of the drill shavings falling into the tower and clogging up some important oil passage. Another manual gave a better solution. You only drill half way into the tower. That's exactly what we did. The clip was re installed and the leak was fixed.

Lets fly some more.

We noticed another leak developing. This one was located at the crankshaft seal right behind the propeller. It started out as a slow leak, but the more we flew, the more the oil leaked.



That will be an easy fix, right? Just a prop seal change.

Off came the propeller. We removed the gland nut and the clip. Much to my surprise, there was no prop seal !! Did the guy who overhauled the engine forget it? No use crying about it now. Let's install a new seal.

There was a race inside the crankcase. We figured a seal should go there. We purchased some graphite water pump packing material from MSC and pushed it in the race.



It was rather tricky because the packing had to fill the race but could not interfere with the gland nut. Next question : what is the proper torque on the gland nut?

The nut pushes against a large ball bearing on the crankshaft. The Hisso manual said you should tighten the nut "until the bearing will spin two revolutions on it's own after spinning by hand". Oh boy. There is no way we could test that. So we tightened the nut until it seemed right.

It was time to run the engine again. The prop was re installed. The primer cups filled with gas. Ignition on. Spin the propeller. Engine fires on the first blade.....and oil pours out of the new front seal !!!

Now I'm getting worried. Ron Alexander always said sick engines give you signs. What was going on here?

There were many sleepless nights. More time was spent reading the manual. I learned that a crankshaft seal wasn't necessary. The gland nut was designed with grooves which forced oil back into the crankcase.

I talked to every Hisso expert I knew - Frank Shelling, John Saunders, Paul Daugherty, Mike Damiani and Jack Kearbey. Each one told me something to try. But we could not get the leak to stop.

"Check the breather. It may be blocked," everyone agreed. I pulled the breather. It was free and clear.

We made the decision not to fly the airplane until we figured it out.

Finally, John Saunders gave me the name of the man responsible for maintaining the Hisso engines for The Vintage Aviator Co. in New

Zealand. Dave Cretchley offered the following suggestion.

"Do a compression check."

The next day we hooked up the differential compression tester and pumped 80 pounds of pressure into each cylinder. The results were abysmal. Not one cylinder held more than 50 pounds. Three had 30 pounds and one had 10 pounds ! Now we know the problem. The piston rings were bad allowing air to pressurize the case.

Air was rushing out the breather like a hair dryer. We had serious issues.

A decision was made to pull the engine apart. All we had to do was pull the cylinder banks, quickly hone the cylinder walls and put it back together, right?



We took the engine back to the shop and started removing the accessories - mags, water pump, intake tubes etc.



The entire cylinder bank comes off in one piece. We found out a normal wrench would not remove the nuts between the cylinders. They were too close together. The Hisso manual showed a special tool needed for the job. I borrowed one from Kevin Connor. Before long, the cylinder banks were removed.





Luckily, we had purchased two spare cylinder banks (seen above on the left and right). After taking off the banks, we started to wonder. How was the rest of the engine? We had our doubts. The Jenny was a valuable aeroplane. We had poured seven and a half years of love into the restoration. Did we just want to throw this engine back together and go flying again?

I have a builders mentality. My wife rolls her eyes all the time whenever I look at something and say "I can fix that." I started off wanting to repair this engine on my own. But the little guy who sits on your shoulder and whispers in your ear told me to swallow my pride and seek professional help. Do I have a valve seat cutter? Nope. How about a 4.75 in hone? I do not. Can I make a new valve guide? Maybe, but it would be my first.

I had been watching (with interest) John Gaertner at Blue Swallow Aircraft overhauling two tired OX-5 engines. These boat anchors left his shop in better than new condition. I wanted the same for our Hisso.

That's enough for one blog entry. I'll post another one soon starting with the arrival of our engine at John's shop. What he found was very interesting.

Till then....enjoy

Brian

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posted by Brian Karli | [2:01 PM](#) | [2 comments](#)

SATURDAY, MARCH 01, 2008

## Hisso Propeller

Good news! The Hisso prop arrived safely from St. Croix Propellers. Pretty neat, eh?



Here's the story:

When old engine guru Denny Trone graciously decided to let me have his spare Hisso, I happened to notice several propellers displayed on his back wall. I was not thinking about props at the time, but one propeller in particular caught our attention. It had a beautiful scimitar shape - kinda "1920-ish". Not sweeping. Not straight. Sort of in between. So, I took several pictures of it and went on my merry way.



Several prop makers were later contacted with above picture. Chad Wille e-mailed me back and said "So you like the prop on Denny's wall..." Having made the propeller for Old Rhinebeck's Hisso powered Jenny, I found out that he was all tooled up and ready to carve another one.

I was pleased with the prop he made. On time and on budget. Of course the true test will come when we bolt it on and go flying, but that is a later worry for a later day.

See...isn't this better than pictures of the cables I made today?

Brian

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posted by Brian Karli | [4:58 PM](#) | [0 comments](#)

MONDAY, NOVEMBER 18, 2013

## Timing Hisso Magnetos

I wanted to post this for future Jenny restorers. We have learned a lot about timing Hisso magnetos and wanted to share our findings. We ended up changing from the Champion tractor spark plugs to the more commonly used C-26 type plugs found on many Continental A-65 engines. We tested the combination by taking a spark plug hooked up to its respective wire and touching it to the case of the mag. With a good spin of the gear by hand, we saw good spark!



The first step of the timing process is to get the left front cylinder piston all the way up to the top.



You can use a Time-Rite tool, or a wire or just take a flashlight and look in the top spark plug hole to see the piston. I was amazed how good you can see inside there.



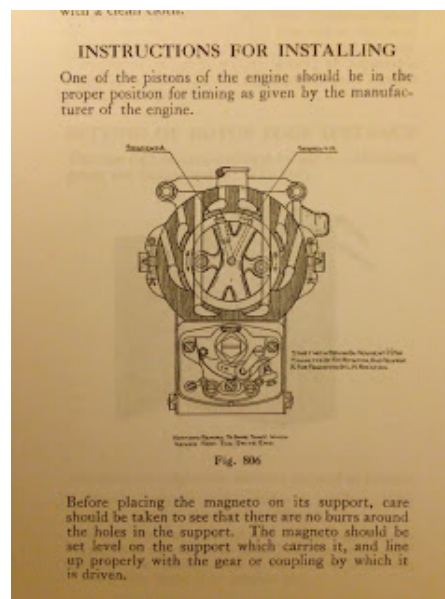
Turn the propeller until the piston is at the top and both valves are closed (compression stroke). Mark this as zero degrees on the protractor.



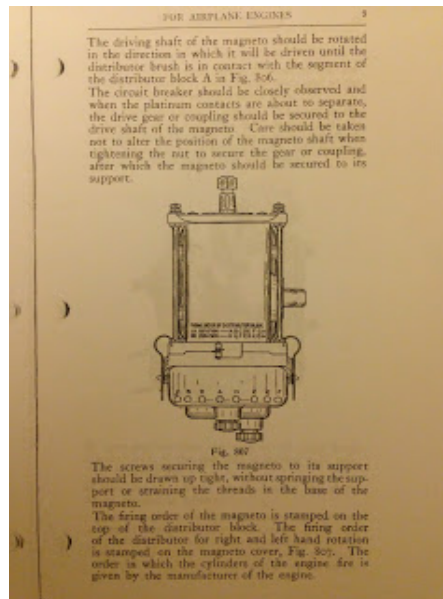
According to the Hissos manual, the cylinder fires at 25 degrees before the piston reaches the top, called Top Dead Center (TDC). Our engine is unique. Most Hissos fire at 20 degrees but the E2 model fires earlier. Anyway, rotate the propeller back and then to eliminate gear lash, rotate it forward until 25 degrees before TDC.



The magneto itself has to be internally timed. The Hisso manual doesn't mention anything about this! I was able to find guidance in the Dixie 800 Magneto manual.



The manual specifically states that the mag should be set to fire at position "H" for our engine. That is about the 1 o'clock position on the magneto cap when viewed from the rear.



Off came the cap.



Here is the inside of the cap.



The timing light was hooked to the p-lead and the case.



Rotate the gear until the rotor approaches the "H" position.



When the points will just start to open - this is exactly where you want it!



When the points open, the light goes on.



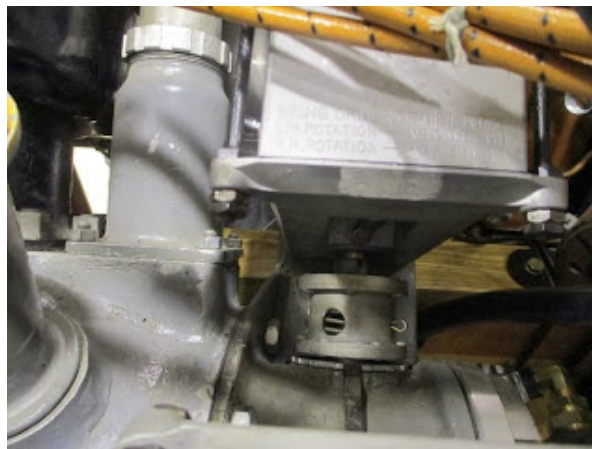
Yup, the rotor is right at the "H" position.



Now don't move the magneto! It is set up to fire the "H" wire which correspondingly fires the front left cylinder which we conveniently set to 25 degrees before TDC.

The mag sits on a rail and cannot move. You must gingerly put the mag in place without letting it turn.

Below, you see a coupling with a spring and a cotter key between the mag and the engine. Once the mag is in place, the gears must line up. If they don't, there is an internal spring in the coupling which allows you to pull up the coupling, rotate it a little and push it down when the gears mesh. The cotter key locks it in place.



Above is a picture of the timed magneto in place.

When we began timing the second magneto, a small piece of metal fell out of the back! The clip that held the points in place had broken.

Luckily, I had another one from a spare Dixie magneto.



So, time the other magneto the same way. When they are both installed, you can check it with the timing light. There you go! That is how you time a Dixie 800 magneto to the Hisso engine.

I know this is pretty dry stuff...and you are waiting for news of the first flight...but be patient. I want to run the engine a few more times to set the idle, taxi around a bit, and when the conditions are favorable, take her up. Stay tuned!

Brian

---

posted by Brian Karli | [5:36 PM](#) | [0 comments](#)

WEDNESDAY, APRIL 23, 2014

## **Latest**

Hi Everyone,

I have not posted much lately. I apologize. We have been flying the Jenny quite a bit and I didn't want to bore anyone with posts that read:

Flew Jenny today  
Flew Jenny today  
Flew Jenny today.

I felt like unless something relevant came along, there was no need to post. Eventually I will share some really good videos of the Jenny in the air. We simply have not taken any worthy footage yet until a visit by Sleeping Dog Productions recently. (see below).

We have been spending time tinkering - oil changes, leaky valve covers, a flat tire....stuff like that. I guess you never just "get in and fly away" with an airplane this old.





One thing we noticed is that the bungee cords had been weakening. When we installed the cords, we did it the old fashioned way - wound rib stitch cord around the lose ends and gave it a good coat of shellac. This method didn't seem to work very well. We didn't put the bungee cords on with enough tension to start (stretching as we wrapped) and not enough wraps with the rib stitch cord.

Live and learn.

So, the main landing gear got new bungees and we wrapped them with copious amounts of cord.

In the tail, we decided to go modern...



The wraps were held in place with hose clamps! Sorry.



Since we were flying so much, it was time for another oil change.



And tracked down a small leak at the oil temperature bulb.



Somehow, we sprung a leak in the tube of the left wheel, so off it came.



And a new tube installed.



Our youngest son Brighton decided to polish the propeller.





He also got to sit through an engine run as we adjusted the idle setting. About that setting.....



One of my complaints was that the engine hesitated when accelerating from idle. It would shake, backfire and run rough for a few seconds before running smoothly. I knew the NAD4 carburetor did not have an accelerator pump, but rather a small chamber filled with fuel that was accessed when the butterfly valves were opened with the throttle. I wasn't happy with this set up.

So, I went into my Hisso manuals. There was no mention of an idle RPM.

Since there was no guidance in the book, I set up the engine to idle around 350 RPM. I was told these engines idle slowly so I used the idle speed of the OX-5 engine, another big water cooled V8.



It finally took a few phone calls to Paul Dougherty at the Golden Age Air Museum and Kevin Connor in Tulsa, OK to figure it out. Everyone told me "set the idle RPM high enough to where it runs smoothly, but slow enough that you don't move". No brakes, remember. The consensus was 500 RPM.

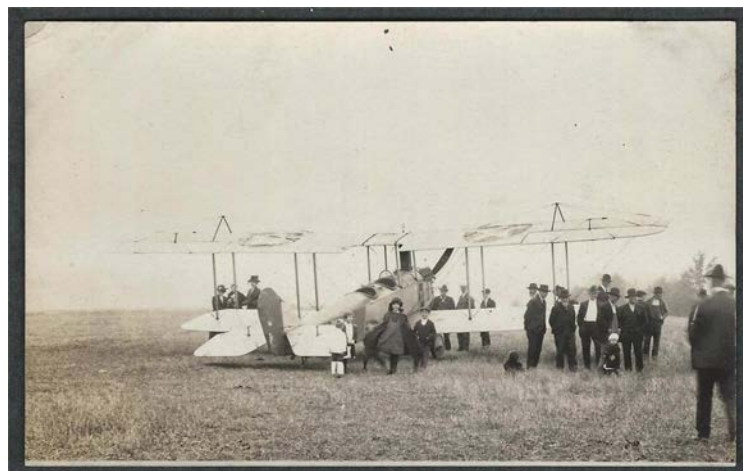
Ours is now set at 480 RPM and I'm happy with the results!

John Gaertner sent me these vintage Jenny pictures seen on eBay. I love this one. Could you imagine landing in a field of high grass and selling rides all weekend?





This one is a Standard J1, but you get the idea.



Last weekend, Sleeping Dog Productions came to the Museum and did a lot of filming. They are planning on making several videos for Flying Magazine's online section.



<http://www.sleepingdogtv.com/>

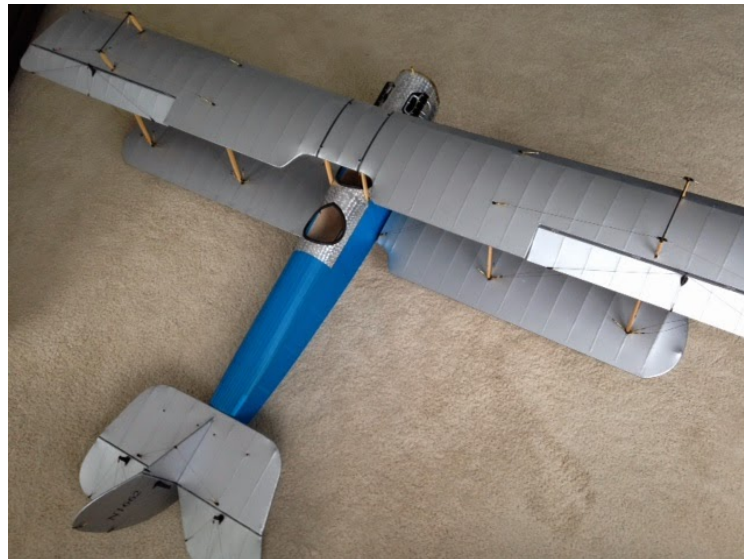


Also, Stan Smith sent me these photographs of the Jenny model he is building. I was blown away! Stan wrote:

*Brian,*

*Thought I would send you some progress pictures. Have really been enjoying reading your blog and seeing pictures and videos of the flights. This is the first time that I put the plane together and did a weigh in, (9 3/4 lbs. so far with batteries, motor, and servos inside)*

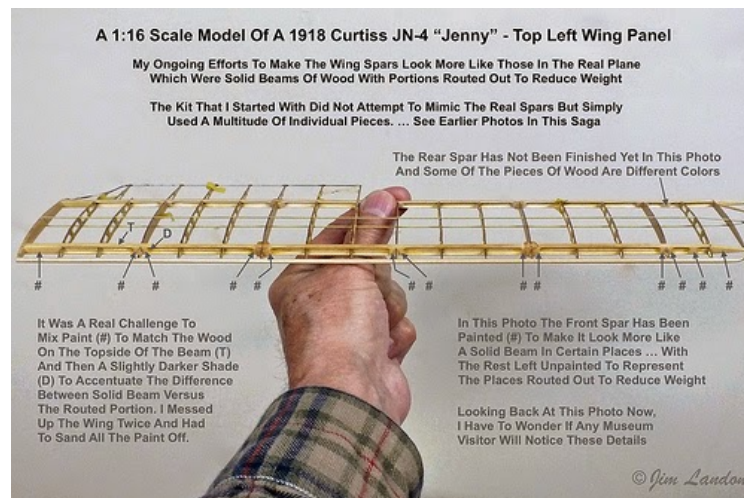
*Stan Smith*





Also, Jim Landoni sent me pictures of the unbelievably scale Jenny model his is building as well.

<https://www.flickr.com/photos/landoni/12733174365/sizes/o/>



Enjoy it all. I'll try to post more often again.

Cheers

Brian

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posted by Brian Karli | [1:06 PM](#) | [0 comments](#)

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# Curtiss Jenny Restoration

Welcome! We hope you enjoy following the restoration process of a 1918 Curtiss JN4D Jenny. Once completed, the aeroplane will be flown and displayed at the Candler Field Museum in Williamson GA (30 miles south of Atlanta). You can contact me below by clicking on "VIEW MY PROFILE"

## About Me



**NAME:** [BRIAN KARLI](#) **LOCATION:** PEACHTREE CITY, GEORGIA, UNITED STATES

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TUESDAY, OCTOBER 29, 2013

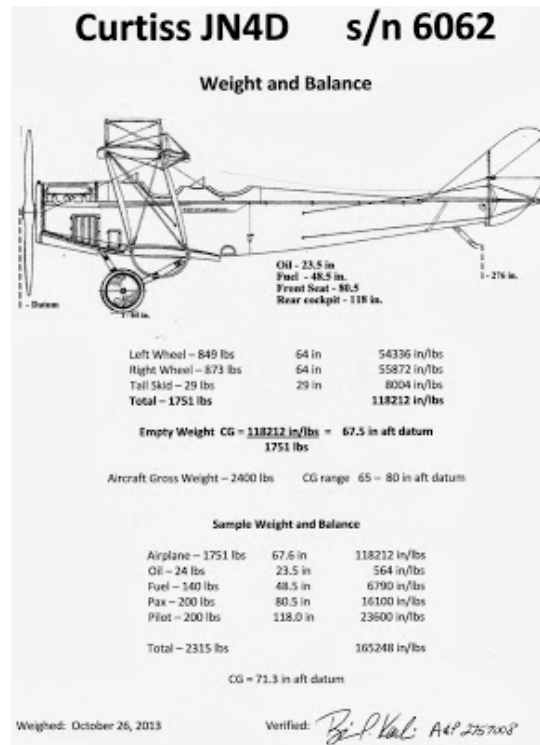
## Almost there

While I was out of town attending a family wedding, Ron and Harold Spivey put the Jenny on the scales.

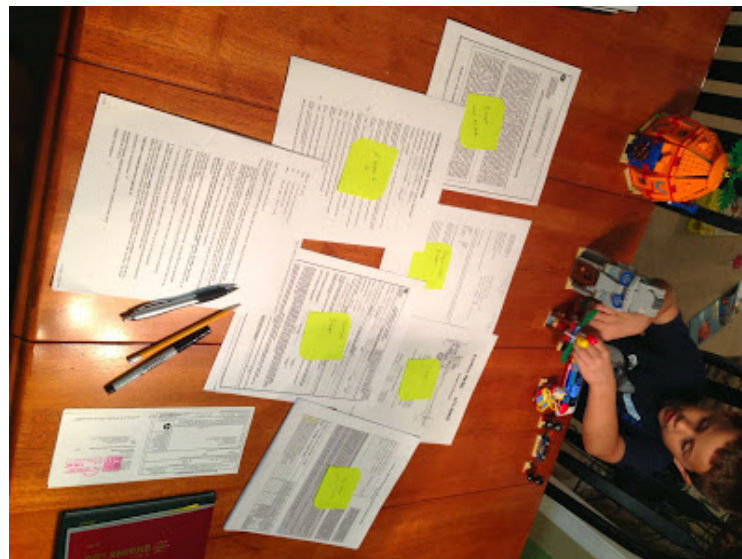


And here is the result:

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With that being accomplished, all the necessary paperwork is now ready for the DAR to inspect the airplane on Thursday.



The last two days was spent doing little things - safety wiring turnbuckles, re-routing the fuel line, putting cotter keys in nuts - it's amazing how time consuming these little things can be.

Some of you have asked for a longer video showing the engine running.

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John Gaertner made this video for me. Click on the link and you will see the Hisso in action.



<http://www.youtube.com/watch?v=bnWyJeqODtU&sns=em>

I got a surprising email the other day. I heard from Manuel Gradillas who works at the Lackland Airman Museum located on the Lackland Air Force Base near San Antonio, TX. They have a Jenny which they plan to restore!



[www.myairmanmuseum.org](http://www.myairmanmuseum.org)





The history of the Jenny is not clearly known, but Manuel is working on it. Just when you think you have seen all the Jennies, another one appears. Good!

More soon. Enjoy

Brian

---

posted by Brian Karli | [5:12 PM](#) | [0 comments](#)

TUESDAY, OCTOBER 15, 2013

## Successful Engine run

We got the engine to run fine today. Yes, it was the fuel pump's fault. Well...kinda. We had the inlet and outlet hooked up backwards. I admit it. My fault. Turn in that A&P license, Brian.

Anyway, once we switched the hoses, the engine ran well.

Tomorrow, I want to check the valve clearances, do a compression check, check the oil screen and check the plugs.

More soon

Enjoy

Brian

---

posted by Brian Karli | [1:58 PM](#) | [1 comments](#)

MONDAY, OCTOBER 14, 2013

## First engine run

I'm finally back from my Europe trip (work). It was a long one, but in my absence, others picked up the slack. Thanks to Harold Spivey, the fuel leak is fixed. Thanks to Brian Eberle, the water leak is fixed.

Last evening, we pulled the airplane out again. The radiator was filled with water. Fuel was added to the fuel tank. Three squirts of prime was put into the pet cocks. After several blades, this is what happened:

We could only get the engine to run for 15 or twenty seconds. It seemed like it was running off the prime and then quitting. Hmmmm. We pumped the wobble pump and confirmed that fuel came out of the fuel line right before the carburetor. But, after several attempts, we could never get the engine to run very long.

Before long, darkness caused us to stop troubleshooting. Even though the engine didn't run long, I was pleased that it ran at all! I suspect we need to mess with the fuel pump. But that is for another day.

I would post more videos, but they are pretty big files. I'd like to edit them. But my camera takes .mov files and Windows Movie Maker takes everything BUT .mov files. I tried downloading a converter but all I got was a virus. Thankfully, AVG caught it.

More soon. Enjoy

Brian

---

posted by Brian Karli | [5:36 PM](#) | [1 comments](#)

FRIDAY, OCTOBER 11, 2013

## water leak fixed

In my absence (work), Brian solved the water leak.



He removed the pipe and found the gasket to be dry. Plus, the nuts were not very tight. Figuring those two things were the culprit, the gasket was reinstalled and some form-a-gasket applied.

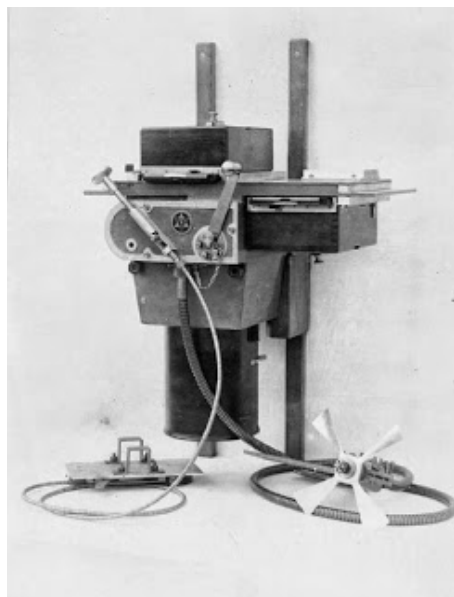


To get to the lower nut, a crow's foot wrench is needed. No other wrench would work without interfering with the pipe.



That should do the trick. On to the fuel leak....

John Gaertner sent me these pictures. A photographic Jenny. Hey, it gives me ideas. If I could only find a camera.



More soon, enjoy!

BK

---

posted by Brian Karli | [12:23 PM](#) | [0 comments](#)

WEDNESDAY, OCTOBER 09, 2013

## Dorian Walker Jenny

I'm still busy at work this week, but I had to report something special. Congratulations to Dorian Walker and his crew. Their Jenny has taken to the skies!



I hope to have more pictures posted soon of this event. It is neat to see a project like this take to the skies. I remember a phone call a few years ago. "Hi, my name is Dorian Walker. I bought this Jenny project in Ohio and I have a few questions...."

Those few questions kept coming, some weekly, some daily, and sometimes several times a day over the course of a few years. Quite frankly, I enjoyed answering every one of them.

Well done Dorian.

BK

---

posted by Brian Karli | [4:10 AM](#) | [0 comments](#)



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# Curtiss Jenny Restoration

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SATURDAY, NOVEMBER 30, 2013

## First Flight videos on YouTube

OK, iPad users, the first flight videos are now on YouTube.

You can click on the links below or just search "Candler Field Curtiss Jenny"



## Candler Field Curtiss Jenny Taxi

Upload complete! Your video will be live at: <http://youtu.be/HZR-edpKeRk>



## Candler Field Curtiss Jenny takeoff

Upload complete! Your video will be live at: <http://youtu.be/1nA3SCsDNac>

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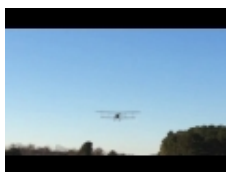
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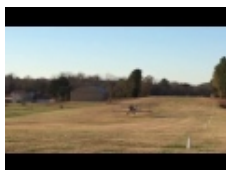
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## Candler Field Curtiss Jenny in the air

Upload complete! Your video will be live at:

<http://youtu.be/KpE6ScKHnXQ>



## Candler Field Curtiss Jenny Landing

Upload complete! Your video will be live at:

<http://youtu.be/1hiHZop8GDE>

Lastly, Andrew King sent me this picture which made my hair stand on end.



Yea...being banked that steeply while so close to the ground must have been rather thrilling.

More soon. Enjoy

Brian

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posted by Brian Karli | [8:22 PM](#) | [4 comments](#)

FRIDAY, NOVEMBER 29, 2013

## First Flight

The Jenny flies !!!



We could not have asked for a better day for the first flight. Calm winds. Blue skies and cool temperatures. The Jenny flew great !

Here are a few videos taken by Nate Hammond and Brian Eberle. This blog site uses Quick Time and I understand you can't see them using an iPad. Sorry. I'm not sure how to do it otherwise. Let me post them on YouTube when I get a chance.

Anyway, here is a taxi video. I was lucky to have an able ground crew - Bill, Nate and Clay Hammond, Brian Eberle, Francois Devin, Ken Gulliford and others.

And here is the takeoff.

"Just passing through...just passing through"

And the landing.



Then it was Ron's turn...



Two successful test flights.



I'm sure more photos will be arriving soon as people send them to me. I was too busy to take my own pictures, so I must rely on the generosity of others.

Because it has been a seven and a half year restoration, I wanted to take a minute and look back. Here goes:













More soon. Enjoy

Brian

---

posted by Brian Karli | [8:12 PM](#) | [9 comments](#)

SUNDAY, NOVEMBER 24, 2013

## First taxi !!

Our museum is doing something really great. We have started a youth mentor program whereas kids with an interest in aviation can meet at the museum two days a week and learn the art of antique aircraft restoration. Museum volunteers show them how it's done and the kids get credit towards an A&P license. They also have the option of working for flight time, an offer graciously donated by the Candler Field Flying Club.

Anyway, Yesterday I went to the first meeting to see what I could do. While I was there, Bill Hammond asked me when I planned on flying the Jenny. From the picture below, you can tell my response.



The weather has not been great lately. Low overcast skies. And the wind was strong.

"Well, why not just taxi it around?" he asked.

"Good idea."

I was really fortunate to have six young, enthusiastic teens to help pull the Jenny out of the hangar. Talk about a getting an introduction to aviation. Hanging on to the wing strut of a Curtiss Jenny has to be the best experience you could ever get.

We pulled the airplane up to the runway. Ron gave each primer cup four shots of prime.



Four lucky kids got to hold the wings as the rest watched from the side.



Bill Hammond gave the prop a swing. The Hiss ran on the first blade, but the guy in the back cockpit let the idle get too low (it was cold) and the engine stopped. It took us a while, but we figured out the sequence

and got it started again.



Chocks pulled, the Jenny moved under it's own power.



Down the runway and turned around.



Back to the starting point.



Ron was in the front seat and got his share of the taxiing. At the top of the hill, he stopped, turned around, and yelled, "This is so cool."

I could not have agreed more.



So, we taxied down the runway again, this time getting a little more speed.



Bill Hammond suggested this was a good time to run the engine at full power.



1

So, chocks were inserted and the wing holders were warned.



They were a lot colder than they looked!



"OK, we're ready."



I was pleased - the engine ran smoothly at full power!



By now, everyone was plenty chilled, so we called it a day.



Just waiting now for a day off work with corresponding good weather. Then the first flight will occur.

Till then...

Brian

PS - all these photos were screen shots from a video taken by Scott Coile. Hope to have that video posted soon. I wasn't planning to pull the Jenny out of the hangar so I didn't even have my camera!

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posted by Brian Karli | [8:34 PM](#) | [0 comments](#)

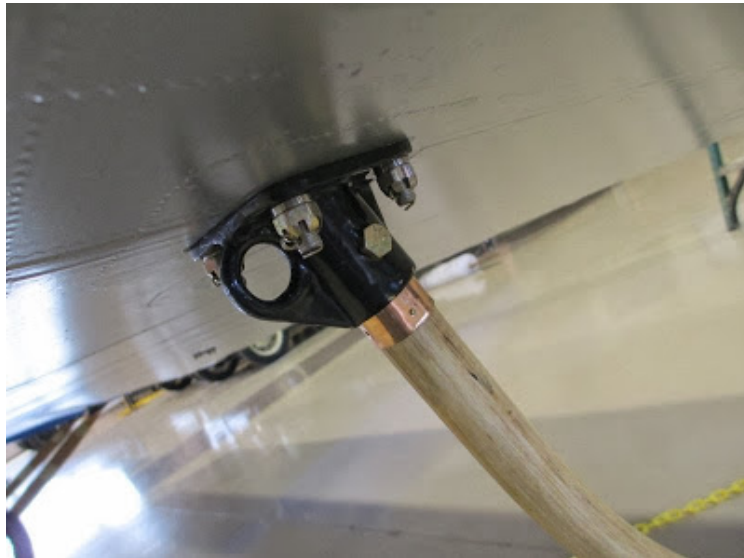
WEDNESDAY, NOVEMBER 20, 2013

## Engine run & cowl straps

In between trips, I met Ron and Brian at the hangar today. We finished up the magneto timing - put the distributor caps back on, attached all the spark plug wires etc. I'm happy to say the Hisso fired up on the first pull!

We have a small idle adjustment to make yet. Had it not been so windy today, we would have taxied down the runway. But that will have to wait for another day.

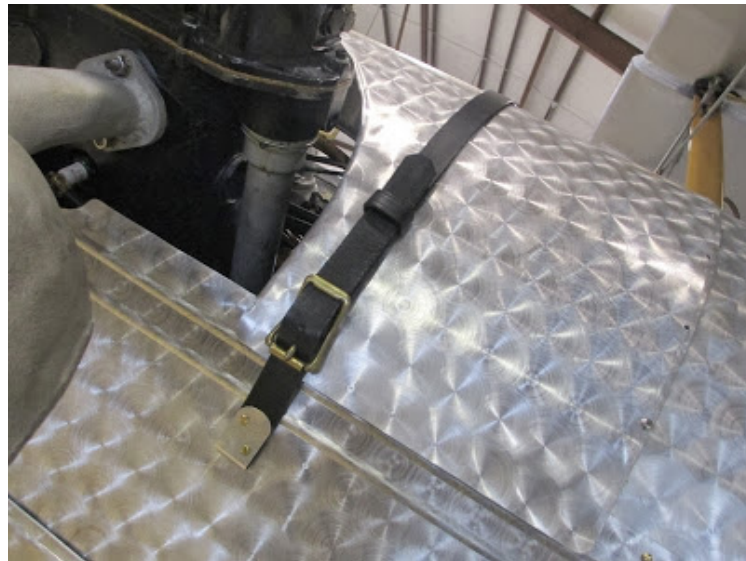
We also finished attaching the skid hoops.



Lastly, the leather cowl straps were fabricated.







Hey, ever wonder what happens when a wayward barnstormer lands at a big, busy metropolitan airport?



Click on this link:

<http://www.youtube.com/embed/afXRKG3Jabw>

Actually, this home movie was taken in the early 70's when Cole Palen flew his Jenny from Old Rhinebeck Aerodrome to the new Washington Dulles Airport. I suspect he was there for a photo shoot judging by the Jenny in front of the PanAm 747. Anyway, it was a neat display of progress. From Jennies to Jets....

More soon. Enjoy

Brian



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MONDAY, JULY 06, 2015

## Back in the air !!!

I'm happy to say that the Jenny has returned to the skies. It only took a year.....



Sunday night Ron, Brian and I met at the museum. We tracked down two little leaks and pulled the Jenny outside. It was a perfect evening for flying. We spent a bunch of time messing with the idle setting, and Brian almost reached his hand propping limit, but around 830PM, Ron took the Jenny for a 15 minute flight. Enjoy the video.

Usually there is a crowd at the museum and I get tons of video of the Jenny in the air. But for some reason, we were nearly alone. Tommy and Amanda Denton came to see the flight as did Christy Eberly. I apologize for the amateur cinematography. I was too busy watching the flight.

Good excuse to fly it again....