Grumman Avenger is operated by WestPac and kept in fine flying condition for visits to airshows.

Neptune turret in WestPac's state-of-the-art painting facility.

WestPac operates a full metal shop and Alan and Lefty are seen examining a P-47 leading edge.

tion and opened a hangar at Rialto Airport, which is north and east from Chino. Bill and Alan kept talking about their common interests and in 1990, WestPac Restorations was created.

"Our first project was completing an NA-50, then we went on to a T-6 and Twin Beech for Larry Rose. This was followed by the start of a B-25 restoration for a new owner. Our next job was building three fiberglass P-51D Mustangs for Jeff Clyman's Cockpit clothing stores," recalled Alan (in fact, one of these replicas is now in the American Air Museum in Britain at Duxford). "Jeff purchased the first NA-50 since he wanted to build up time in the NA-50 before going on to single-engine fighters. We had developed a good working relationship with Jeff and when he bought a P-51D, we did an IRAN on that airplane as well as install a set of Nelson Ezell dual controls."

While keeping very busy, the pair acquired several Grumman Tigercat airframes and a large amount of F7F components. Bob Pond was looking for a Tigercat so a trade was arranged that saw WestPac receive a flying P-51D. Fighter Rebuilders got to work on creating a flying F7F-3 for Pond and this aircraft is now one of the stars of the Palm Springs Air Museum. WestPac also supplied a static F7F airframe for the Pima Air and Space Museum.

With their own Mustang up and flying, a decision was made to take the P-51 to Reno 93. Jeff Clyman also wanted his P-51 at Reno so Bill and Alan wound up having a lot of fun taking both of the stock machines around the pylons.

"We then had a chance to sell our Mustang to a gentleman in Holland," said Alan. "We disassembled the plane and sent it by ship. Once in Holland, we assembled the Mustang and I did some test flying. Flying near the border of Germany, it suddenly dawned on me that this was where we bombed the crap out of the Germans during WWII and here I was flying a Mustang over the same area decades later. What a thrill!"

WestPac has a complete propeller overhaul facility and Bill and Rudy were photographed with a just-completed prop.

Metal shop foreman Lefty McGuckian with a QEC from *White 33.*

Jeff Clyman then purchased an FG-1D Corsair and Alan and Bill did quite a bit of work on the fighter. During this time, they became interested in the Corsair and started looking around to see if they could find an example to purchase. They heard that David Tallichet had a Corsair for sale at Chino. Going to Dave's hangar, they got up on the FG-1D's wing and were taking a look at the plane. "We then saw this big lump over in the corner," said Bill. The lump turned out to be a partially disassembled P-47D Thunderbolt. "We started looking at the plane and thought it was pretty neat since it was in very stock condition and we were looking for an airplane

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WestPac gained international fame for its Thunderbolt restorations and while at Rialto Airport the company received the nickname "Republic West." However, that nickname is in the process of changing to "Lockheed East."