2016 Spirit of St. Louis Air Show Success!

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Hello to all of our members and friends, I trust you are all enjoying a very hot Missouri summer! As we near our 10th anniversary this October, I am very proud of the Society we have built and of the many accomplishments we have achieved. Our greatest resource is all of the wonderful people we have met along the way, some have been with us since the beginning, and I thank all of you for your unwavering support. It is my desire to always keep people first and foremost as the most important aspect in anything we do. I think the greatest organizations are the ones who can keep a grassroots mindset, no matter how large they eventually grow. We have so many talented people in our Society, and I am very proud of all of you! Let’s reach out together, and let the world know that Missouri has always been at the forefront of aviation and space development.

I am proud to report that our first project, a comprehensive history of Lambert St. Louis Airport, has been completed. MOAHS 71 and accomplished author Dr. Daniel L. Rust, has skillfully brought together the fascinating story of our beloved Lambert Field. Originally the idea of MOAHS 2 Alan Hoffman, this has been a monumental effort by Dr. Rust, Alan, and many others for the last two years. The book titled: “The Aerial Crossroads of America: St. Louis’s Lambert Airport” will be available this fall. Thanks to all of you, who contributed along the way!

The MOAHS second major project will be the establishment of a Missouri Aviation Hall of Fame, which has been in process for the last year. MOAHS 61 Gary Liming has volunteered to chair our committee, and we are working with established Halls of Fame, museums, and the Colorado Aviation Historical Society to make sure we don’t miss a step.

There are numerous other projects in development, and we will report on those in future issues of the “Middle Marker.” Please check out our “Save the Dates” lineup of monthly meetings throughout the remainder of 2016, you will not want to miss any of the exciting list of guest speakers and presentations that we have planned! Hope to see you there!

Very Respectfully,

Dan O’Hara
President, Missouri Aviation Historical Society
Guarding the gate to Jefferson Barracks Air National Guard Station (ANGS) in south St. Louis County is a McDonnell Douglas F-4E Phantom II. This aircraft is pieced together from two F-4Es: The nose and forward fuselage from an ex-Missouri Air National Guard (ANG) F-4E-37-MC, serial number (sn) 68-0311, while the rest of the Phantom is from an ex-Indiana ANG F-4E-40-MC, sn 68-0465.

Although how these two aircraft came together to form Jefferson Barracks’ gate guard is fascinating, the story behind the names painted on the Phantom is more fascinating. The Missouri ANG’s Joe Steimann painted it in a Southeast Asia scheme with Rose’s Gang and a shark mouth on the nose. The crew names painted on the canopy sills are Captain Tom Daffron (pilot) and Major Charles Morley (navigator).

Charles Frank Morley was born in Warrensburg, Missouri on 12 February 1942, one of four sons of Samuel and Josephine Morley. He graduated from Warrensburg High School (WHS) and then attended Central Missouri State University (CMSU; now University of Central Missouri), where he played football for three seasons. After graduating from CMSU in 1967, Morley married Michele Dixon, a fellow Warrensburg High and CMSU student, and was accepted for pilot training by the US Air Force.

Morley graduated from pilot training in 1968 and one year later was assigned to the 557th Tactical Fighter Squadron (TFS), 12th Tactical Fighter Wing (TFW) at Cam Ranh Bay Air Base, South Vietnam. Morley—now a First Lieutenant—was posted as a navigator to an F-4C-21-MC Phantom II (sn 63-7671) named Rose’s Gang, which was piloted by Captain Thomas Carl Daffron, a native of Pinckneyville, Illinois.

On the evening of 18 February 1970, Daffron and Morley flew Rose’s Gang on a mission over the “Ho Chi Minh Trail” in Laos. (The “Ho Chi Minh Trail” was the name Americans gave to the road used by North Vietnam to send troops, weapons and supplies through neutral Laos into South Vietnam.) Their Phantom was flying at 10,000 feet (3048 m) approximately 10 miles (16.1 km) southwest of the Ban Karai Pass when it was hit by North Vietnamese 37mm anti-aircraft fire and burst into flames and crashed. Observers in the area did not see any parachutes and heard no emergency beacons from either Daffron or Morley. After a four-day aerial search turned up nothing, both crewmen were declared Missing in Action (MIA) and Morley was later promoted to Major, and awarded the Distinguished Flying Cross, and the Purple Heart for his service in the Vietnam war. Both of these awards are on display at Warrensburg High School. In memory of Major Morley, a $225.00 scholarship is awarded annually to a graduate.
of WHS. A brick that displays Charles Morley’s name is on display at the Johnson County, Missouri courthouse.

In May of 1993, a joint US/Laotian team, after interviewing villagers in the area, found wreckage and personal effects consistent with an F-4 crash. Human remains and crew-related items were excavated in 1995, and their remains were positively identified as Morley and Daffron by the US Army Central Identification Library in Hawaii in 1999. Morley was subsequently interred at Arlington National Cemetery in Virginia. (Daffron’s remains are buried at Sunset Memorial Park in Du Quoin, Illinois.) Morley and his wife Mizhele had no children.

On 29 April 2010, the F-4E “gate guard” was dedicated at Jefferson Barracks ANGS. Current and former Missouri ANG personnel and aviation buffs attended, and Missouri State Senator Anita Yeckel spoke. This Phantom II now pays tribute to its Missouri ANG fliers and maintainers.


Acknowledgements: Thanks to Art Schuermann, Director of the Jefferson Barracks Community Council, for giving me photographic access to the F-4E on 12 December 2012. For aircraft information, thanks to Mark Nankivil, Gary Chambers, Fred Scheffler, Alan Howarth, Coert Van Breda, Edward Turner, and Kevin Kennedy (the latter three from the F-4 Phantom II Society’s forum).
First time in history two national jet teams perform together in St. Louis: The United States Navy Blue Angels and the Canadian Snowbirds!

First appearance in St. Louis of a United States Air Force Heritage Flight Featuring the F-22 Raptor and the P-51 Mustang “Baby Duck!”
First appearance in St. Louis of the F-22 Raptor Demo!

Rare flyover by the Northrop B-2 Spirit from Whiteman AFB
Last appearance of an active duty F-4 Phantom II in St. Louis & the first at Spirit since 1982!

The top three largest aircraft ever at Spirit record: the B-757, the Boeing C-17 & KC-135!

Appearance of the world’s only flying B-29 SuperForetress “FIFI”
First appearance of the Centennial paint schemed United States Coast Guard HC-144 in St. Louis!

Over 50,000 in Attendance, 25+ Military Veteran’s Village Exhibitors, 21 STEM Interactive Displays, 27 Performing Aircraft & 40 Static Aircraft!

Photo by Mark Nankivil

Photo by Chase Kohler

Photo by Dave Kuenzel

Photo by Daniel L. Rust, Ph.D

Photo by Gary Chambers
The art and lifestyle of aviation is experienced in many ways. Whether it’s taking a ride up high or descending low, local artist Mike Burke transcends the magic of flying with strokes and lines. As the curator of the Greater St. Louis Air and Space Museum, Mike is surrounded by inspiration both old and new. We caught up with him to talk about his latest inspiration and methods.

**MOAHS:** When did you first begin to paint and create works of art? When did the aviation focus for your pieces start?

**Mike:** “I’ve shown an artistic flair since second grade. Simple drawings that seemed to me to be like what other kids did, but my parents and teachers were impressed with all the little details I’d include in whatever I was drawing. One time, the art class assignment was to imagine swinging on a swing so high that you could look down on your house. I had already been on the roof of the house so I drew in all the little details I remembered from that experience.”

“I had drawn and painted planes from time to time, but I didn’t really start learning how to do aviation art until the 80s. After several attempts at ambitious pictures, I got involved with the American Society of Aviation Artists. Through that group, I got to know Keith Ferris, Walt Jefferies (of U.S.S. Enterprise NCC-1701 fame), Nixon Galloway (the Barnstormer painting), Wilson Hurley (mostly known for his southwestern art), and many other aviation artists.”

**MOAHS:** What exactly got you interested in aviation? Everyone has that one special moment!

**Mike:** “I do not remember what the spark was, but I remember waking up one morning (I’m not sure if I was even in the first grade yet) thinking about the planes I had seen in cartoons and movies on TV and realizing how much I liked the look of airplanes. But, I also liked toy cars back then. I had a massive...
Matchbox car collection that I played with regularly. Then, there was the Space Program. I watched all the Mercury and Gemini launches that took place when I was not at school. I think it was the space stuff that cemented the interest in aviation and allowed the interest in cars to fade.”

MOAHS: Who do you take inspiration from during your works?

Mike: “Who all I’ll look at may depend on what I’m trying to do in a painting. Bob McCall is a go-to source for me with space art. However, I have to say that the aviation artist who has had the most influence on the look I’m after is Shigeo Koike – known in this country mostly for his box-top paintings for Hasegawa model kits.”

MOAHS: What are your favorite techniques used to create the image?

Mike: “I do a lot of memory drawings. That’s something I started doing in college back in the 70s. The procedure I set up back then was to take some time in the evening to draw things that I remembered from the day. I didn’t limit myself to just the visual memories. For example, if something had made me angry during the day, I’d try drawing the event with angry lines. Now, I’ve found that I can play with fit-checking the parts of a model aircraft then sit down a few hours later and do a reasonable representation of that aircraft in a drawing, without looking at reference material, a few hours later. One time, I was telling someone about an idea for using a B-17 in a painting. While talking, I pulled out my drawing pen and did a little thumbnail drawing of the B-17 as it would be seen. He was amazed that I had drawn a B-17 in less than 10 seconds. I do small color sketches (mostly figure and landscape work) for fun. I also enjoy doing pen and ink (dipping pen) drawings. In developing initial ideas for paintings, I’ll just sketch ideas out of my head as they come to me. Then I’ll spend some time looking at the model or photo reference to refine the viewing angle then try some more sketches. I’ll photograph the model with a ‘flat lens,’ then use that image to develop the master drawing over which the painting will be done.”

MOAHS: Missouri has several works of art dedicated to aviation such as the murals at Lambert-St. Louis International Airport. Do you want to create something similar that showcases local heritage?

Mike: “I don’t have any ideas for murals, but I want to do some paintings that will catch the feeling of the times of some of the region’s aviation history. Not just with St. Louis. I’ve found some interesting image ideas in the histories of the St. Louis Downtown Airport, and of Parks Air College.”

MOAHS: In your opinion, what is the most ‘beautiful’ aircraft design thus far realized?

Mike: “I have no one that stands out as the beauty. I love the lines of the Supermarine Swift. I prefer the lines of the Hurricane over those of the Spitfire. Some of the stepping stones along the way to the Space Shuttle were fun looking designs – like the Lockheed Star Clipper. However, the one that I like because it is what it is without apologies is the Sikorsky S-38 flying boat. It is not beautiful, but I want to do some paintings of it someday.”

MOAHS: What is your favorite aircraft to paint?

Mike: “Every one that I paint would be a favorite. Whether it’s a Hawker Hurricane, an F-16, or a Night Fury (dragon), trying to make anything that flies look like it is really within the background environment is what makes the challenge of aviation art fun for me.”
Parks Air College Presentation

By Joe Gurney

I presented a lecture about the U.S. Navy Flight Demonstration Squadron, the Blue Angels, to approximately forty-five Aviation Science students at McDonnell Douglas Hall of Parks College of Aviation, Engineering and Technology of Saint Louis University. My lecture told of the Blue Angels’ history from its first exhibition in 1946—when they flew Grumman F6F Hellcats—until the present day, operating the St. Louis-built McDonnell Douglas F/A-18C Hornet. I brought along posters, frames pictures and photo books of the team to this event, along with video of the Blue Angels’ performance at the Kansas City Wheeling Downtown Airport on August 22, 2015.

Former Blue Angel pilot Bill Switzer was a guest speaker at this lecture. He flew with the Blue Angels during the 1971 and 1972 show seasons, when the team was equipped with the McDonnell Douglas F-4J Phantom II. Switzer shared his experiences flying F-4Js in the Navy, including with the Blue Angels. All the attendees had a very nice time at this lecture and I had a very good time presenting it to them.

LaSalle Spring Middle School STEAM Fest

The Third Annual STEAM Fest (Science-Technology-Engineering-Art-Math Initiative) was held on March 3, 2016 at the LaSalle Springs Middle School of the Rockwood School District in St. Louis, MO. Over 550 parents and students were in attendance displaying their STEM projects. In conjunction with the STEM initiative, a Blue Angels Art Contest was held sponsored by the Missouri Aviation Historical Society. Artwork was submitted by the students of Ms. Mary Anne Moosmann’s 6th grade Science class. The first place winner of the Blue Angels Art Contest was sketched and colored by student Kelby Birmes. Kelby was presented with a Panera Bread $25 gift card from the Missouri Aviation Historical Society. The presentation was made by Joe Gurney and former Blue Angels pilot Bill Switzer, who flew the McDonnell Douglas F-4J Phantom II aircraft with the 1971-72 teams as the #6 Opposing Solo in ’71 and in 1972 as the #4 Slot position in the Blue Angels Diamond.
Blue Angel Parks It Home

United States Navy, Lieutenant Matt Suyderhoud (Blue Angel # 2) enjoyed a full-circle monumental event at SLU Parks Air College prior to the 2016 Spirit of St. Louis Air Show and STEM Expo. Lt. Suyderhoud attended St. Louis University and graduated Magna Cum Lade with a Bachelor of Science in Aviation Science in June 2005. “It is very much a homecoming for me because I consider St. Louis a second home,” said Suyderhoud. “It is extra special for me because I get the opportunity to come back to Parks College at SLU to speak to students about my experiences with the team and in the military in general. While my aviation career started in Hawaii, it really took shape in St. Louis at Parks.”

Special Donation

Thank you to
Joe Gurney
Missouri Aviation Historical Society’s
Education & Community Outreach Director

for the generous $500.00 donation to fund the Missouri Aviation Historical Society’s 501c3 filing. MOAHS is now an official 501c3 not-for-profit organization!
Inside the Cockpit

A Little Pilot Chatter

By Jacqui Poor

It was a once in a lifetime meeting for two of our nation’s finest pilots. WW2 Veteran Bob Little was the first pilot to test the McDonnell Aircraft F-4 Phantom II. USAF Col Ron “Elvis” King is the Commanding Officer of the last operational F-4 Phantom II Squadron.

The Missouri Aviation Historical Society’s President, Dan O’Hara strategically orchestrated this historical encounter, which took place on Friday, May 13th prior to the 2016 Spirit of St. Louis Air Show and Stem Expo. HEC-TV’s History in the First Person was on site with a television production crew to capture this monumental event. Following their first handshake in front of the Phantom, the dialogue that transpired between the two aviators offered an insight that one rarely gets to experience.

Col Ron “Elvis” King: “You’re the first F4 pilot. I’m going to be the last one!”
Bob Little: “Congratulations (laughing).”

Col King: “This plane has seen and done a lot of things over the years.”
Bob Little: “Yeh, It’s been a pretty good workhorse.”
Col King: “You did a good job designing her. She still flies great (both laughing).”
Bob Little: “Ok, I’m glad to hear that. Well I saw you come in and watched your landing.”
Col King: “How’d I do? It is ok (laughing)?”
Bob Little: “Yeh, You did great (laughing).”
Col King: “Thank you. It’s a little shorter runway than I’m used to.”
Bob Little: “Yeh, and you we’re landing down wind too.”
Col King: “That didn’t help either. (laughing) So we have eight more flying. We have 21 total, only 8 that are manned flyers.”
Bob Little: “And then what are you going to do? Take them out to Tucson?”
Col King: “All of these were retired at one point to Tucson. And then they pulled them out of the bone yard and converted them to Q-F Force. So all of these airplanes, you might be able to see on top where the instruments are, there’s a different panel up there. They all can be flown remotely with no pilot inside of it, this one as well. Eight of these can be flown with a pilot inside. The other 12 can only be flown remotely.”
Bob Little: “I’ll be darned.”
Col King: “By the end of this year, this December, we’re going to phase them out and we’ll transition to QF16. We’re the last unit in the Air Force, in the Department of Defense for that matter.”

Bob Little: “Well I’m all sorry to see them go, but anyway I hope they did a good job for ya.”

Col King: “Awe, it’s fantastic Sir. I’m an F-16 pilot as well.”

Bob Little: “Very good.”

Col King: “I get to fly both airplanes.”

Bob Little: “Sounds like a good combination to me.”

Col King: “It’s a lot fun to go from one to another because this airplane likes to go fast! (both laughing) And it does that very well for sure, but it’s joy to fly. It’s an absolute pleasure to get a chance to meet the man from the beginning. That is something that I never thought I’d get the opportunity to do. I never thought I’d get a chance to fly the F-4, EVER, let alone get the chance to meet you.”

Bob Little: “Well I’m glad to meet you too.”

Col King: “How many hours do you have in the F-4?”

Bob Little: “Oh, not, not, very many. A couple hundred probably.”

Col King: “It’s what I’ve got too! (both laughing) What was your favorite airplane to fly?”

Bob Little: “Well really, I flew P-51s during the war, so that’s up there, but the F-4 F4’s gotta be number one.” (both laughing)

Col King: “You like the F-4 better that the P-51?”

Bob Little: “I’ll take the F4!” (Both laughing)

Col King: “The P-51 is my favorite airplane ever since I was a kid. I’ve still not gotten a ride in it yet. I’m still hopeful one day I’ll get a chance.”

Bob Little: “It (P-51) took a tremendous beating, we flew it through some snow and uh all kinds of slush would ice up the wing on the edge, you know, anyway it held up good.”

Concluding their chat was a surprise gift presentation of the F-4 Phantom 50th Anniversary Edition Manual to Col King by Dan O’Hara, which Bob Little gladly autographed.

Col King: “Again, I never thought I’d be flying the F-4 in my career and then get a chance to meet one of the founders and the first pilot of the F-4 is just an honor. So it’s truly humbling.”

Bob Little: “Well I’m glad to meet you too.”
The Missouri Aviation Historical Society launched the Lambert Airport History Project under the leadership of Dr. Daniel Rust to provide an in-depth, authoritative account of the history of Lambert-St. Louis International Airport and its connections to regional, national and international history. Dr. Dan Rust is the author of *Flying Across America: The Airline Passenger Experience* (University of Oklahoma Press, 2009), as well as numerous articles and studies. Project participants include Lambert-St. Louis International Airport, the Center for Transportation Studies at UMSL, the Missouri History Museum, the Greater St. Louis Air and Space Museum, historians and many others interested in Lambert and aviation history. Lambert is one of the most historic civil airports in the United States. It has been becoming St. Louis’s municipal airport in 1928.

From Charles Lindbergh and The Spirit of St. Louis to the jet age and the space age, Lambert has been a focus of airline, manufacturing, military, and general aviation activity.

In 2013 the MOAHS, Dr. Rust and the Missouri History Museum agreed to publish a history of Lambert. The book, *The Aerial Crossroads of America: St. Louis’s Lambert Airport*, is set for publication on November 1, 2016. Beginning with Albert Bond Lambert’s pioneering efforts to promote aviation in St. Louis, the book includes the 1923 Air Races, Charles Lindbergh and the US Air Mail service, the birth of American Airlines and TWA, military aviation, the rise of the aircraft manufacturing industry, the development of air traffic control, the “Battle for Lambert” between Missouri and Illinois, airline deregulation, 9/11, the decline of Lambert following the demise of TWA, and much more. All royalties from the sale of this book will go to support the Missouri Aviation Historical Society.
Golden Age of Flight

Located at Dauster Flying Field at the Creve Coeur Airport, The Historic Aircraft Restoration Museum houses aircraft and related items from what many refer to as The Golden Age of Flight, roughly 1920 to 1939. The museum’s collection of antique, vintage aircraft and planes appearing in Hollywood films and television is housed in four main display hangars that currently hold a combined total of forty-nine aircraft. Guided tours are available daily from 10AM – 4 PM. To confirm your tour reservation in advance, call (314) 434-3368.

Aviation Museums

Historic Aircraft Restoration Museum
Creve Coeur Airport, Maryland Heights
Hours: Tues-Friday 10AM - 4 PM
Saturday & Sunday 10 AM - 4 PM
(314) 434-3368

Greater St. Louis Air & Space Museum:
2300 Vector Dr, Cahokia, IL 62206
Hours: Friday - Saturday 10 AM - 4 PM
(618) 332-3664

Nicholas-Beazley Aviation Museum:
1985 South Ordell St. Marshall, MO
Hours: Tues. - Saturday 10 AM - 4 PM
(660) 886-2630
Reflection on Dale “Red” and Sally Jackson and the St. Louis Robin

By Clarine Andresen

Early this year I received a note from antique airplane restorer Terry Bowden. He told me the St. Louis Robin would be shipping to Costa Rica in February. A flood of emotions came over me. Although I knew the time would come when we would have to say goodbye to the little airplane; several planned departure dates had already come and gone, that had never materialized. Secretly, I hoped that the day would never come when it truly left; that the plans would evaporate and that the plane would remain here in the United States. But this time, the news was different. The new owners, would be shipping it, not flying it as originally planned, a plan that had posed so many what-ifs?

I was about 8 or 9 years old, when I first learned about my Great-Uncle Red. As a second or third grader, I had just received my first-ever research assignment to write a report about a famous person. I decided to do the report about Eddie Rickenbacker. Why I chose him, I really don’t remember. That evening, I told my mother about the assignment and she suggested that I do it on Red Jackson, the famed endurance pilot – my great uncle. “I had a great uncle that was a famous endurance pilot?” I questioned her. She began to tell me about Great-Aunt Sally’s husband, Dale “Red” Jackson, how he had become famous for his endurance records and stunt flying, and that he had tragically been killed many years ago in a flying accident. She suggested that I interview Aunt Sally for the report - what a nice tribute that would be! I remember asking Mom, if Uncle Red was as famous as Eddie Rickenbacker, and Mom conceded probably not. I ended up writing the report on Rickenbacker!

Aunt Sally was a splendid lady! Perpetually smiling and charming, she was known for her quick wit, articulate humor, and impeccable style. She was my maternal grandmother’s youngest sister, the sixth of seven siblings. During the roaring-20s, Aunt Sally had been a pianist for silent movies. How Sally and Red came to meet is a fascinating story. It seems that Red and Francis Milligan, a buddy from his hometown of Faribault, Minnesota, took a fishing trip to north central Minnesota during May of 1929. Needing supplies, they stopped at a grocery store in Little Falls, Minnesota, a store that happened to be owned by my great-grandfather, and it was there that Red and Sally saw each other for the first time.

I can only imagine the attraction; the tall, blonde, striking Sally and the fire-haired, handsome, dashing Red; each with a passion for fun and adventure.

Their whirlwind courtship was briefly interrupted when Red made a quick dash to Jacksonville, Florida to enter the preliminary round of the Gardner Trophy Air Race. He flew the first 790 mile leg of the race from Jacksonville to St. Louis on May 28th in only 6 hours and 6 minutes. This qualified him to fly in the final round of the Gardner Trophy Air Race. He flew the first 790 mile leg of the race from Jacksonville to St. Louis on May 28th in only 6 hours and 6 minutes. This qualified him to fly in the final round of the Gardner, flying from St. Louis to Indianapolis then back to St. Louis on May 30th, an event in which he placed seventh. Three days later on June 2nd the couple wed in Little Falls, Red having secured a marriage license earlier the same day. Such pace would set the stage for their short marriage of 31 months.

Aviation was in full swing. During 1929, Red would criss-cross America a number of times as well as touch Canada and Mexico. Flying events included the Miami All-American Air Meet, the ten day Cleveland Air Races, the Mexico City –
Kansas City Derby, the fifteen day Edsel B. Ford Reliability Air Tour, numerous airshow and aerial circus opportunities, and a flight to Arizona to search for a downed commercial airliner. Red became a well-known civilian stunt pilot. But it was the record-setting 1929 in-air refueling endurance flight that brought the ship, the St. Louis Robin to international fame.

Whether or not Red had any inkling of the upcoming endurance flight plans when he asked Sally to marry him is anyone’s guess. News stories tell us that the flight, sponsored by the Curtiss-Robertson Airplane Manufacturing Corporation, was intended to test the reliability of the new Curtiss Challenger engine. This was a standard 170 hp, six-cylinder radial air-cooled type motor, smaller than had ever been tried in refueling endurance efforts. The burnt orange and yellow plane, a standard Curtiss Robin monoplane, s/n 428, was also smaller than previous endurance ships. In order to equip it for the test of endurance, the two side-by-side passenger seats were replaced with a 125 gallon fuel tank topped with a pneumatic mattress where the pilots would sleep. Other changes included a hatch opening on top of the fuselage, just aft of the wing, making refueling access possible, the addition of a six inch catwalk with two safety railings on either side of the engine that would allow the pilots to make in-flight adjustments, an added left side door, a skid to replace the tail wheel, and an added fuel gauge. The registration number NR59H indicated restricted use. Dale “Red” Jackson and Forest “Obie” O’Brine, top members of the Curtiss-Wright Flying Service, were hand-picked to pilot this assignment.

For 420 hours, 21 minutes, and 30 seconds from July 13th thru July 30th of 1929, Red and Obie would remain aloft flying lazy circles over St. Louis. On day ten amid great celebration, they surpassed the previous world record of 246 hours set only a few weeks earlier by Reinhart and Mendell in Culver City, California, but they continued to fly on. Refuelers Major C. Ray Wassall and P.V. “Shorty” Chaffee provided their lifeline to the ground below. Gas would be brought up by the refueling ship, also a Curtiss Robin, and lowered into the St. Louis Robin thru a 40 foot, 1 ½ inch hose dropped by the refueling crew flying overhead. Meals prepared by the wives on planet Earth below, and other supplies were brought up daily in 3 ½ foot tall aluminum canisters weighted with lead, and dropped by rope from the refueling ship.

On the seventeenth day, Red and Obie landed and ended their endurance flight when they learned that a flying friend of theirs had been killed a few days earlier while giving a flying lesson. They wanted to show proper final respects. The St. Louis Robin with its Challenger engine was still performing perfectly when they landed. “It’s the finest motor that was ever put in an airplane, and what’s more, it’s a mighty fine motor yet. Why, we could take the Robin up right now and break the record again. We didn’t come down because we were tired of flying, but we read of George Lambert’s death. He was a mighty good friend of both of us and we wanted to show our respect for him. We are going to attend his funeral tomorrow afternoon,” Red said. As soon as they landed, the Challenger motor was removed from the plane and sent back to the Buffalo factory for inspection by a team of scrutinizing engineers and a new Challenger engine took its place.

Following a massive parade and other festivities in St. Louis, the St. Louis Robin, its crew and refuelers set off on a tour of several major cities. They wound thru Chicago, Springfield, Kansas City, Memphis, Nashville, Louisville, Knoxville, Columbus, Indianapolis, Moline, Detroit, Toledo, and Buffalo, demonstrating that the day of reliable aviation had arrived. But while landing in Syracuse, O’Brien lost control and crashed the plane, wiping out the engine, right wing, and tail assembly. No humans were hurt but the St. Louis Robin sustained marked damage. Unable to fly, the plane was hauled off by Gulf Oil.

Red and Sally’s adventures continued. Besides test-flying, training, chartering, and demonstrating for Curtiss-Wright, Red continued racing and stunting and was well-known both nationally and internationally as an accomplished, yet fearless flier. Once when flying with Freddie Lund’s famous Flying Circus, Red flew off-course and landed in a Cuban cane field. When the Hunter Brothers of Sparta, Illinois, broke their former endurance record by staying aloft 553 hours 41 minutes and 30 seconds during the summer of 1930, Red and Obie again took to the skies, this time with a different Curtiss Robin named The Greater St. Louis. Vowing to stay up 1000 hours, they actually managed 647 hours 28 minutes and 30 seconds, just short of 27 days, an unofficial record which would remain for some time. Sally sent fresh roses up to Red every day. Their home base was split between St. Louis, Valley Stream, New York and Miami.

One of the highlights for Red in 1930 was when he would reunite with the St. Louis Robin again. Newly refurbished by Gulf Oil, the engine had been up-rated to a 185 hp Challenger, and the plane had been repainted a creamy color trimmed with blue and decorated with the Gulf Oil emblem. It was now designated for commercial use. On July 4, 1930, Red rode the famous ship in opening festivities of the “Pageant of Aerial Progress” at the Chicago Curtiss-Reynolds Airport. For the rest of 1930, the St. Louis Robin would fly with the
Curtiss-Wright Aerial Exhibition. Pilot William Case flew it on a promotional tour for Gulf visiting each of the 48 contiguous states. The plane flew the last time for Gulf Oil in 1931.

On January 6, 1932, the world would say good-bye to Red. He was in Miami waiting to participate in the annual All-American Air Races, one of his favorite events. His eye was set on winning the Freddie Lund Trophy for Acrobatics that Freddie’s widow, Betty, would be presenting. Red was at the airport a day early when he spotted a new tiny Curtiss Teal amphibian. He asked to take it up and was given strict orders by Curtiss officials not to stunt the little plane, which was not made to withstand violent maneuvers. Once in the air, Red gave in to temptation. At about 3000 feet, he began taking the ship thru a series of maneuvers, when suddenly one wing and then the other tore from the plane. Horrified spectators watched as the plane crashed to the ground. Red’s body was found in the wreckage, the ripcord of the chute clutched in one hand. Some say he may have been knocked unconscious or killed before falling to the earth. Sally was with him in Miami that day, but she was not at the airport when the accident happened. When news reached St. Louis, someone went out and hung a black ribbon around the nose of the old St. Louis Robin.

Red’s body was flown to St. Louis where it lie in state for a day before being brought by train back home to “maw and paw” Jackson’s in Faribault. Services were held Monday January 11th at the Henry Jackson farm and over 3,000 people attended. Burial was in Maple Lawn Cemetery in Faribault. One account said the funeral procession was twelve blocks long, another said sixteen. Aunt Sally returned home to Little Falls. She soon became very ill and was diagnosed with tuberculosis. She spent the next several years recovering in a sanitarium in Walker, MN.

As for the little St. Louis Robin, Gulf Oil donated it to the Franklin Institute where it was displayed from July 1932 thru late 1940.

The Institute brought back its original colors, and hung it near Amelia Earhart’s Lockheed Vega. It was then loaned to Roosevelt Field, where it was painted blue and yellow and tied down in an outdoor exhibit. By the time Roosevelt Field closed in 1951, the elements had done serious damage to the St. Louis Robin. Walt Chapman of Long Island bought what was left of the Robin and towed it to his home and in 1967 the Joe Erales’, Sr. and Jr., also of Long Island, purchased the plane from Chapman. The father-son team began the slow and arduous job of restoration, and in August 1976 the Robin flew again for the first time in over 44 years. In 1977 they brought it to the Antique Airplane Fly-In in Blakesburg, IA and made a nostalgic pit stop in Faribault. Henry and Josephine Jackson and Sally Jackson had all passed away by then and had been laid to rest with Red at the Maple Lawn Cemetery, but one pauses to wonder if they had ever had any idea what became of Red’s old planes. In 1978, the plane won the Grand Champion Trophy at the Experimental Aircraft Association’s National Convention in Oshkosh.

An interesting flight occurred December 7, 1981. In commemoration of the 40th anniversary of the bombing of Pearl Harbor, 40 roses were dropped from the St. Louis Robin by a Pearl Harbor survivor as the plane circled over the Statue of Liberty – roses that had been blessed by the pope – a rose for each year after the attack. A rose petal from that event remains to this day in the St. Louis Robin flight book.

A few years after that flight, the St. Louis Robin returned to hibernation for many years and was eventually put up for sale. How the plane ever got on my radar is an elusive tale in itself, but during the summer of 2014, I learned that the little ship had changed owners and was in Texas undergoing restoration less than three hours away from my home. Terry Bowden and his team were doing the work for the new owner, Carlos Macaya of Costa Rica. Carlos has a fantastic tale to tell himself about a little Curtiss-Robin named Espiritu Tico that, piloted by his father Román Macaya Lahman, once long ago danced the skies over Costa Rica.

The Bowdens were gracious hosts and invited me and other descendants of the endurance fliers to visit during the restoration. It was fun meeting another great-niece of Red Jackson and descendants of Forest O’Brine along with the restoration team, the few pilots Terry trusted to fly the ship, and Bill Garvey who had piloted it years ago for the Erales. Altogether I visited the St. Louis Robin four times. During those visits, the little plane seemed to grow almost bigger than life itself. Words cannot describe the thrill of getting to ride in it at Tick Hill Airfield and at Blakesburg, where it was one of the featured antique endurance crafts in 2015.

Back to Aunt Sally, after spending about 9 years in the sanitarium during the 30s and 40s, she came back to her home in Little Falls, a town remembered as Charles Lindbergh’s boyhood home. We visited many times when I was growing up, but I don’t remember her ever speaking of Red.

Sally died in 1972 when I was in high school. Her obituary and memorial card tell of her devotion to Red. We often learn the hard way after it’s too late to ask questions.
On April 15, 2016 there was much celebration at Pavas Airport, San Jose, Costa Rica. Curtiss Robin s/n 428 was unveiled in its new home with a huge welcoming party that included a blessing by a priest, a band, banquet, and other festivities. And so it is that the little St. Louis Robin, the ship that broke the world in-air refueling endurance record in 1929, the ship that made history and touched and entwined so many lives from the past thru the present, a tapestry of people, places, times, and events, has begun a new chapter in its life. May the lively spirit of the ship St. Louis Robin/Espíritu Tico endure and may she be forever safe in her future journeys.

(Clarine Andresen is a great-niece of Dale “Red” Jackson. She is a musician, researcher, and writer and lives in Richardson, TX, with her husband and two herding dogs.)
A Missouri non-profit corporation, the Missouri Aviation Historical Society is dedicated to honoring the aviators, designers, and entrepreneurs who have kept Missouri on the leading edge of aviation technology for over 150 years. From Benoist to Zenith, the aviation industry in the “Show Me” state has designed and produced some of the world’s best known aircraft. Famous pilots, from Jimmy Doolittle, to Slim Lindbergh, all called Missouri home for a portion of their lives, and made significant contributions to the advancement of aviation.

The Missouri Aviation Historical Society meets monthly on the third Thursday, at Creve Coeur (1H0) airport in Maryland Heights, MO. Whether you fly or drive in, please plan to join us soon! We meet in the hangar adjacent to the terminal building, starting at 7 PM. Each meeting features an interesting program exploring some aspect of U.S. aviation history with an emphasis on persons and events involving connections to Missouri. Admission is free, and light refreshments are available. For more information and directions, please visit our Facebook page and Website at http://moavhist.org/

Missouri Aviation Historical Society Goals

- To preserve, document, and communicate the history and significance of aviation in the state of Missouri.

- To preserve artifacts and literature, related to Missouri aviation history.

- To establish a Missouri Aviation Hall of Fame, in order to honor those men and women with ties to Missouri who have significantly contributed to the history and advancement of aviation.

- To promote education in the Science, Technology, Engineering, and Math (STEM) disciplines, for those young men and women desiring to pursue careers in aviation.
The Missouri Aviation Historical Society Honors our United States Veterans with Complimentary MOAHS Memberships for ALL Military!

MOAHS Member Reminders:

MOAHS Board of Directors Meetings and Society Documents
As a member you are welcome to attend the society’s Board of Directors meetings. Minutes from those meetings are available upon written request to the society’s P.O. box office. By-laws are posted on the website.

Donations Welcome
Donations are welcome and encouraged to help defray the operational costs including printing, P.O. Box rental, etc.

Volunteer Opportunities
Would you like to be more involved with the Missouri Aviation Historical Society? Volunteering is the perfect opportunity to pay it forward and meet fellow aviation enthusiasts. Look for the sign up sheets at the monthly meetings. Archival Volunteers are needed.

Creve Coeur Airport (1H0)
Sunday Lunch
12:00 PM
$7.00 per person

Seeking Silent Auction Prizes For our 12/15/16 MOAHS Christmas Party!

Please bring to MOAHS meetings &/or send to:
Missouri Aviation Historical Society
P.O. Box 4
Chesterfield, MO 63006-0004

www.hec.org
A 92-year-old WWII veteran flies for the first time in 70 years. Catch the flight only on HEC-TV.
Welcome New Members!

Ken Dressel
Gary Bohn
Linsey Daman
Rich Dann
Robert Dighton
Dave Doherty
Larry Titchenal
Dan Rust
Robert Shaner
Alex Ramirez Family: Mariela Del Valle, Douglas Hensley, Carlos Ramirez
Alan Frazier
Paul Haglin
James Means
Robert Raab

Robert Gizzie
Don Glennie
IDEAL Aviation (Business)
Richard Deposki
Bill Wehmzier
J.W. Meyerpeter
Steve Dobronsksi
Greg Hoette
Runi Hertz
Greg Hoette
Runi Hertz
Norm Riekena
Michael Wampler
Patrick Miller
MOAHS MEMBERSHIP Application

If you are passionate about Missouri aviation history, why don’t you plan to join our team! Two of our exciting projects, currently in progress, include a comprehensive history of Lambert St. Louis Airport and we are working to establish a Missouri Aviation Hall of Fame. For more information, please visit our website/facebook page at http://moavhist.org/  Becoming an associate member is easy, just select “veteran/active military” “student,” “individual,” “family” or “business” associate membership as listed below, then fill out the form, and mail with a check made out to the “Missouri Aviation Historical Society” at the address provided.  Annual renewal fees are due the 1st of January each year. Associate membership for ALL active duty and retired military (including spouses) is complimentary! Thank you for your service!

Please complete, check applicable boxes and send application form with payment (check) to:

Missouri Aviation Historical Society
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☐ New Associate Membership  ☐ Renewal Associate Membership

☐ Veteran / Active Military Complimentary! includes digital** Middle Marker journals.
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☐ Business $50.00*/year, includes digital** Middle Marker journals.

* Business memberships also include 1 FREE 1/2 page AD / or 50% off full page ads.
** Printed journals are available at cost of printing.

Name/Company_________________________________________________________
Address____________________________________________________________
City/State/Zip________________________________________________________
Phone_____________________ Email: _________________________________
Branch of Military Service____________________________________________
Areas of Interest_____________________________________________________

May we share your contact information with fellow MOAHS members?  Yes or No (Circle which applies)
MOAHS Member DON TATE is looking for the following back issues of AIR CLASSICS Magazine:

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Don is offering a Reward for these!
Call: (636) 488-5218 (home)
      (636) 357-8322 (cell)
Mail: 2197 Honey Locust Rd.
      Jonesburg, MO 63351

Check out these photos from our first MOAHS meeting
Fly-In Static by a Metro Air Patrol Helicopter!

Photos by Gary Chambers, Chase Kohler, Myron Lane and Carmelo Turdo
Hangar Meetings

Third Thursdays at 7 PM Creve Coeur Airport Hanger *
(1H0) Airport 14301 Creve Coeur Airport Rd (older GPS: 3127 Creve Coeur Mill Rd.)
Maryland Heights, MO 63146
Free & Open to the Public. Light refreshments available.
Inclement Weather Policy: Cancellations due to storms or flooding will be posted on Facebook. *- Unless Noted

Thursday, August 18, 2016
30th Anniversary of the F-15 ASAT - Gary Bohn

Thursday, September 15, 2016
25th Anniversary of the C-17 Maiden Flight

October TBA
Ozark Airlines Tribute & Film Screenings of:
The Swallows’ Tale: The Story of Ozark Airlines
Ozark Airlines: The Sky’s The Limit
Hosted at the St. Louis Science Center

Thursday, November 17, 2016
Aerial Crossroads of America:
History of St. Louis’s Lambert Field
Author, Dr. Daniel Rust

Thursday, December 15, 2016
Missouri Aviation Historical Society 10th Anniversary
Christmas Dinner Party & Silent Auction

Photos by Gary Chambers, Chase Kohler, Mark Nankivill and Carmelo Turdo
Missouri Aviation Historical Society Meeting

Thursday, July 21, 2016 at 7:00 p.m.

Creve Coeur Airport Hanger (1H0)
14301 Creve Coeur Airport Rd. (Older GPS: 3127 Creve Coeur Mill Rd)
Maryland Heights, MO 63146

Missouri Aviator: Bob Little

Join Us As We Honor

Mr. Bob Little, WW2 Veteran (who flew 68 heroic combat missions) and
and McDonnell Douglas Aircraft Test Engineer/Pilot
(F2H Banshee, F3H Demon, F101 Voodoo, F101-B, F4 Phantom II)

Special Event includes the HEC-TV Bob Little Feature Story Screening Premiere!

Photos Courtesy of Bob & Liz Little

Photos By Cecil Corbett, Chase Kohler, Jacqui Poor