

Just like Lindy's

# 'Spirit' replica built

United Press International  
SAN DIEGO — It is 1927 and Ed Morrow labors under the gun to meet the 60-day deadline for completion of Charles A. Lindbergh's Spirit of St. Louis.

The 30-man crew originally had been given 90 days to build the load-lifter monoplane, but the pace had to be quickened because other aviators with bigger bankrolls also wanted to be the first to cross the Atlantic and were hurriedly constructing their own planes.

"Nobody knew better than I what that meant — cutting a whole month from the production schedule when we would have been

doing well to get it done in 90 days," Morrow said.

But the crew developed a system. When one group finished a part, it would double up with another crew to complete another part.

They worked around the clock, some grabbing cat naps on the floor while others "didn't sleep at all."

"It was a very tired bunch that moved that plane out to the field for final assembly," Morrow said.

With Lindbergh's feather-light wicker chair set in the cockpit as the crowning touch, Morrow was the last person in the factory to bid "Lucky Lindy" goodbye.

"He bowed his head over and

said, 'Well, Ed, I guess this is good-bye,'" Morrow recalled. "He extended his hand to me, then paused for a second, and said, 'I might get wet!'"

Morrow snapped back, "We didn't break our necks on this plane for 60 days just to have it or you get wet!"

Lindbergh smiled, "That makes me feel a lot better."

History books will note that Lindbergh took off from San Diego May 10, 1927, for New York en route to the first solo crossing of the Atlantic Ocean by airplane.

Charles Augustus Lindbergh died on the island of Maui on Aug. 26, 1974, but the screaming sound of metal files meeting metal can still be heard in a small airplane hangar on San Diego's Harbor Island.

It is 1978, and 78-year-old H. Edwin Morrow is laboring — not so much under the gun this time — to build an exact replica of the Spirit of St. Louis, right down to Lindbergh's wicker chair.

"We don't have a tight deadline this time," said Morrow. "There are only about a dozen of us, all volunteers and mostly amateurs to the job. We just want to fly this plane to say it has been flown."

While the 1927 project was dedicated to Lindbergh's dream of crossing the Atlantic, the 1978 effort is to restore what an arsonist's match destroyed.

Last Feb. 22, an intentionally set fire reduced to ruins the city's landmark Aero-Space Museum, taking

ing with it a reproduction of the original Spirit of St. Louis which hangs in the Smithsonian Institution in Washington.

The reproduction was built for Jimmy Stewart's 1957 movie about the famed aviator and was flown in the Paris Air Show in 1967.

"It was a real good machine, but it was a little on the rough side," said Jim Dewey, 72, an aviator for more than 50 years who is project manager of the 1978 "Spirit."

"It was built for the movie so they didn't have to go into that much detail," Dewey said. "The aircraft we're working on will be an exact replica."

The new "Spirit," currently looking like some giant yellow insect with metal tubing outlining its fuselage, is more than 40 percent completed.

Dewey says he hopes the plane — with himself at the controls — can be flight-tested before Dec. 17.

That is the date the new Museum of International Aerospace Hall of Fame is to be formally dedicated to

commemorate the Wright Brothers' Kitty Hawk flight.

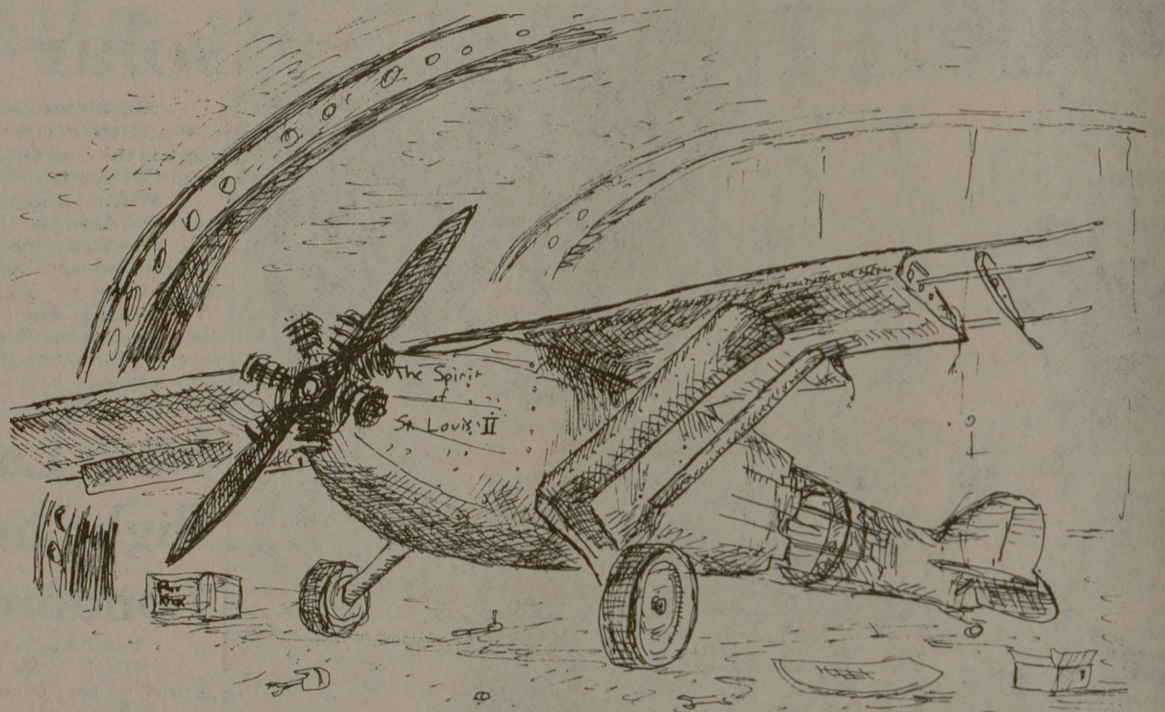
Dewey, famed for his replicas of classic airplanes, heads several volunteers ranging in age from 21 to 83 (the average age is about 70) who are using old photographs, plans of the original and sometimes just memory in the production of the copy.

Morrow is the only member of the group who worked on the first "Spirit."

Dewey revealed that there will be some differences between Lindbergh's original and the flying model of the replica.

For example, the first "Spirit" had no brakes and was dependent on the pilot's skill to land it "by the seat of his pants" on a dirt runway with only a rudder to dig into the ground to slow it down.

Dewey said the final museum replica also will be without brakes, but when it is flown it must be equipped with updated equipment to meet FAA requirements for landing on today's concrete runways.



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**Deejay sets record**  
United Press International  
MARQUETTE, Mich. — Disc jockey John Heller has talked himself into the record books by staying on the air for 240 hours and 13 minutes.  
Heller, 23, who works for radio station WDMJ, set a world record for non-stop broadcasting when he beat the old on-the-air mark of 222 hours and 22 minutes held by a Milwaukee broadcaster.  
Heller finally called it quits at 12:13 p.m. Saturday.  
"He had some rough moments, but always managed to make it through," a station spokesman said Saturday.  
Heller's radio stunt, fourth in a series of four fund-raising stunts was part of a station effort to collect \$6,000 for a local exercise trail.  
Listeners pledged a total of \$1,483 during Heller's broadcast marathon, station officials said.  
Record-book rules allowed Heller to take a five-minute break each hour, although he occasionally saved up some of his breaks to take longer rests.  
The spokesman said Heller used neither coffee nor pills during his non-stop performance, which began Sept. 13.

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