

A Meeting of Conquerors



Art Goebel and Charles Lindbergh in Tulsa, 1927

*By Thomas L. Hedglen**

In an era when alcoholic beverages were banned, speakeasies appeared to be hidden in plain sight, and bootleggers apparently outnumbered door-to-door brush sales representatives, becoming enthralled with flying was a legal and socially acceptable form of intoxication. It mattered little that the aviators, making risky ventures into the sky, lived day-to-day and hand-to-mouth. Often every cent they possessed had been spent acquiring and maintaining the machine that hurled them into and above the clouds. They toured the country like vagabonds, hoping to earn

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enough money to attempt some greater feat that would attract the attention of a corporate sponsor. Each day's newspaper carried the story of some "birdman" or barnstormer who had flown higher, faster, longer, or farther than anyone else had previously been able to do. Records were set only to incite someone else into declaring that they could do better or die trying.¹

Daredevils who survived the difficult and impossible became celebrities. With notoriety came favors, endorsements, public adulation, and regular employment.² Two pilots who achieved fame in this romantic age, Arthur C. "Art" Goebel, Jr., "the Conqueror of the Pacific," and Charles Augustus Lindbergh, "the Conqueror of the Atlantic," met in Tulsa on September 30, 1927.³ It was cause for a celebration highlighted with a parade and speech making, giving the affair an aura equal to that of a triumphal warrior's homecoming. Only one of them, Goebel, would ever approach that status in Oklahoma. In the next decade, as a contract employee of Phillips Petroleum Company, he became a Bartlesville icon.

Lindbergh's and Goebel's lives had many parallels leading up to the epic flights that gave them renown. Goebel, son of a German immigrant, was born in Belen, New Mexico, on October 19, 1895, and christened Arthur Cornelius Goebel, Jr.⁴ Swedish immigrant August Lindbergh was the grandfather of Charles Augustus Lindbergh, who was born in Detroit, Michigan, on February 4, 1902.⁵ Both pilots were only sons, although Charles had two half sisters from his father's first marriage.⁶ Each young man had been raised in a rural environment, Lindbergh in Little Falls, Minnesota, and Goebel in Rocky Ford, Colorado. They enjoyed common youthful pursuits such as swimming and hunting. Each had a decided lack of interest in formal education, were regarded as "loners," and owned motorcycles that they rode regularly and with zeal. Goebel was different in that he had a small circle of friends who rode up and down the Arkansas River Valley with him and knew him to be a great pal.⁷ The stoic, nearly friendless Lindbergh spent more time with his parents and grandparents than with peers.⁸

In other ways the two young men were dissimilar and had some unique experiences. Goebel grew up on a sugar beet farm learning to detest farm work, focusing on mechanics, and later embracing aviation as a less arduous occupation than farming.⁹ Lindbergh delighted in performing the routine chores of a dairy farm, using that enjoyment to produce food for the war effort during World War I rather than attending his senior year of high school.¹⁰ He later completed the course of study and attended the University of Wisconsin

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sin, where he joined the Reserve Officers' Training Corps (ROTC) marksmanship team and became the leading shooter on the squad.¹¹ After only one year Goebel left college in Pueblo, Colorado, to take up motorcycle racing to earn money. He enlisted in the U.S. Army in 1918. Uniformed and trained to march, he was shipped to France, where he became a marksmanship instructor for troops following him to the war zone.¹²

After World War I Goebel worked with gasoline engines in Texas and Colorado before relocating to California, where he took flying lessons at Clover Field in Santa Monica. He volunteered for the Air Service Reserve in 1925.¹³ Lindbergh dropped out of the University of Wisconsin in 1922 with the specific intent of learning to fly. With different instructors he achieved his goal over the following year, then applied for admission to the Army Air Service. He trained at Air Service Advance Flying School at Kelly Field in San Antonio, Texas, earning his reserve commission in 1925.¹⁴

Between the time they soloed in an airplane and 1927, each pilot had built a log of flying hours that qualified them for their attempts for glory. Goebel worked with three newsreel services, gave flying lessons, and worked his way into the movie business as a stunt flyer. His membership in "The 13 Black Cats" acrobatic flying team gave him status.¹⁵



*Art Goebel in
1927 (Courtesy
ConocoPhillips
Corporate
Archives).*

One of the lesser known facets of Charles Lindbergh's life is the fact that he spent a year as a wing walker for a barnstormer in ex-

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change for flying lessons. After earning his air service commission he had the good fortune to be employed by Robertson Aircraft Corporation in St. Louis, Missouri, contingent on their company being awarded the contract to carry the airmail between Chicago and the Gateway City. Lindbergh experienced a midair collision during his flight training in Texas, and three times during his airmail career he had to abandon his aircraft.¹⁶ Goebel, on the other hand, had never been confronted with a serious threat in the air, although he worked in a profession that repeatedly created impressions of certain peril.¹⁷

Shortly after starting work in St. Louis, Lindbergh began formulating a plan to claim the Raymond Orteig Prize. Orteig, a French citizen, had come to the United States early in the twentieth century and had succeeded in the hotel business. Soon after the end of World War I, before any airship was capable of making the excursion, he had offered to pay \$25,000 to the first person to fly nonstop from Paris, France, to New York City, or the reverse. His motivation was to strengthen the bond between his new homeland and his native land.¹⁸ After studying the challenge for a year, Lindbergh approached St. Louis entrepreneurs, seeking their backing for his plan. With financial support secure, he began looking for an aircraft manufacturer who would build the plane he wanted within the budget promised by his partners. He found that company, Ryan Airlines, in San Diego, California.¹⁹

Lindbergh spent two months in the Ryan plant while his plane was built. When he was not on the work floor observing the building process, he was upstairs in an office teaching himself transoceanic navigation. After completion of the aircraft he took a week to learn to fly it and to get a feel for its flying characteristics. The *Spirit of St. Louis* was unique. It had no forward visibility, due to the large fuel tank in front of the pilot. Satisfied with its performance, he accepted delivery and flew to St. Louis, establishing a record time for travel between the West Coast and that city. Stopping to refuel and to perform some public-relations work, he took to the air again, landing in New York City in record time on May 12, 1927.²⁰ The New York press was captivated by the boyish-looking flyer who dared to compete with aerial veterans, audaciously making plans to claim the Orteig Prize.

Lindbergh's strategy was based on a belief that storm systems in the northern hemisphere moved around the globe from west to east. He planned to take off when he had clear weather in New York and no reported storms behind him. He calculated that any foul weather

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off the west coast of Europe at the time of his taking off would have moved over the continent by the time of his arrival. His opportunity came on the morning of May 20, 1927. "The Flying Fool," as some reporters referred to Lindbergh, took off from Roosevelt Field into a mist and a low ceiling at 7:52 a.m. Thirty-three hours and thirty minutes later he landed at Le Bourget Field in Paris, France, becoming "Lucky Lindy," the first man to fly nonstop from New York City to Paris.²¹

The world press celebrated his accomplishment. Lindbergh became an instant celebrity. President Calvin Coolidge dispatched the *U.S.S. Memphis* to Europe to carry the intrepid aviator and his airplane home to a public frenzied with excitement.²² Five thousand miles westward, in the group of islands known as the Territory of Hawaii, pineapple grower James Dole received the news of Lindbergh's flight and a telegram from territorial governor Wallace R. Farrington. The governor speculated about what would happen if someone such as Raymond Orteig were to offer a prize for flying to Hawaii. Dole, an aviation enthusiast, did not need additional prompting. He announced a prize of \$25,000 for the first and \$10,000 for the second nonstop civilian flight from the West Coast of the United States to the island of Oahu. The flights were to occur on August 12, 1927, the anniversary of Hawaii's formal annexation ceremony, or later. Military pilots in military aircraft would not be eligible for the prize.²³

Coming so soon after Lindbergh's epic flight, the offer gained immediate national attention. The first person to declare interest and post a \$100 entry fee was Art Goebel of Santa Monica, California.²⁴ He had been forming a plan for a flight to Hawaii since January, but he did not own a plane capable of making the flight. The Dole Prize provided the incentive that he needed to hasten his preparations. He held a hangar sale and raised \$4,000 by auctioning off his personal belongings and three JN-4D "Jenny" airplanes. He sold shares to his friends and found backers who promised to give him money when he actually had a plane constructed for transoceanic flight.²⁵

Goebel flew to Wichita, Kansas, to ask Walter Beech to build a modified Travel Air 5000 for him.²⁶ Interestingly, Charles Lindbergh had also made a similar request of Beech and had been turned down.²⁷ The distance from California to Hawaii was two-thirds that from New York City to Paris, but the islands were easier to miss. Beech believed that a Travel Air modified with extra gas tanks could make the flight, and he agreed to build one.

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When the plane was almost complete, Goebel flew to Wichita again. However, there was a problem. One of the backers declined fulfilling a pledge, and he was \$3,500 short of the agreed upon purchase price. Beech advised him to see Frank Phillips in Bartlesville, Oklahoma.²⁸

Interest in the Dole Prize was so great that a committee had been formed to draft rules and conduct the race. Prospective racers sought sponsors, and Bennett “Benny” Griffin of Bartlesville had already snagged Phillips Petroleum. Griffin would be flying a modified Travel Air 5000 christened *Oklahoma* in the race.²⁹ Phillips had a new product, “Nu-Aviation” gasoline expressly formulated for airplanes, that he wanted to promote. Frank Phillips liked Goebel and agreed to put up the money he needed to complete the purchase of his airplane. He asked only that Goebel name the plane after his ranch, Woolaroc, an acronym for the woods, the lakes, and the rocks. Goebel agreed.³⁰



*Frank Phillips
(OHS Research
Division photo).*

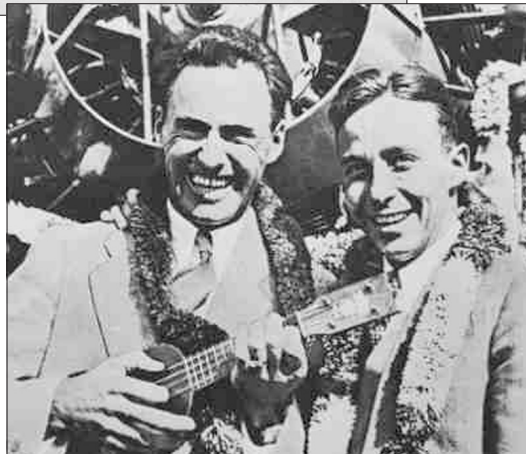
Due to many complications the race committee postponed the start of the competition until August 16.³¹ One cause for delay was a rule requiring all pilots to pass a navigation test or fly with a certified navigator. Lacking time to improve his navigation skills, Goebel recruited William V. Davis, Jr., a U.S. Navy lieutenant, to be his guide.³²

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Goebel and Davis were the seventh of eight qualified entries to take off from Bay Island Field in Oakland, California, on August 16. Twenty-six hours, seventeen minutes, and thirty-three seconds later the *Woolaroc* landed at Wheeler Field near Honolulu, Hawaii. Goebel and Davis were hailed as heroes. Their victory was soon tarnished when only one other airplane, the *Aloha*, piloted by Martin Jensen with Paul Schluter as navigator, finished the race. Ten people were dead or missing and presumed dead.³³ The fact that six fliers had died or disappeared attempting to claim the Orteig Prize in



Above: William V. Davis, Jr., and Art Goebel in Hawaii on August 18, 1927, for the Dole Race (Courtesy Woolaroc Museum). Right: Goebel and Davis enjoying their trip to Hawaii (Courtesy ConocoPhillips Corporate Archive).



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1926, the year before Lindbergh's successful flight to Paris, made little difference. Goebel and Davis were tainted.³⁴ Their accomplishment appeared to be crass and avaricious although they had competed under rules more comprehensive than those governing the Orteig contest.

After returning from Paris to the United States, Lindbergh had been besieged with requests from cities and towns across America asking him to visit. In addition to the Orteig Prize, Lindbergh had been paid handsomely by the *New York Times* for an exclusive on his story about the flight across the Atlantic. Having secured fame and fortune, he decided to take the *Spirit of St. Louis* on a national tour. It began at Lambert Field in St. Louis on July 1, 1927.³⁵

On September 20 Lindbergh brought the *Spirit of St. Louis* tour to Los Angeles. Art Goebel capitalized on his recent ascension to celebrity status, inviting "the Lone Eagle" to dinner at his home.³⁶ Lindbergh declined, informing Goebel that he had reservations with the mayor of Los Angeles and other dignitaries. Lindbergh flew on to San Diego the next day.

Soon afterward, Goebel received an invitation from William D. "Billy" Parker, manager of the Phillips Petroleum aviation department, to fly the *Woolaroc* to Bartlesville.³⁷ The ostensible reason for the invitation was for Goebel to fly the airplane around the Phillips marketing area, where the company planned to open service stations catering to automotive customers, and to promote Phillips's Nu-Aviation gasoline at the International Petroleum Exposition being held at the Tulsa fairgrounds. Goebel responded with alacrity, departed Santa Monica on September 26, and arrived in Bartlesville on September 28.³⁸

The *Tulsa World* began preparing the public for Lindbergh's visit on September 17, announcing that the Tulsa Chamber of Commerce would sponsor an essay contest for boys aged seven to fifteen. Chamber President J. Frank Matchett gave the preliminary details. First prize would be a ride in the limousine with Lindbergh when he arrived in the city. Five runners-up would ride in an open-air car immediately behind them. The essay, "What Lindbergh Means to Me," was limited to no more than three hundred words in length and had to be postmarked by September 24. Boys from eastern Oklahoma could enter the competition, but only boys living in Tulsa would be eligible for the rides. The chamber was not going to provide transportation from outlying communities.³⁹

On September 18, 1927, the *Tulsa World* published the full set of rules for the contest and an additional incentive. The upper age

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limit was lowered to fourteen. Winning essays would be published in the *World*. In addition, Duncan A. McIntyre, manager of the airport at McIntyre Field, would give all winners an airplane ride one time around the airport. On September 23, the day before essays were to be in the mail, two more rewards were reported on page fourteen of the paper. Colonel Lindbergh, who did not like signing his name for admirers, would autograph six photographs of himself for the contest winners. Finally, Billy Huseman, manager of the Orpheum Theater, invited the six winners to a free evening at the movie house.⁴⁰

Dorsey Grier, editor of the *Okmulgee Times and Democrat*, announced a similar contest for lads in Okmulgee. He then went to Tulsa to negotiate and to insure that his winner would get to ride in Lindbergh's car with the Tulsa winner.⁴¹ In addition, the Okmulgee essay champion would be flown to Tulsa by Billy Burke, an Okmulgee pilot. The *Times and Democrat* also offered fifteen-dollar and ten-dollar second and third prizes.⁴²

Members of the Tulsa Chapter of the National Aeronautical Association (NAA) took charge of arrangements for Lindbergh's arrival and departure from Tulsa. The NAA was a national organization dedicated to promoting the interests of commercial aviation. They had lobbied for and were instrumental in securing passage of the Air Commerce Act of 1926,⁴³ and had been designated as the watchdog organization in the competition for the Raymond Orteig Prize.⁴⁴ The NAA had also been given authority to promulgate and enforce rules for the Dole Air Race.⁴⁵ The primary concern of the Tulsa chapter of the NAA, in preparing for the Goebel and Lindbergh visit, was to prevent injuries to spectators and to limit damage to their aircraft by souvenir hunters.

Popular enthusiasm for flying heroes led people to rush onto air fields where aviators landed, creating the potential for serious injuries caused by taxiing planes and swirling propellers. Once the aircraft were grounded and parked, crowds tended to swarm over the objects of their infatuation, scratching, bruising, and gouging the pilots while breaking, tearing, and cutting pieces off of their craft. The Tulsa chapter of the NAA began their preparations by making a public appeal for people to restrain themselves. The organization then informed everyone that its membership would act as a security detail to insure that anyone who lacked self-control would be prevented from hurting themselves or the city's prestigious visitors.⁴⁶

On September 25 the *Tulsa World* reported that essays were "flooding" into its offices.⁴⁷ On September 27 the *Okmulgee Times*

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and Democrat reported that it had received sixty-two entries, one from an unnamed girl. The winner, Joseph Clyde Clements, aged twelve, wrote that “Lindbergh means Americanism to me . . . what he accomplished meant . . . that there is always a time to serve your life’s work and bring glory to your nation.” Nine-year-old Billy Parker secured the fifteen-dollar prize and fourteen-year-old Fred Manwarring received the ten-dollar award. The Okmulgee Rotary Club voted to outfit Clements in a brand new suit of clothes for his visit to Tulsa.⁴⁸

The following day the *Tulsa World* announced its winners. Twelve-year-old Paul Day, son of Vernon H. and Rosetta Day, prevailed over the more than two hundred entrants. His essay detailed Lindbergh’s flight, tour of European capitals, and return to the United States. Paul Day then concluded, “Lindbergh because of his excellent qualities means to me faith, determination and preparedness and bravery, which can be combined in every boy along with the unconceited air of ‘Lindy’ which gained him many friends and admirers such as myself.” The five runners-up were Phil Clarton, aged twelve, Ernest Clulow and Robert Gilmore, both fourteen years old, Randall Simmermacher, aged eleven, and Harry Peters, no age given.⁴⁹



While in Oklahoma City, Lindbergh broke ground for a new building at Oklahoma City University. From Oklahoma, the magazine of the Oklahoma City Chamber of Commerce, October 27, 1927 (OHS Research Division).

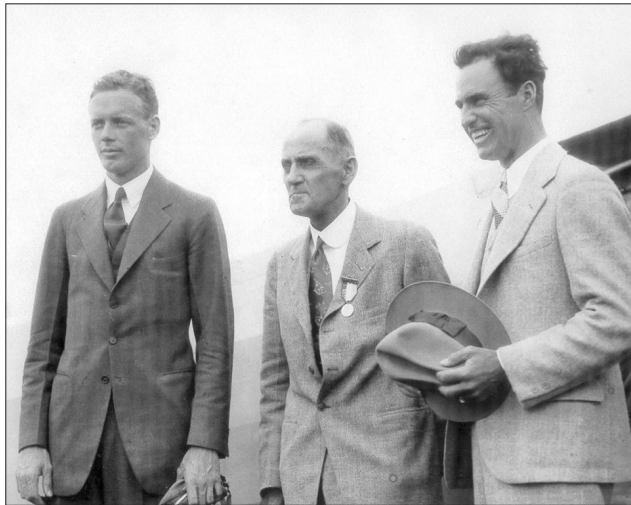
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Meanwhile, the aviators winged their ways through the Sooner State. Charles Lindbergh flew from Dallas, Texas, to Oklahoma City on September 28. He rode through downtown Oklahoma City and then spent the afternoon at the state fair in the company of Oklahoma Governor Henry S. Johnston.⁵⁰ Meanwhile, Goebel flew from Bartlesville to Tulsa. Frank Phillips had previously told the *Tulsa World* that he would make the flight to the city from Bartlesville with Goebel “if I have the nerve.”⁵¹ He did not. His wife, Jane, and Lucile Goch flew with Goebel.

Upon his landing and deplaning, two women broke free from the loosely contained crowd and ran up to Goebel, placing kisses on each of his cheeks.⁵² The press, unprepared, asked Goebel and the women to replay the scene, allowing them to capture it on film. He declined. The next day the two women were identified in the paper as Alma Rayford of Los Angeles, California, and Mrs. Ernest Kistler of Tulsa. Rayford had worked in motion pictures in California and was acquainted with Goebel. Kistler was her sister. The women had devised the stunt on their own.⁵³ That evening, Goebel was the guest of honor at the home of Tulsa oilman William G. Skelly.

Goebel was scheduled to attend an early luncheon with the board of directors of the First National Bank of Tulsa on September 30.⁵⁴ After lunch he rode to McIntyre Field with Tulsa Mayor Herman F. Newblock. Lindbergh, as had become his habit on his national tour, circled the field and landed only after determining that the runway

*Charles A.
Lindberg, Mayor
Herman Newblock,
and Art Goebel in
Tulsa (Courtesy
Woolaroc
Museum,
Bartlesville).*



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was clear and free of people anxious to greet him. When the *Spirit of St. Louis* came to a complete stop, Goebel walked out to meet him and then introduced the mayor.

They quickly entered a waiting car and drove to the fairgrounds, where approximately twenty thousand people were waiting to see Lindbergh, the hero of American aviation. There the dignitaries took turns addressing the throng, making statements concerning the importance of aviation, how this day would be remembered as one of significance in Tulsa's history, and how the public's support would advance the cause of commercial flying.

Then the parade began. Lindbergh, Goebel, Mayor Newblock, and essay contest winners Day and Clements piled into the lead car of the fourteen-conveyance motorcade, which took an hour and a half to traverse the circuitous, ten-mile display route. The *Tulsa World* reported the next day that more than ten thousand people lined the way.⁵⁵ The honorees passed by eight-year-old Beth Skinner, who was able to see only the backs of the brave idols as they passed. Her letter to the editor concerning this disappointment earned her a personal escort into the Mayo Hotel, where she observed both Goebel and Lindbergh full face as they exited an elevator.⁵⁶

With almost a thousand people gathered to greet them at the Mayo Hotel, Lindbergh bolted from the parade automobile and dashed inside as rapidly as he could. The mass of people surged behind him, only to find the door blocked. Before they could express their chagrin, Goebel stepped from the car and began conversing with them. They asked every question imaginable about flying. He responded in a patient, knowledgeable manner, injecting humor whenever possible. As the crowd dispersed, Goebel excused himself. Those who had lingered to hear him left, exchanging observations about what a great fellow he was.⁵⁷

That evening Lindbergh and Goebel were guests of honor at the Mid-Continent Oil and Gas Association banquet in the Crystal Ball Room at the Mayo Hotel.⁵⁸ The festivities began with an amusing incident. Okmulgee's chapter of the Women's Christian Temperance Union had offered to sing the national anthem at the gathering, and their offer had been accepted. However, when they rose to sing, the orchestra struck up "How Dry I Am," initiating a wave of laughter around the room. Some audience members considered the skit disrespectful; the performers quickly regained their composure, singing the expected anthem with appropriate reverence.⁵⁹

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Later, Lindbergh gave a half-hour address detailing the need for cities to build airports in order to develop a national system of airways. He forecasted an ambitious future for aviation. The master of ceremonies noted that Goebel was not on the program but invited him to also speak. He kept it brief. Considering himself a spokesperson for aviation, all he had to say was what Lindbergh had said. Then he took his seat.⁶⁰

On the morning of October 1, 1927, Goebel and Lindbergh rode to McIntyre Field. Thousands of citizens had thronged to witness their departure. Addressing their admirers, Goebel spoke first. He thanked Tulsans for their hospitality, acknowledged their admiration, and promised to return some day. Then Lindbergh took his turn at the microphone. Repeating his admonition to build airports, he closed with a salute to Goebel. Pointing to a farmhouse a quarter mile distant, Lindbergh said that his feat was like picking up a rock, throwing it at the house, and hitting it. Goebel, he explained, threw his rock and hit the keyhole on the front door. The twenty-five hundred people in attendance expressed their approval with a loud roar.⁶¹

Lindbergh was flying on to Little Rock, Arkansas. He had come to Tulsa from Oklahoma City, where the state fair was in progress. Goebel was going to the state capital to begin his tour with the *Woolaroc*. Lindbergh departed first. Then Goebel lifted off and began to circle the field, and Lindbergh joined him, flying alongside for three-quarters of a circuit around the airport until the *Spirit of St. Louis* banked, turning southeast.

It was raining hard when Goebel landed in Oklahoma City. Bennett Griffin greeted him, introducing H. C. Martin, chair of the Oklahoma City Chamber of Commerce aviation committee. The weather put a damper on the annual carnival, agricultural showcase, and industrial exposition. The scheduled appearance at the fairgrounds was changed, and a luncheon was held with the chamber of commerce.⁶²

During the afternoon round of introductions Goebel visited with Oklahoma Governor Henry S. Johnston, who wondered why the younger Lindbergh was a colonel and Goebel, an older pilot, only a lieutenant. Goebel explained that Lindbergh had already been a captain in the Air Service Reserve and that President Calvin Coolidge had made the promotion to colonel. The governor had been coached in his questioning by Walter Harrison, editor of the *Daily Oklahoman*, who had himself been alerted to Goebel's inferior status by George L. Miller, proprietor of the 101 Ranch in Ponca City. Miller had posed the same question to Goebel at Woolaroc Ranch on September 29. Hearing Goebel's explanation, he assured the pilot

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that he would make an effort to amend the disparity.⁶³ On the Tuesday after Goebel's visit in Oklahoma City Governor Johnston issued a commission appointing Goebel an honorary colonel in the Oklahoma National Guard and an advisor on the governor's staff. The commission was genuine. He could use the title colonel without reservation.⁶⁴

*Colonel Goebel
as a Phillips
skywriter in the
1940s (Courtesy
ConocoPhillips
Corporate
Archives).*



Charles Lindbergh completed his tour of the United States on December 7, 1927. On December 13 he began a goodwill tour of South America, returning to Lambert Field in St. Louis on February 13, 1928. A little more than a year later, on May 27, 1929, he married Anne Spencer Morrow, the daughter of Dwight Morrow, the American ambassador to Mexico. The kidnapping and murder of their first child, Charles, Jr., in 1932 made the reticent Lindbergh reclusive. His affinity for fascist Germany during the 1930s displeased President Franklin D. Roosevelt, who prohibited Lindbergh from serving in uniform in the U.S. Army Air Corps during World War II.⁶⁵ Lindbergh passed away on the island of Maui on August 26, 1974.⁶⁶

In 1928 Art Goebel flew the Lockheed Vega *Yankee Doodle* non-stop across the United States from west to east in eighteen hours and fifty-eight minutes, a new record. The flight removed the patina that had tarnished his Dole Race victory. He was hailed as a

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national hero for becoming the first person to set a transcontinental speed record flying west to east and for being the first aviator to cross the country nonstop in fewer than twenty-four hours. His record stood for only eight months.⁶⁷ Soon, the country was worshipping younger men who were pushing the limits of time, altitude, and distance even farther than Goebel and Lindbergh had tried.

In 1929 Frank Phillips asked Goebel to sell the *Woolaroc*. Phillips pledged to restore the plane to its Dole Race configuration and to build a hangar where the public could view it. But first he wanted Goebel to fly it around the Phillips company's marketing area on a farewell tour. From July 31 to August 12 he covered the central United States from Minnesota to Texas and Colorado to Illinois. Large crowds turned out wherever he landed. The hangar built to house the *Woolaroc* on Phillips's ranch became the nucleus of the present Woolaroc Museum, south of Bartlesville on State Highway 123.⁶⁸

Goebel returned to work for Phillips in 1933 as a skywriter, touring the midwestern region of the country annually until 1940. He wrote "Phillips 66" in red smoke above small towns and cities where Phillips had gasoline dealerships. It was this activity that made Goebel a well-known individual in commercial aviation and a luminary in Bartlesville.⁶⁹

Goebel married Ann Jergens Caudill in 1941. They had no children and divorced in 1947.⁷⁰ Immediately after their wedding he went on active duty in the U.S. Army Air Corps, serving briefly on the East Coast and then at Midland Army Training Field in Texas before going to the southwest Pacific on special assignment with the Thirteenth Air Force. In 1943 he returned to the United States, finishing World War II on the inspector general's staff at the Fourth Bomber Command in San Francisco. His last active duty service came with the California Air Force Reserve during the Korean War.⁷¹ He retired in 1955, served as president of the OX-5 Aviation Pioneers in 1967 and 1968,⁷² and died at Glendale, California, on December 3, 1973.⁷³

Before their deaths Lindbergh and Goebel witnessed the advent of the jet aircraft. Rocketry and manned space flight generated another round of public euphoria. Men named Alan Shepard⁷⁴ and John Glenn⁷⁵ became the Lindbergh and Goebel of the new age. Such is the way of technology in the advance of civilization. It is worth remembering, though, that one day in 1927, "the Conqueror of the Atlantic" met "the Conqueror of the Pacific" in Tulsa, and thousands of Oklahomans became giddy over their presence.

ENDNOTES

*Thomas L. Hedglen received the M.A. in History from the University of Central Oklahoma in 1989. Photograph on page 52 was provided by ConocoPhillips Corporate Archives, Bartlesville, Oklahoma.

¹ The general description of the barnstorming phenomenon is synthesized from the following sources: A. Scott Berg, *Lindbergh* (New York: Berkley Books, 1999), 65–68; Bob Burke, *From Oklahoma to Eternity: The Life of Wiley Post and the Winnie Mae* (Oklahoma City: Oklahoma Heritage Association, 1998), 26–38; Lesley Forden, *Glory Gamblers: The Story of the Dole Race* (Alameda, Calif.: Nottingham Press, 1986), 2–5; Brendan Gill, *Lindbergh Alone, May 21, 1927* (New York: Harcourt, Brace, Jovanovich, 1977), 52–61; Jack Huttig, *1927: Summer of Eagles* (Chicago: Nelson-Hall, 1980), 9–11; Richard Montague, *Oceans, Poles and Airmen: The First Flights Over Wide Waters and Desolate Ice* (New York: Random House, 1971), vii; William Robie, *For the Greatest Achievement: A History of the Aero Club of America and the National Aeronautic Association* (Washington, D.C.: Smithsonian Institution Press, 1993), xv, 74–76, 123–24; Page Shamburger and Joe Christy, *Command the Horizon: A Pictorial History of Aviation* (New York: Castle Books, 1968), 45; Bryan B. Sterling and Frances N. Sterling, *Forgotten Eagle: Wiley Post, America's Heroic Aviation Pioneer* (New York: Carroll and Graf Publishers, 2001), 49–52, 70–71; Lowell Thomas and Lowell Thomas, Jr., *Famous First Flights That Changed History* (Garden City, N.Y.: Doubleday and Company, Inc., 1968), 223–25; George Vecsey and George C. Dade, *Getting Off the Ground: The Pioneers of Aviation Speak for Themselves* (New York: E. P. Dutton, 1979), 4, 95, 117; Edna Gardner Whyte and Ann L. Cooper, *Rising Above It: An Autobiography* (New York: Orion Books, 1991), 41–42, 51–52; “Aviation Craze Reaches Scouts,” *Tulsa (Oklahoma) World*, September 25, 1927.

² Berg, *Lindbergh*, 165–68; Whyte and Cooper, *Rising*, 41.

³ The *Tulsa World* first referred to Goebel as “Conqueror of the Pacific” on September 27, 1927. Then it paired him with Lindbergh as “Conqueror of the Atlantic” in an article entitled “Two Air Heroes Will Meet Here,” on September 28, 1927, page 4.

⁴ *Rio Abajo Heritage: A History of Valencia County* (Belen, N.M.: Valencia County Historical Society, 1983), 125.

⁵ Berg, *Lindbergh*, 12–15, 25–26.

⁶ Berg, *Lindbergh*, 17–18; Gill, *Lindbergh Alone*, 61.

⁷ “Art Goebel,” Vertical File, Woolaroc Museum, Bartlesville, Oklahoma (hereafter cited as Woolaroc Museum).

⁸ Berg, *Lindbergh*, 42–53; Gill, *Lindbergh Alone*, 75–82.

⁹ “Art Goebel,” Vertical File, Woolaroc Museum.

¹⁰ Gill, *Lindbergh Alone*, 81–83.

¹¹ *Ibid.*, 78.

¹² *Rio Abajo Heritage*, 125; *Albuquerque (New Mexico) Journal*, August 18, 1927; *Los Angeles (California) Times*, August 19, 1927.

¹³ Art Goebel Scrapbook, 1935 newspaper clipping, ConocoPhillips Petroleum Corporate Archives, Bartlesville, Oklahoma (hereafter cited as ConocoPhillips Archives).

¹⁴ Gill, *Lindbergh Alone*, 88–108.

¹⁵ H. Hugh Wynne, *The Motion Picture Stunt Pilots and Hollywood's Classic Aviation Movies* (Missoula, Mont.: Pictorial Histories Publishing Co., 1987), 28, 39–40, 43–48, 50, 59–61; Goebel Scrapbook, 1935 newspaper clipping, ConocoPhillips Archives; *Albuquerque Journal*, August 18, 1927; *Wichita (Kansas) Morning Eagle*, August 18, 1927; *Los Angeles Times*, August 18, 1927.

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¹⁶ Berg, *Lindbergh*, 79–89; Gill, *Lindbergh Alone*, 112–18; Thomas and Thomas, *Famous First Flights*, 147–149; Vecsey and Dade, *Getting Off the Ground*, 122–23.

¹⁷ “Goebel Fought Terrific Odds To Get Into Race,” *Los Angeles Times*, August 18, 1927. This article states that he “wrecked” an airplane on the beach near Honolulu in January 1927.

¹⁸ Huttig, *Summer of Eagles*, 4–5; Charles A. Lindbergh, *The Spirit of St. Louis* (1953; reprint, St. Paul, Minn.: Minnesota Historical Society Press, 1993), 25.

¹⁹ Lindbergh, *Spirit of St. Louis*, 22–86.

²⁰ Huttig, *Summer of Eagles*, 33–41; Lindbergh, *Spirit of St. Louis*, 118–55; Shamburger and Christy, *Command the Horizon*, 203–10.

²¹ Berg, *Lindbergh*, 108–29; Huttig, *Summer of Eagles*, 35–56; Lindbergh, *Spirit of St. Louis*, 171–492; Montague, *Oceans, Poles and Airmen*, 63–78; Shamburger and Christy, *Command the Horizon*, 210–12; Thomas and Thomas, *Famous First Flights*, 150–65.

²² Berg, *Lindbergh*, 149–150; Forden, *Glory Gamblers*, 10; Gill, *Lindbergh Alone*, 161; Vecsey and Dade, *Getting Off the Ground*, 160–61.

²³ Huttig, *Summer of Eagles*, 105; Robert H. Scheppler, *Pacific Air Race* (Washington, D. C.: Smithsonian Institution Press, 1988), 6–7. The United States annexed Hawaii on July 7, 1898; however, the formal ceremony took place on August 12, 1898, in Hawaii.

²⁴ Huttig, *Summer of Eagles*, 105–106; Scheppler, *Pacific Air Race*, 6–7, 25; Michael Wallis, *Oil Man: The Story of Frank Phillips and the Birth of Phillips Petroleum* (New York: Doubleday, 1988), 234–36.

²⁵ *Los Angeles Times*, August 14, 1927; Forden, *Glory Gamblers*, 18; Edward H. Phillips, *Travel Air: Wings over the Prairie* (Rev. ed.; Eagan, Minn.: Flying Books International, 1994), 39.

²⁶ *Albuquerque Journal*, August 18, 1927; *Los Angeles Times*, August 18, 1927; Phillips, *Travel Air*, 39; Scheppler, *Pacific Air Race*, 42–44; Wallis, *Oil Man*, 236.

²⁷ Lindbergh, *Spirit of St. Louis*, 67–68; Shamburger and Christy, *Command the Horizon*, 190–191; Phillips, *Travel Air*, 33.

²⁸ *Los Angeles Times*, August 18, 1927; Scheppler, *Pacific Air Race*, 43–45; Phillips, *Travel Air*, 39; Wallis, *Oil Man*, 237.

²⁹ *Wichita Morning Eagle*, August 7, 1927; *Bartlesville (Oklahoma) Enterprise*, August 9 and 15, 1927; Scheppler, *Pacific Air Race*, 30; Wallis, *Oil Man*, 236.

³⁰ Gale Morgan Kane, *Frank's Fancy: Frank Phillips' Woolaroc* (Oklahoma City: Oklahoma Heritage Association, 2001), 71; Phillips, *Travel Air*, 39; Wallis, *Oil Man*, 237; William C. Wertz, ed., *Phillips: The First 66 Years* (Bartlesville, Okla.: Phillips Petroleum Co., 1983), 49–50; Keith Tolman, et al., *The Oklahoma Aviation Story* (Oklahoma City: Oklahoma Heritage Association, 2004), 47–48.

³¹ During the period of race preparations two U.S. Army pilots, Lester Maitland and Albert Hegenberger, flew a trimotor Fokker airplane from Oakland, California, to Wheeler Field, Oahu, Hawaii, on June 28, 1927, claiming the honor of being first to make the flight to the islands. By James Dole's stipulations they were ineligible for the prize money. Two weeks later two civilians, Emory Bronte and Ernie Smith, flew from Oakland to the island of Molokai, where their unmodified Travel Air 5000 crash landed on the beach. They were ineligible to collect any prize money, because they did not crash on the island of Oahu and their flight occurred before August 12, 1927. Huttig, *Summer of Eagles*, 79–86, 99–103; Montague, *Oceans, Poles and Airmen*, 151–155; Scheppler, *Pacific Air Race*, 16–18, 20–21.

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³²To qualify for a share of the prize money Davis took leave from the U.S. Navy in order to serve as a civilian navigator. William Virginius Davis, Jr., "William Virginius Davis, Jr., 1/28/02–7/25/81, 1927 Story of Dole Race, Before Race Preparations," audio tape, transcription by Thomas L. Hedglen, p. 4, Woolaroc Museum.

³³The author consulted a panoply of sources on the Dole Race. These include: *Albuquerque Journal*, August 18–21, 1927; *Bartlesville Enterprise*, August 18–21, 1927; *Los Angeles Times*, August 18–21, 1927; *Tulsa World*, August 18–21, 1927; *Wichita Morning Eagle*, August 18–21, 1927; William V. Davis, Art Goebel, and Martin Jensen, audio tapes, Woolaroc Museum; Mike Lavelle, "1927 Hawaii Air Race," (Mesa Community College: [Mesa, Arizona?] research paper, 1968); William V. Davis, Jr., "A Long Trail with No Dust," *Aerospace Historian* 22 (December 1975): 181–84; Forden, *Glory Gamblers*, 90–134; David Grover, "Search for the Lost Dole Racers," *Air Classics* 38 (August 2002): 14–19, 64–66; William J. Horvat, *Above the Pacific* (Fallbrook, Calif.: Aero Publishers, Inc., 1966), 76–86; Huttig, *Summer of Eagles*, 114–20; Phillips, *Travel Air*, 40–42; Montague, *Oceans, Poles and Airmen*, 156–66; Shamburger and Christy, *Command the Horizon*, 113–14; Scheppler, *Pacific Air*, 74–116; Thomas and Thomas, *Famous First Flights*, 184–85; Wallis, *Oil Man*, 238–43.

³⁴Five more aviators died in attempting to cross the Atlantic after Lindbergh's May 20–21, 1927, flight, by September 15, 1927, bringing the total deaths to eleven. Huttig, *Summer of Eagles*, ix–xi, 130–37; Montague, *Oceans, Poles and Airmen*, 26–27, 49–60; Sheppler, *Pacific Air Race*, 117–20.

³⁵James Dole had issued a specific invitation to Lindbergh to join in the Dole Race and told the press that one reason for the August 12 starting date was to enable Lindbergh to have time to return to America and to make his preparations for doing so. Lindbergh declined, offering the opinion that racing over the ocean only made a hazardous undertaking more so. Lindbergh, *Spirit of St. Louis*, 107, 191; Scheppler, *Pacific Air Race*, 6–12.

³⁶*Tulsa World*, September 29, 1927; Lindbergh, *Spirit of St. Louis*, 509.

³⁷*Bartlesville Enterprise*, September 24, 1927.

³⁸Goebel's flight, which could have been made in one day, was interrupted when he flew into fog over the Texas Panhandle. *Bartlesville Enterprise*, September 27–28, 1927; *Los Angeles Times*, September 27–28, 1927.

³⁹*Tulsa World*, September 17, 1927.

⁴⁰*Ibid.*, September 18 and 23, 1927.

⁴¹*Okmulgee (Oklahoma) Times and Democrat*, September 25, 1927.

⁴²*Ibid.*

⁴³Nick A. Komons, *Bonfires to Beacons: Federal Civil Aviation Policy Under the Air Commerce Act, 1926–1938* (Washington, D.C.: Smithsonian Institution Press, 1989), 54–60, 90–99. Robie, *For the Greatest Achievement*, xv, 124–25.

⁴⁴Lindbergh, *Spirit of St. Louis*, 101–2; Robie, *For the Greatest Achievement*, 121–23.

⁴⁵Robie, *For the Greatest Achievement*, 121–23; Scheppler, *Pacific Air Race*, 23–27.

⁴⁶*Tulsa World*, September 22, 1927; Gill, *Lindbergh Alone*, 190.

⁴⁷*Ibid.*, September 25, 1927.

⁴⁸*Okmulgee Times and Democrat*, September 27, 1927. Apparently nine-year-old Bill Parker was unrelated to the adult Billy Parker, employed by Phillips.

⁴⁹*Tulsa World*, September 28, 1927.

⁵⁰Lindbergh, *Spirit of St. Louis*, 510; *Daily Oklahoman* (Oklahoma City), September 29, 1927.

⁵¹*Tulsa World*, September 29, 1927.

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⁵² Ibid. This incident proved the wisdom of the NAA plan for dealing with Lindbergh's arrival in Tulsa. Tulsa Mayor Herman F. Newblock and Art Goebel would greet Lindbergh at McIntyre Field. They would then ride with him in an open-air car to the Tulsa fairgrounds, where the anticipated large crowd would be waiting.

⁵³ Ibid., September 30, 1927. What makes the kissing incident more interesting is the contrast with a similar attempt made on Charles Lindbergh in Madison, Wisconsin, when the colonel quickly grabbed a flower basket to interpose between himself and the potential kisser (as reported in the *Bartlesville Enterprise*, August 23, 1927).

⁵⁴ Ibid.

⁵⁵ *Bartlesville Enterprise*, September 29 and October 1, 1927; *Okmulgee Times and Democrat*, September 30 and October 1, 1927; *Tulsa World*, September 28 and October 1, 1927.

⁵⁶ According to the newspaper story about Skinner, realizing that she would never be able to fly, she sighed and said that she could only hope that one day she would have a son who could be "like Lindbergh." *Tulsa World*, October 1, 1927. For more on public attitudes toward women aviators in that era, see Whyte and Cooper, *Rising Above It*.

⁵⁷ *Bartlesville Enterprise*, October 1, 1927; *Okmulgee Times and Democrat*, October 1, 1927; *Tulsa World*, October 1, 1927.

⁵⁸ Art Goebel's meal ticket indicated that the banquet would begin at 6:00 p.m. and that the dress would be informal. Art Goebel Collection, "Membership Cards" Folder, Seaver Center for Western History, Los Angeles County Museum of Natural History, Los Angeles, California (hereafter cited as the Seaver Center for Western History).

⁵⁹ *Okmulgee Times and Democrat*, September 25, 1927; *Bartlesville Enterprise*, October 19, 1927. In reporting the incident at a WCTU meeting in Bartlesville, Mrs. C. E. Wilcox declared that it had been an "indignity to the flag."

⁶⁰ *Bartlesville Enterprise*, October 1, 1927; *Okmulgee Times and Democrat*, October 1, 1927; *Tulsa World*, October 1, 1927; James P. Walker, *The International Petroleum Exposition and Congress, 1923-1979* (Oklahoma City: Oklahoma Heritage Association, 1984), 23.

⁶¹ Walker, *International Petroleum Exposition*, 23; *Tulsa World*, October 2, 1927.

⁶² *Daily Oklahoman*, October 2, 1927.

⁶³ "Telegrams 1927 Dole Race—Post Race" Folder, telegrams dated October 4, 1927, Box 5, Art Goebel Collection, Seaver Center for Western History.

⁶⁴ *Bartlesville Enterprise*, October 6, 1927; *Okmulgee Times and Democrat*, October 5, 1927; *Tulsa World*, October 6, 1927.

⁶⁵ Henry Harley Arnold, *Global Mission* (New York: Harper & Brothers, 1949), 187-89, 359. Thomas E. Griffith, Jr., *MacArthur's Airman: General George C. Kenney and the War in the Southwest Pacific* (Lawrence: University Press of Kansas, 1998), 184.

⁶⁶ Gill, *Lindbergh Alone*, 22, 197, 203-6; Berg, *Lindbergh*, 200-202, 236-75, 437, 556-62.

⁶⁷ *Bartlesville Enterprise*, August 20, 1928; *Los Angeles Times*, August 20, 1928; Shamburger and Christy, *Command the Horizon*, 248-57.

⁶⁸ Kane, *Frank's Fancy*, 70-73; Wertz, *Phillips*, 33-36; Wallis, *Oil Man*, 404-7.

⁶⁹ "Aviation 1935-1951," Vertical File and Art Goebel Scrapbook, ConocoPhillips Archives; *Bartlesville Enterprise*, October 13, 1933.

⁷⁰ *Los Angeles Times*, December 27, 1941, December 10, 1947. Ann was a granddaughter of Andrew Jergens, founder of the Cincinnati, Ohio, based cosmetics company. It was her second marriage, Goebel's first.

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⁷¹ Record of Arthur C. Goebel, Air Force Reference Branch, National Personnel Records Center, National Archives and Records Administration, St. Louis, Missouri.

⁷² "Art Goebel," Vertical File, Woolaroc Museum.

⁷³ Certificate of Death for Arthur Cornelius Goebel, Department of Health Services, Sacramento, California; *Los Angeles Times*, December 7, 1973.

⁷⁴ Alan Shepard was the first American in space, making a suborbital flight from Cape Canaveral, Florida, on May 5, 1961. In 1971 he commanded Apollo 14 (January 31–February 9), the mission that accomplished the United States' third Moon landing.

⁷⁵ John Glenn was the first American to orbit the Earth on February 20, 1962. In 1998, at age seventy-seven, he became the oldest human to travel in space, aboard the shuttle Discovery (October 29–November 7) on mission STS-95.