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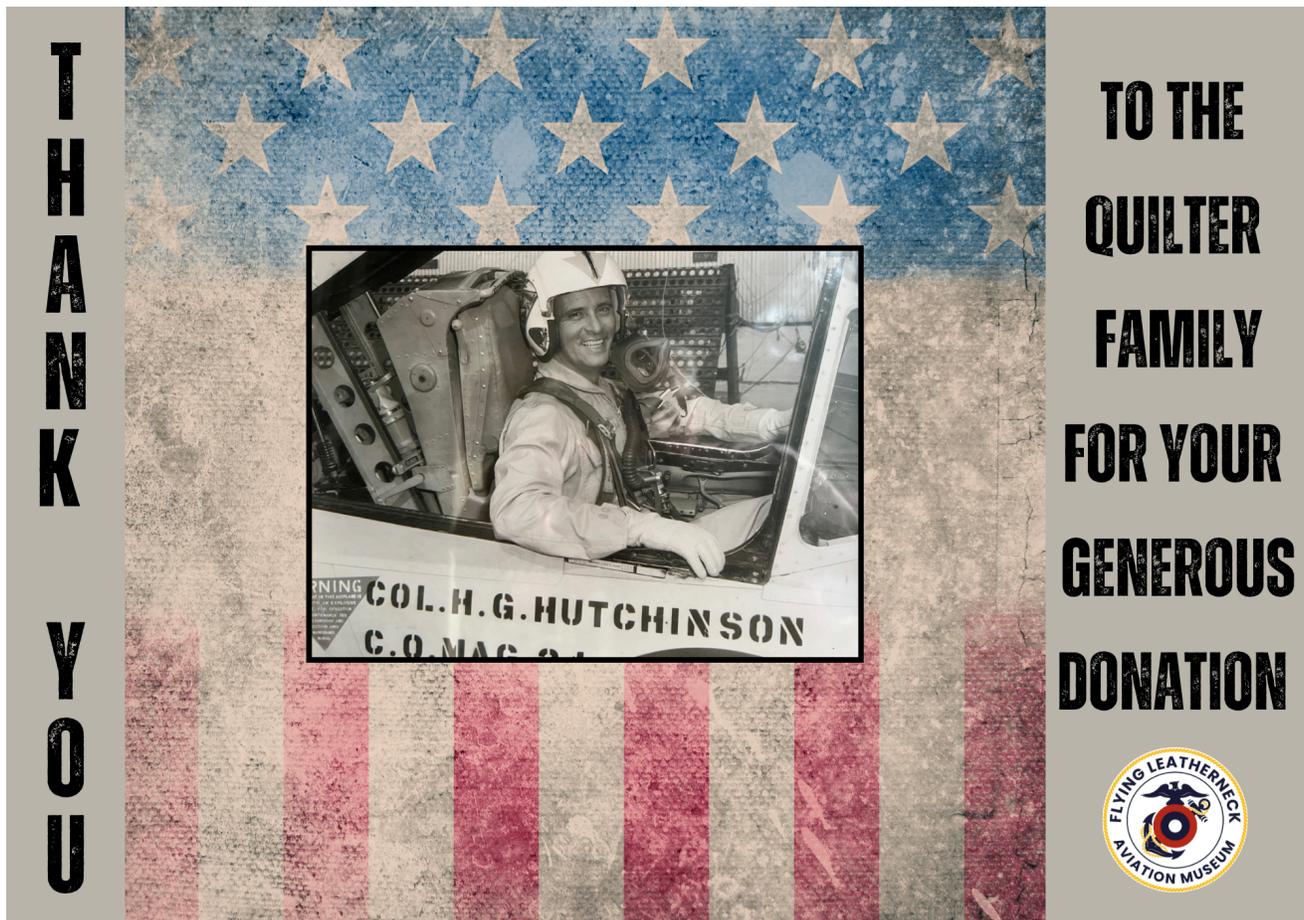


More Aircraft Land in the Hangar

As we continue our journey toward the grand opening of the Flying Leatherneck Aviation Museum in 2026, we are thrilled to share some incredible updates with you. This month, we celebrate a generous donation that will help preserve Marine Corps aviation history, reflect on the meaningful visits from Veterans who have reconnected with the aircraft of their past, and highlight recent arrivals to our collection. Plus, learn how you can be part of history by sponsoring an aircraft restoration. Your support and enthusiasm fuel our mission, and we can't wait to welcome you to the museum next year!



Honoring Marine Corps Aviation Legends: The Quilters Sponsor Three Aircraft Restorations



The Flying Leatherneck Aviation Museum proudly announces a generous sponsorship by longtime supporters and Board Member Charlie Quilter and his

the **Douglas F3D-2 Skyknight**, and the **Douglas F4D-1 Skyray**.

**Recent FLAM Pre-World War II Biplane Acquisitions:
Why they are important to telling the story of Marine Corps Aviation**

by Colonel Charles J. Quilter II, USMC(Ret), PhD

Curtiss JN-4D Jenny

The Curtiss JN-4D "Jenny" holds a special place in Marine aviation history. As the most widely used American training aircraft of World War I, Marine aviators destined to serve in France trained in JN-4D's at the Marine Flying Field in scrubby wasteland near Miami, Florida. This specific aircraft, Serial No. 3233, was built in 1918 and is equipped with an original Curtiss OX-5 V-8 engine of 90 continuous horsepower that was barely adequate for its task and gave it a top speed of only 75 mph. Latter JN versions flown by Marines in Santo Domingo and Haiti had more powerful Hispano-Suiza 8 150 hp engines that allowed them to carry out the first true close air support and dive bombing missions. Our Jenny was bought as surplus and is known to have been flown with the Madera (CA) Aero Club in the 1920's. Wrecked many years later, former Navy aviation machinist and aircraft restorer Alan Casner eventually bought it along with nearly complete replacement parts. Charlie and Ann Quilter financed its purchase and hope future visitors will be able to watch as it is completely rebuilt to original condition.

Vought O3U-3 Corsair (Replica)

Members of the Vought Heritage Foundation built this aircraft from original plans. It is a faithful example of the Navy and Marine Corps' workhorse aircraft during the interwar period. Only one actual example is known to still exist, and it is in Thailand. The O3U, powered by the Pratt & Whitney R-1340 Wasp radial engine with initially 450 horsepower, was the last of the biplane Corsair series in the Corps' service that began in 1927 and continued through 1940 in multiple roles: scouting/reconnaissance, observation and light attack. In 1928, First Lieutenant C. Frank Schilt received the Medal of Honor for his daring resupply of Marines under fire in Quilali, Nicaragua and his evacuation of eighteen wounded in a Corsair without any brakes. Virtually every Marine aviator flew these types during this period that included those in the Corps' first two carrier-based squadrons as well as the father and two uncles of the four Quilter brothers. (Notoriously in 1934, the oldest Quilter uncle, then Lt(jg) Joe Quilter USN, once led a flight of five O3U's *under* the newly-opened Sydney Harbour Bridge in Australia during a goodwill

er, which served in combat in the Pacific during World War II.

Beechcraft GB-2 Staggerwing

When the Walter Beech's Model 17 Staggerwing took to the skies in the early 1930's, it was faster than any Navy or Marine aircraft then in the inventory. Known for its elegant design and exceptional performance, Staggerwings won air races and functioned as high speed business aircraft before World War II. During the war, they were produced for the USAAF as the UC-43 Traveler and for USN/USMC as the GB-1 and GB-2, all being powered by the Pratt & Whitney R-985 Wasp Junior of 450 hp. By late 1942, Marines began operating a small fleet of some eight GB's from stateside air stations as utility transports. Because they were equipped with radio and blind flying instruments, they also served as back-up for instrument proficiency training for the Corps' nascent night-fighting establishment. Our GB-2, Bureau Number 32892, was built in 1944 and sent to the Royal Navy Air Station Anthorn in Britain on Lend-Lease, thus becoming one of the few of its type to serve in the European Theater. Returned to the US and sold as surplus, it was registered as N28A and used in government aerial surveys. The family of United Airlines Captain Mark Warren next owned it for nearly forty years. Charlie and Ann Quilter funded this GB-2 in memory of their fathers, Major General C.J. "Chick" Quilter and Brigadier General H.G. "Hutch" Hutchinson Jr, both of whom flew GB-2's from time to time during the war.

Thank you to the SoCal Marine Skyhawkers

The SoCal Marine Skyhawkers presented the museum with a framed RG Smith Canvas "Under the SAMs". The group also received a tour of the Hangar during their visit. Thank you so much for your generous donation and beautiful canvas!



**Help us Restore our F/A 18 Legacy
Hornet!**



We Love Our Museum Supporters!

Flying Leathernecks Board Member and fundraising committee member, Jim Harker led a tour of some potential museum supporters in late January. Also present for the tour was fundraising committee chair, Victor Franco, and Vice President of Operations, Lieutenant Colonel Grant Williams. Grant gave a very thorough tour of current restoration operations and presented the museum's future plans here at Great Park. It's incredibly important that we continue to outreach to a variety of veterans groups, former squadron members, retired Marines and of course, local and regional business leaders to attract support for the museum. If you know of someone or a group that would appreciate a tour and more information on the museum, please feel free to contact us!



Aircraft? Your support can help!

Each of our aircraft has a rich history and a story to tell. By supporting our restoration efforts, you contribute to preserving these flying legends for future generations. Your donation helps cover the costs of materials, labor, and expertise required to bring these historic aircraft back to their former glory.

Your support ensures that these iconic aircraft's legacy lives on. Together, we can honor the past and inspire the future.

Click below to search our inventory of 34 aircraft and make your donation for restoration today!

[CHECK OUT THE AIRCRAFT AVAILABLE FOR SUPPORT](#)

First Look at the Cultural Terrace at the Great Park



Have you Become a Founding Member Yet?

As we approach our grand opening in 2026, we invite you to join our Founding Membership program. This exclusive group of supporters will play a crucial role in shaping the future of the museum and preserving the storied legacy of Marine Corps aviation. Get exclusive access, discounts and more!



[LEARN MORE](#)

You Won't Want to Miss....

Each month you'll discover the latest milestones we've achieved, meet some of the dedicated individuals making this vision a reality, and get a glimpse of what to expect when we open our doors. Your support and enthusiasm fuel our journey, and we can't wait to share more with you each step of the way.

Thank you for being a valued part of our community. Stay tuned for exciting news and exclusive previews!





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