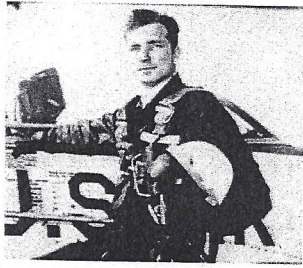


Florida Aviation Hall of Fame

2003	Doug Baker	Test Pilot
2003	Jacqueline Cochran	Pioneer aviatrix
2003	Percival Fansler	Founder of the World's First Airline
2003	Antony H. Jannus	Pilot of 1st airline
2003	Joseph W. Kittenger, Jr.	Balloonist and test pilot
2003	Edward V. Rickenbacker	CEO of Eastern Air Lines
2003	Juan T. Trippe	Founder of Pan American World Airways
2004	George Baker	Founder of National Airlines
2004	Col. Charles/Anne Lindbergh	Pioneer pilots
2004	Alexis B. McMullen	Builder of many of Florida's airports
2005	Chalmers H. Goodlin	Fighter pilot WW2 and test pilot
2005	John Paul Riddle	Founder of Embry-Riddle University
2005	Paul W. Tibbets, Jr.	Pilot of the B-29 which dropped the Hiroshima atomic bomb
2005	Robert M. White	Fighter pilot WW2 and test pilot
2006	Glenn H. Curtiss	Pioneer pilot, inventor and founder of three Florida cities
2006	George Haldeman	Test pilot and holder of numerous records
2006	Charles E. Richbourg	Navy 7 test pilot
2007	Jimmy Doolittle	Pioneer pilot and war hero
2007	Howard Hughes	Pioneer pilot and movie producer
2007	Lewis Maytag	CEO of National Airlines
2008	Ed Hoffman, Sr.	Pioneer pilot
2008	Zack Mosley	Creator of "Smilin Jack".
2008	Kermit Weeks	Curator of "Fantasy of Flight" air museum
2009	Leroy Brown	Native pioneer Floridian, crop-duster, airline pilot and leader in the U.S. Airline Industry Museum project
2010	Amelia Earhart	Pioneer aviatrix lost on round-the-world flight in 1937
2010	David McCampbell	USN Pilot, Medal of Honor winner with 34 victories over the Japanese
2011	Thomas W. Benoist	Pioneer aircraft builder
2011	Jack Hunt	Navy blimp record holder & founding president Embry-Riddle University
2011	Colin Kelly	1st WWII hero
2011	William Krusen	Pioneer Florida airman
2011	Lawrence Sperry	Inventor of the auto-pilot, turn & bank indicator and artificial horizon
2011	Nicole Stott	Astronaut



Douglas Baker was born in 1927
Hi-Time (35, 130 hours)
Military Test Pilot
Flew for Howard Hughes

Douglas Baker was born in Tampa, Florida, in 1927. On April 1, 1934, at the age of seven, with six hours dual, he took off from Tampa's Drew Field (now Tampa International Airport) and Flew an Aeronca C-3 to Tampa's Peter O. Knight airport. The police prevented a return flight. As far as is known, he still holds the record the record of being the youngest pilot to solo an airplane.

At the age of 12, Doug parachuted his small one-eyed pet alligator "Popeye" onto the streets of downtown Tampa not once, but four times flying a Piper J-3 Cub. The alligator survived and made the Tampa headlines.

After high school, he attended the Northrop Aeronautical institute of Culver City, California, and Case Institute of Technology in Cleveland. At Northrop, he Began test flying and took a worldwide flying tour.

He joined the Air Force in 1948 and while at Edwards Air Force Base, he became one of the first airmen to fly an F-86 jet fighter off the end of a flat-truck bed. At the time, the Air Fore was attempting to transport fighter aircraft via truck to isolated locations to have them make rocket assisted takeoffs from the back of a truck.

After an eight-year career in the military, he worked as a test pilot out of Ft. Lauderdale and accepted side jobs that had him flying all over the world. He spent time flying for the CIA and a Brazilian company called "Fly Sul".

An early contract with the reclusive Howard Hughes in Culver City led to assignments over a 10-year period. He would pick up planes for Hughes at factories around the world. Sometimes he would pick Hughes himself, and fly him to and from the Bahamas.

Hughes was in Guatemala City, Guatemala, in the 1970s when an earthquake rumbled through. Doug Baker picked him up in his bathrobe and flew him to Ft. Lauderdale.

Doug is also credited with:

First pilot fly under the Arch in St. Louis, Missouri

First to fly under the old Skyway Bridge in St. Petersburg, Florida (he was at that time flying newspapermen for the coverage of the opening of the new bridge – "Why not give them all a thrill!")

First to fly coast-to-coast with one engine feathered (shut down)

First to land a jet at Peter O. Knight Airport

Doug Baker was still flying commercially (for hire) in November 2003.



Jacqueline Cochran

1910 -1980

“Jackie” was the first woman to break the sound barrier.

Jacqueline "Jackie" Cochran was born in 1910 in Pensacola, Florida. Jackie's life changed when she discovered, at the age of six, that the family she had lived with were her foster parents. Her foster family was rearing her for an unknown woman in exchange for a small tract of land. She later learned that her real name may have been Bessie Lee Pittman. She never revealed her foster family's name nor how she received name Jacqueline. She chose her last name, Cochran, from a phone book.

Her foster family was very poor and the living conditions were very bad for Jackie. She had wanted to run away from her impoverished home and join the circus, but never did. Throughout her life she had a love for the circus and when she was an adult rode the lead elephant in the opening of the Ringling Brothers Circus in Madison Square Garden. When she was in the third grade, Jackie was mentored and treated kindly by her teacher, Miss Bostwick. When Miss Bostwick left the school, Jackie quit and never returned. Although she only had a third grade education, Jackie continued to read, but she had difficulty spelling and writing legibly.

Jackie began working at the age of 8. She stayed in the homes of women who had recently given birth and cared for them and their families. While working in the homes, she learned how to cook and developed a talent for preparing excellent meals, which she continued to do throughout her life. At the age of 14, she left home and moved to Montgomery, Alabama. She obtained a job as an operator of a permanent wave machine in a beauty salon. When she was twenty years old, she moved to New York and worked for the Antoine Salon. She traveled to Miami Beach to serve the customers of the salon who wintered there.

In 1932, Jackie Cochran began taking flying lessons at Roosevelt Field on Long Island. When she began taking the lessons she said, "a beauty operator ceased to exist and an aviator was born." On the third day of her lessons, she soloed. She obtained her license in two and a half weeks. After receiving her license, she bought a Travelair plane and began taking additional flying lessons from Ted Marshall, a Navy pilot.

Jacqueline Cochran – Page 2

In 1934, she received a commercial pilot's license. In the same year, she entered the MacRobertson Race from London, England to Melbourne, Australia, a 12,000 mile-race. The prize was \$50,000, which Cochran desperately wanted to win. Although she did not win the race, she won the first leg. In 1935, she founded the Jacqueline Cochran Cosmetic Company with a factory in Roselle, New Jersey and an office in New York. The money she earned from this successful business helped finance the races she entered.

In 1935, she entered the Bendix, which was a cross-country race from Los Angeles to Cleveland, Ohio. No women had ever competed in this prestigious race. Cochran and the famous aviator, Amelia Earhart were denied their initial application to enter the race on the grounds that the race was for men only. Cochran protested, she said, "I can't give up. If I concede on this, women will be barred from racing for years, maybe even forever." She succeeded in her protest and an agreement was signed that allowed Cochran and Earhart to compete in the race. Cochran's plane had mechanical problems during the race and she had to withdraw. Earhart came in fifth. Although Cochran did not finish the race, she had won a victory. Because of her, women could now compete in the Bendix race. Cochran later won first place in the women's division of the Bendix and 3rd place overall in 1937 and first place in 1938. Because of their mutual love for flying, Earhart and Cochran became close friends.

On May 11, 1936, Cochran married Floyd Odlum and they had a home in California called Cochran-Odlum Ranch, an apartment in Manhattan and an estate in Connecticut. Cochran finally had a home of her own that she longed for as a child. She also established an orphanage near her New York apartment.

In 1937, Cochran flew from New York to Miami in a record-breaking 4 hours and 12 minutes. In 1939, she set a new altitude and international speed record and became the first woman to make a blind landing. She received the Clifford Burke Harmon Trophy as the outstanding woman flier in the world in 1938, 1939 and 1940. In 1940, she broke the 2,000 kilometer international speed record. During World War II, she organized 25 women to fly for Great Britain and became the first woman to fly a bomber across the Atlantic. She received the Distinguished Service Medal for her services during the War.

Jacqueline Cochran – Page 3

In 1943, she was appointed to the staff of the U.S. Army Air Forces and director of Women's Air force Service Pilots (WASP). In 1953, she became the first woman pilot to break the sound barrier. Between 1962-64, she established sixty-nine intercity and straight-line distance jet records. She also set nine international speed, distance and altitude jet records. In 1971, she was inducted into the National Aviation Hall of Fame with the words, "To Jacqueline Cochran, for outstanding contributions to aviation by her devotion to the advancement of the role of women in all of its aspects, and by establishing new performance records that advanced aeronautics, this award is most solemnly and respectfully dedicated." In 1975, she became the first woman to be honored at the U.S. Air Force Academy with a permanent display of her memorabilia.

Jacqueline "Jackie" Cochran died on August 7, 1980. In May 9, 1996 in Indio, California, the United States Post Office issued the Jacqueline Cochran stamp in the denomination of fifty centers. The stamp has her pictured in aviator gear with the words: "Jacqueline Cochran Pioneer Pilot."



Percival E. Fansler

1880 - 1937

Founder of the First Scheduled Airline

The St. Petersburg-Tampa Airport Line, January to April 1914

Percival Elliot Fansler, son of Newton Olliver and Ella Serena Miner Fansler, was born in Grand Rapids, Michigan, on January 12, 1880. He graduated from the Chicago Manual Training School and entered Purdue University where he received his BS degree in engineering in 1901.

In 1902, Fansler was appointed assistant electrical engineer at the St. Louis World's Fair. The following year he arranged to take his exam for a Masters Degree in electrical engineering via telephone with Purdue officials because of flooding on the Mississippi which had blocked rail travel. In 1904, he accepted a position as assistant manager for the engineering department of J. G. White, an international firm.

In June 1911, he married Mary Estill Scott and they had four sons — Elliott (1914- Paul (1915-1974); Francis (1919-2003); David (1925-), and two daughters — Jean (1920- and Virginia (1927-1978).

In December 1912, Fansler was appointed sales representative for Kahlenberg Brothers, a Wisconsin marine diesel manufacturer in Jacksonville, Florida. It was here that he read in Aero and Hydro Magazine of the trip down the Mississippi by Tony Jannus in a Benoist Airboat. He contacted Tom Benoist, the manufacturer in St. Louis, asking for details on cost figures on freight mentioned in the article. Fansler told Benoist he thought air travel might be cheaper than rail travel and suggested an airline running between two Florida cities. Benoist was enthusiastic and agreed to build and maintain two airboats with pilots and a mechanic if Fansler would work out the details, select a route and handle the business end; Fansler accepted.

Following the close of the Airboat Line in April 1914, Fansler accepted a job as Chief of Engine Production for Aircraft Eastern Division, for the United States during WWI. Following the war, he was appointed Associate Editor of Heating and Ventilation Magazine. In 1928, he became editor of Oil Heat and the following year purchased the magazine. In 1937, the name was changed to Air Conditioning and Oil Heat. In November 1937, at age 57, Percival E. Fansler died suddenly of a heart attack in New York.



Antony H. "Tony" Jannus

1889— 1916

Pilot of the World's First Airline:

St. Petersburg-Tampa Airboat line, 1914

Tony Jannus was born in Washington, DC, June 22, 1889 orphaned by the death of his parents in 1903 and was adopted by his Aunt Lil (Jannus) Spalding and her attorney husband. He learned the mechanic's trade at McKinley High School and while working at a garage on First Street near V Street in Washington, DC. He then went to work for the Emerson Marine Engine Co., in Alexandria, Virginia. One day, he was assigned the task of installing a revamped Emerson marine engine into an airplane built by Fred Fox and Rexford Smith. Tony was intrigued and spent most of his free time with flyers. In the fall of 1910, he soloed the "Rex Smith" biplane at College Park, Maryland.

In November 1911, Tony and Jay Dee Smith, mechanic and later pilot, were hired by the Benoist Company of St. Lois, Jannus was made chief instructor. On March 1, 1912, Tony piloted the plane that Albert Berry used to make the first parachute jump from an airplane.

In November 1912, Tony flew a Benoist on floats from St. Louis to New Orleans, 1, 900 miles over water. Percival E. Fansler, Purdue engineer and speed enthusiast, got the idea this flight to start an airline one city to another. He contacted Tom Benoist, airplane builder, and on January 1, 1914, Tony began flying passengers in the Benoist from St. Petersburg to Tampa, Florida, on a twice-a-day schedule. This was the beginning of the "World's First Scheduled Commercial Airline". Three months, the tourists and the airline ceased operations, Tony returned to Baltimore where he and his brother, Roger, built "The Lark," a successful flying boat.

In June 1915, Tony Jannus commenced test flying for the Curtiss Company at Long Branch Airport outside of Toronto, Canada. It is there that he test flew the first Curtiss JN-3 (prototype of the famous JN-4 "Jenny"). Later that year, he sailed for Russia to instruct pilots in the new three-place Curtiss K flying boat which that country was utilizing in their war with Germany.

On October 12, 1916, Tony, on his second trip to Russia, was killed while flying two Russian students in the K boat over the Black Sea near Sebastopol. The plane and bodies of the two Russians were recovered but Tony's body was never found.



Joseph W. Kittinger, Jr.

1928 —

Military Test Pilot and Balloonist; The Only Man to Break the Sound Barrier with His Body After Parachuting From a Balloon at 102,800 Feet

Joseph W. Kittinger, Jr., was born in Tampa on July 27, 1928, and attended high school in Jacksonville. He spent time at the University of Florida before joining the Air Force in 1949. From 1950 to 1953, he flew fighter jets in Europe. He was shot down over Hanoi in 1972 during the Vietnam War and spent 11 months as a prisoner of war.

Kittinger began his aviation career dreaming of flying while watching planes at the Orlando Municipal Airport.

He became interested in balloons and received the Distinguished Flying Cross (DFC) for riding a balloon to 96,000 feet in Project "Man High," becoming the "First Man in Space." Later, in 1958, he was made Test Director of "Project Excelsior" and made three high altitude parachute jumps 76,400 feet, 74,700 feet and 102,800 feet.

On August 16, 1960, at dawn, his balloon rose to 102,800 feet — then he jumped — accelerating with the speed of an object falling in a vacuum. He reported, "No wind whistles or tugs at me in the initial drop with no sensation of velocity." After falling 16 miles and breaking the sound barrier with his own body, his main chute opened in the "longest free fall in history." He reported by radio, "There is a hostile sky above me, man may live in space, but he will never conquer it."

After 28 years in the military, he retired to Orlando to become the vice president for Rosie O'Grady's Flying Circus, where his duties included banner towing, skywriting, the Rosie O'Grady helium balloon and hot air balloon operations. He is currently an Aviation and Aerospace consultant. Joe was also a barnstormer in a 1929 New Standard open-cockpit biplane which he operated until the aircraft was recently damaged.

Joseph W. Kittinger, Jr. – Page 2

A few of Col. Kittinger's career highlights include:

- World's record parachute jump
- First man to exceed the sound barrier in free fall
- First Atlantic solo balloon flight on September 14-18, 1984
- Four-time winner of the ,Gordon Bennett Trophy (Gas Balloon Race)
- Logged over 15,000 flying hours different types of aircraft

Joe remarked upon completing his record jump in 1960, very glad to back with you all...now that I am safely" down, I realize once again how dependent upon the protection of the Almighty are all seekers of the unknown."



Edward Vernon Rickenbacker was born October 8, 1890 and was an American fighter World War 1 Ace (26 Victories); President, Eastern Air Line. Rickenbacker was inducted into various halls of fame including the National Aviation Hall of Fame in 1965, the International Motorsports Hall of Fame in 1992, the National Sprint Car Hall of Fame in 1992 and the Motorsports Hall of Fame of America in 1994. He also received the Tony Jannus Award in 1967 for his contributions to scheduled commercial aviation. Rickenbacker died on July 23, 1973 in Zürich, Switzerland.

One of American's best known and most heralded pilots is Capt. Eddie Rickenbacker, the United States' leading air ace of WWI. Although he was engaged in aerial combat for a total of only four months, Rickenbacker was credited with destroying 26 enemy airplanes.

Rickenbacker was well known in America as a leading racecar driver when he enlisted in the Army. He was assigned to be personal chauffeur to Gen. John Pershing, but the war was too remote from that position so he applied for flight training.

Assigned to the 94th "Hat in the Ring" Pursuit Squadron in April 1918, he pursued his duties with grim tenacity. Although not regarded as the most skilled airman or marksman by his fellow pilots, Rickenbacker spent more hours in the air than most and his exploits in the air won him a hero's welcome on his return to America.

He returned to racecar driving briefly before establishing the Rickenbacker Motor Company. He later became vice president and sales director of the Fokker Aircraft Company, and since 1929 had been employed continually in aviation pursuits. Joining Eastern Air Lines in 1934, he flew the last load of airmail under contract before the U.S. Government began to provide its own aircraft and pilots for that purpose on February 19, 1934. He became president and general manager of Eastern in 1938, and in 1959, became chairman of the board. Eastern always made a profit while under his control.

Edward Vernon Rickenbacker – Page 2

During WWII, Rickenbacker served on numerous special assignments for the Secretary of War. On one flight, the plane in which he was a passenger ditched in the Pacific Ocean and for 23 days, he was adrift on a life raft in an open sea before being rescued. Among Rickenbacker's military decorations are the congressional Medal of Honor, the Medal of Merit, Legion of Honor, Distinguished Service Cross with nine clusters and the French Croix de Guerre with four palms.

"Captain Eddie" was held in high esteem by all who knew him. His favorite expression was, "I am going to find out what the trouble is and fix it." He always did!

Rickenbacker died on July 23, 1973 in Zürich, Switzerland.



Juan Terry Trippe

1899 — 1981

Pioneer Aviator;

Founder of Pan American World Airways

Juan Terry Trippe was born in Sea Bright, New Jersey, on June 27, 1899. learning to fly with the United States Navy in 1917, Trippe graduated from Yale University in 1921 and went to work briefly on Wall Street but got thoroughly bored. Planes fascinated him. He was convinced that the fixture of travel was in the air.

With an inheritance, he began a business with Long Island Airways in New York, an air-taxi service for the well heeled. When that failed in 1925, he raised money from his wealthy Yale friends to form "Eastern Air Transport" which merged with Colonial Airways in 1926 and he then became managing director. It wasn't long before Trippe clashed with Colonial's president and he sold out and headed south to Florida.

During 1926, three groups of airline promoters were trying to organize services to Cuba. They were: Trippe's "Aviation Corporation of the Americas,"; the second group, Florida Airways, organized by ex-war aces Reed Chambers and Eddie Rickenbacker, and the third group was SCADTA operated by the Grace Shipping Company. Juan, using his Latin-sounding first name (he was not of Latin descent), was able to form an alliance known as "Pan American Airways." A giant was born!

Pan American began to grow. In 1935, Pan Am began "China Clipper" flying boat service to Asia. During WWII, Pan Am trained more than 5,000 pilots in over-water flying and built more than 50 air bases in 15 countries. Following the war, Trippe put into service the double-decker Boeing stratoliners trans-oceanic flights. In 1952, he began "Tourist Class" fares across the Atlantic and in 1958, he established Boeing 707 jet service between New. York and Paris. In 1968, Trippe resigned as head of Pan Am. He died April 3, 1981, in New York City.

By standards, Juan Trippe was not a model chi executive. He didn't delegate well. He made big deals without telling his top managers- He almost single-handedly built a world airline, but acted as if he owned the World. He was unpredictable and rather bizarre in his later years. He was, however, the man who helped join continents with his "railroad in the sky". Pan American World Airways ceased to exist on December 4, 1991.



George "Ted" Baker

1900-1963

Founder of National Airlines St. Petersburg, Florida, 1934

George Theodore Baker was born in Chicago, Illinois, December 21, 1900. In 1911, he went to an air meet at Grant Park and flying then became a dominating interest in his life. He first piloted an airplane when he was 16 years old. After graduating high school, he enlisted in the US. Army Tank Corps during WWI.

Baker made his first trip to Florida in 1919 and was impressed. Upon returning to Chicago, he became involved in the automobile finance business. One day, while thumbing through a copy of Yachting Magazine, he saw an advertisement by the Detroit Aircraft Corporation, advertising Eastman flying boats which caught his attention and he soon became a distributor.

Using one Butler Blackhawk biplane and two Ryan mono—planes, he established an air taxi and charter service in the Chicago area.

In early 1934, Baker placed bids on three air mail routes but was successful on only one the Daytona Beach to St. Petersburg, Florida route. He was by now a hefty fellow with a bulldog jaw and a reputation of running his businesses with an iron hand.

Using three second-hand Ryan monoplanes, he arrived in St. Petersburg to start his "National Airline" service on October 15, 1934. Everyone was suspicious and skeptical of this Chicagoan coming to Florida. Starting with four employees besides himself, he flew as pilot, sold tickets and loaded the planes. National Airlines carried some 499 passengers in its first year (1934-1935). The Ryans were replaced by three second hand tri-motored Stinson T and U models.

Baker realized that the short 142-mile route could never be profitable. He petitioned the Post Office for authority to extend his service into Jacksonville. Eddie Rickenbacker, who had arrived at Eastern Airlines, fought the competition realizing that if National extended to Jacksonville, it would constitute a threat to the Eastern system. During a heated hearing, Rickenbacker referred to Baker as a "Pirate". The very next day, National adopted as its slogan, "The Buccaneer Route". This was later changed to "The Airline of the Stars".

George "Ted" Baker - Page 2

Soon the Stinsons were replaced by Lockheed Electras and National moved its Headquarters to Jacksonville. Its routes had now spread to New Orleans. During the war years, 1941-1945, National conducted flight training for the military. After WW II, National spread along the Atlantic coast flying DC-4s, DC-7s, Convair 340 and 440 aircraft and finally the 707 jets.

In 1962, L. B. Maytag purchased controlling interest in National Airlines. On November 4, 1963, a stockier diabetic, Ted Baker, had a fatal heart attack while on vacation with his second wife in a Vienna restaurant. An era had ended. Pan American purchased National in 1980.



Irma Baker Lyons

LYONS, IRMA BAKER, of Bal Harbour, Florida, and Blowing Rock, North Carolina, passed away peacefully in Pinehurst, NC on November 20. She was born in Brooklyn, NY, on Oct. 3, 1918, and lived a fascinating life. She went to work as a model at 16 to support her family. She quickly became successful, and landed on the covers of several magazines. She was a great favorite of Walter Winchell, and received many favorable mentions in his columns. It was through Winchell that she met a talent scout from 20th Century Fox, who promptly gave her a screen test. He signed her on the spot, so she and her family of mother, brother, and sister, moved to Hollywood. One of her friends from New York made a phone call to some California friends, asking them to keep an eye on her, and introduce her around. Those friends were Cary Grant and Randolph Scott. She soon became a part of their regular group. Her screen career was moving forward, too. She appeared in several movies, among them *Girl*, *The Rose of Washington Square*, and *Northwest Passage*. One of her regular escorts was Howard Hughes. He wanted to marry her, but she was leery of the Hollywood life style, and wanted more stability in her life. She then met George T. Baker, founder of National Airlines. She didn't want to hurt Hughes' feelings, so she eloped with Baker, and they married in Havana. Ted Baker predeceased her in 1963. She was an active widow, and became a corporate director on the Boards of Barnett Bank, Continental Airlines, and Storer Broadcasting. She was predeceased by her second husband, Dr. James F. Lyons. Irma is survived by her daughter, Barbara Baker Beahn and son in law, Raymond A. Beahn of Linville, North Carolina, and three stepchildren, Louise Lyons, Patricia Lyons Corbett, and James F. Lyons Jr. In lieu of flowers, the family requests that donations be made in her memory to her favorite charity, the Watauga Humane Society of Boone, North Carolina. A Memorial Mass will be held for her at St Joseph's Roman Catholic Church on Miami Beach on Saturday, January 15, 201] at 2:00 p.m., followed by a Celebration of her Life at Indian Creek Country Club. View this Guest Book at www.MiamiHerald.com/obituaries.



Anne Morrow Lindbergh was born June 22, 1906, in Englewood, New Jersey. In 1929, she married Charles Lindbergh. She was the first licensed woman glider pilot in the United States getting her license in 1930. Their first child was murdered in 1932. She went on to write more than two dozen works. After Charles' death in 1974 she spent the next 25 years writing and editing her diaries for publication. She died February 7, 2001, in Passumpsic, Vermont.

Anne Morrow Lindbergh, the widow of aviator and conservationist Charles A. Lindbergh, Jr., was a noted writer and aviation pioneer. Anne was the daughter of businessman, ambassador, and U.S. Senator Dwight Morrow and poet and women's education advocate Elizabeth Cutter Morrow. Her family spent summers at the seashore: Martha's Vineyard, Cape Cod and later on the island of North Haven off the coast of Maine. She received a Bachelor of Arts degree from Smith College in 1928.

Six children were born to the Lindbergh's -- Charles A., III (deceased, 1932), Jon, Land, Anne (deceased, 1993), Scott and Reeve. Much time during the early years of the Lindbergh's' marriage was spent flying. Anne served as her husband's co-pilot, navigator and radio operator on history-making explorations, charting potential air routes for commercial airlines. They made air surveys across the continent and in the Caribbean to pioneer Pan American's air mail service. In 1931, they journeyed, in a single-engine airplane, over uncharted routes from Canada and Alaska to Japan and China, which she chronicled in her first book.

The National Geographic Society awarded its Hubbard Gold Medal to Anne Lindbergh in 1934 for her accomplishments in 40,000 miles of exploratory flying over five continents with her husband. A year earlier, she had been honored with the Cross of Honor of the U.S. Flag Association for her part in the survey of transatlantic air routes. In 1993, Women in Aerospace presented her with a special Aerospace Explorer Award in recognition of her achievements and contributions to the aerospace field.



Charles Augustus Lindbergh was born on February 4, 1902, in Detroit, Michigan. Charles Lindbergh completed the first solo transatlantic flight in his plane, *Spirit of St. Louis*. In 1932, his 20-month-old son was kidnapped. The Lindbergh's paid the \$50,000 ransom, but sadly their son's dead body was found in the nearby woods weeks later. The events made world news and added to Lindbergh's fame. Lindbergh died in Maui, Hawaii, in 1974.

Charles Augustus Lindbergh grew up on a farm near Little Falls, Minn. He was the son of Charles Augustus Lindbergh, Sr., a lawyer, and his wife, Evangeline Lodge Land. Lindbergh's father served as a U.S. congressman from Minnesota from 1907 to 1917. In childhood, Lindbergh showed exceptional mechanical ability. At the age of 18 years, he entered the University of Wisconsin to study engineering. Lindbergh was more interested in the exciting, young field of aviation than he was in school. After two years, he left school to become a barnstormer, a pilot who performed daredevil stunts at fairs.

In 1924, Lindbergh enlisted in the United States Army so that he could be trained as an Army Air Service Reserve pilot. In 1925, he graduated from the Army's flight-training school as the best pilot in his class. After completing his Army training, the Robertson Aircraft Corporation of St. Louis hired him to fly the mail between St. Louis and Chicago. He gained a reputation as a cautious and capable pilot.

In 1919, a New York City hotel owner named Raymond Orteig offered \$25,000 to the first aviator to fly nonstop from New York to Paris. Several pilots were killed or injured while competing for the Orteig prize. By 1927, it had still not been won. Lindbergh believed he could win it if he had the right airplane. He persuaded nine St. Louis businessmen to help him finance the cost of a plane. Lindbergh chose Ryan Aeronautical Company of San Diego to manufacture a special plane, which he helped design. He named the plane the Spirit of St. Louis. On May 10-11, 1927, Lindbergh tested the plane by flying from San Diego to New York City, with an overnight stop in St. Louis. The flight took 20 hours 21 minutes, a transcontinental record.

Charles Augustus Lindbergh – Page 2

In 1927, Lindbergh published *We*, a book about his transatlantic flight. The title referred to Lindbergh and his plane. Lindbergh flew throughout the United States to encourage air-mindedness on behalf of the Daniel Guggenheim Fund for the Promotion of Aeronautics. Lindbergh learned about the pioneer rocket research of Robert H. Goddard, a Clark University physics professor. Lindbergh persuaded the Guggenheim family to support Goddard's experiments, which later led to the development of missiles, satellites, and space travel. Lindbergh also worked for several airlines as a technical adviser.

The Daniel Guggenheim Fund set up to encourage aviation-related research sponsored Lindbergh on a three month nation-wide tour. Flying the "Spirit of St. Louis," he touched down in 49 states, visited 92 cities, gave 147 speeches, and rode 1,290 miles in parades.

Lindbergh invented an "artificial heart" between 1931 and 1935. He developed it for Alexis Carrel, a French surgeon and biologist whose research included experiments in keeping organs alive outside the body. Lindbergh's device could pump the substances necessary for life throughout the tissues of an organ.

On March 1, 1932, the Lindberghs' 20-month-old son, Charles Augustus, Jr., was kidnapped from the family home in New Jersey. About ten weeks later, his body was found. The press sensationalized the tragedy. In 1935, after the trial, Lindbergh, his wife, and their 3-year-old son, Jon, moved to Europe in search of privacy and safety.

The Lindbergh kidnapping led Congress to pass the "Lindbergh law." This law makes kidnapping a federal offense if the victim is taken across state lines or if the mail service is used for ransom demands.

While in Europe, Lindbergh was especially impressed with the highly advanced aircraft industry of Nazi Germany. In 1938, Hermann Goering, a high Nazi official, presented Lindbergh with a German medal of honor. Lindbergh's acceptance of the medal caused an outcry in the United States among critics of Nazism.

Charles Augustus Lindbergh – Page 3

Lindbergh and his family returned to the United States in 1939. In 1941, he joined the America First Committee, an organization that opposed voluntary American entry into World War II and became a leading spokesman for the committee. He criticized President Franklin D. Roosevelt's foreign policies. He also charged that British, Jewish, and pro-Roosevelt groups were leading America into war. Lindbergh resigned his commission in the Army Air Corps after Roosevelt publicly denounced him. Some Americans accused Lindbergh of being a Nazi sympathizer because he refused to return the medal he had accepted.

After the Japanese attacked Pearl Harbor on Dec. 7, 1941, Lindbergh stopped his noninvolvement activity. He tried to reenlist, but his request was refused. He then served as a technical adviser and test pilot for the Ford Motor Company and United Aircraft Corporation (now United Technologies Corporation).

In April 1944, Lindbergh went to the Pacific war area as an adviser to the United States Army and Navy. Although he was a civilian, he flew about 50 combat missions. Lindbergh also developed cruise control techniques that increased the capabilities of American fighter planes.

After the War, Lindbergh withdrew from public attention. He worked as a consultant to the chief of staff of the U.S. Air Force. President Dwight D. Eisenhower restored Lindbergh's commission and appointed him a brigadier general in the Air Force in 1954. Pan American World Airways also hired Lindbergh as a consultant. He advised the airline on its purchase of jet transports and eventually helped design the Boeing 747 jet. In 1953, Lindbergh published *The Spirit of St. Louis*, an expanded account of his 1927 transatlantic flight. The book won a Pulitzer Prize in 1954.

Lindbergh died of cancer on Aug. 26, 1974, in his home on the Hawaiian island of Maui.



Alexis Brenier McMullen was born February 22, 1896. Died January 30, 1979. He was the first Director of Aviation for Florida, Director of Airports and Airways for the WPA, and Chief of the Airports Section of the Bureau of Air Commerce forerunner of the FAA. He developed an airport and airways system that became a model for the whole United States. He was the first person to insist on building a concrete or asphalt runway. He became Chief of the Airports Section of the Bureau of Air Commerce, forerunner of the Federal Aviation Authority (FAA).

Pilot and administrator involved in the development of American aviation at state, local, and national levels. He learned to fly during WW1, became a flight instructor and Base Engineering Officer. He barnstormed with Mabel Cody after the war and owned or operated flying schools, aircraft distributorships, and other aviation-related companies. As Florida's first State Director of Aviation (1933-36) he planned and implemented the first state-wide aviation development plan in the US.

He joined the Bureau of Air Commerce, Airports Section (Chief, 1936-41), retaining his post when this office joined the CAA as the Airports Division. During and after WW2 he served in the USAAF in several capacities related to Air Traffic Control (1941-47), both in the continental US and in North Africa. After retirement from military service, McMullen founded the National Association of State Aviation Officials in 1948 and remained with the association until he retired in 1970. He also was active in the Air Reserve Association of the US (Executive Director, 1949-53), CAP (National Flight Safety Committee, 1953-58), and Aviation Employees Insurance Co (AVEMCO; Director, 1960-65).



Chalmers H. "Slick" Goodlin

1923-2005

Test Pilot Bell Program,
CEO Burnelli Aircraft Company

Chalmers H. "Slick" Goodlin was born in Greensburg, PA on January 2, 1923. He obtained his pilot's license in 1939 at age 16 and in 1941 joined the Royal Canadian Air Force. He was assigned as an Instructor and Ferry Pilot and flew Spitfires over England.

In 1943, he switched to the US. Navy as an instructor. From 1944—1948, he flew for the Bell Aircraft Corporation as a test pilot which included 80 flights in the (our first jet), 25 in the XP-83 and 26 flights in the (the 1st rocket—propelled aircraft designed to exceed Mach 1). He was portrayed in the movie "The Right Stuff" as the civilian Bell test pilot who forgave the opportunity to be the first to fly through the sound barrier to Capt. Chuck Yeager, a military pilot at Muroc in 1947.

Chalmers joined the "Caterpillar Club" in 1944 when he was forced to bail out of a and again in 1946, from an when both sustained uncontrollable fires.

During 1946, he was co—owner with "Tex" Johnson of a Cobra II aircraft, which won the Thomason Trophy Race. In 1948—1949, Chalmers flew for the Israeli Air Force, flying Me—109's and Spitfires on combat duty. During this time he had one aerial victory. He also became the first chief test pilot for the IAF.

In 1949, Chalmers met Vincent Justus Burnelli (the Burnelli Company) and invested in the company. He subsequently published numerous articles on the importance of the Burnelli Lifting Body design to propagate safety in airline and aviation flight.

From 1950—1955, he established the Seycheles—Kilimanjaro Air Trans— port (SKAT) in East Africa with PBY Catalina equipment. The airline flies today under the name Simbair.

He also held the position of International Editor of the Aviation Age magazine and completed an in—depth study of the Burnelli lifting body design, including flight test analysis of the Burnelli aircraft.

Chalmers H. "Slick" Goodlin - Page 2

In 1955, he founded the Boreas Corporation located in Venice, Italy. During this time he also accepted the Presidency of the Burnelli Avionics Corporation. In 1966—1968, he served as special advisor in restructuring the defunct Transavia—Holland Air Charter Company.

In 1982, he became Chairman and CEO of the Burnelli Company. During this time he continued to champion the cause of lifting body design for airline usage, a design similar to that of today's new Boeing Blended Wing.

Chalmers resided in Florida since 1984. He was not only a pioneer aviator from the Golden Age of Test Flight, but a humanitarian and aviation businessman of great stature.



John Paul Riddle

1901 - 1989

Founder of Embry Riddle Company and
Embry—Riddle Aeronautical University

John Paul Riddle, Chairman of the Board, Riddle Airlines, Inc., Miami, and founder of what became the Embry—Riddle Aeronautical University, was born in Pikesville, KY on May 19, 1901. He married Adele Goeser and had six children.

On December 17, 1925, exactly 22 years after the historic flight of the Wright Flyer, barnstormer John Paul Riddle and entrepreneur T. Higbee Embry founded the Embry-Riddle Company at Lunken Airport in Cincinnati, Ohio.

He was founder and president of the JP. Riddle Co., 1939—1943 which became the largest flying and technical school in the U.S., contracting five flying schools to the US. and British governments. He founded and was president of EscolaTecnica de Aviacao, Sao Paulo, Brazil from 1943—1945. In May 1945, Riddle Airlines was incorporated as an extension of his wartime 'operation in which the JP. Riddle CO. flew a series of regular flights to Brazil for American transport instructors at his technical aviation school in Brazil.

Riddle served in the US. Air Service 1920—1922. He was a member of the Quiet Birdmen, Greater Miami Aviation Association; Wings Club; Air Force Association; and the National Aviation Club. His Pilot certificates included commercial, single and multi—engine land, single and multi—engine sea and instrument.

Embry-Riddle Aeronautical University began with a simple plan to train airplane pilots. Today, Emory-Riddle leads the world in aviation and aerospace higher education.



Paul W. Tibbets, Jr.

1915 –

B-29 "Enola Gay" Pilot

Paul Tibbets, Jr. was born in Quincy, Illinois on February 23rd, 1915. Later his parents moved to Florida where, at the age of twelve, Paul had his first airplane ride. As part of an advertising stunt, he threw Baby Ruth candy bars, with paper parachutes attached, from a biplane flying over a crowd gathered at the Hialeah horse track near Miami. From that day on, Paul knew he had to fly.

He attended Western Military Academy, the Universities of Florida and Cincinnati planning to study medicine. However, he was determined to fly, so on February 25th, 1937, Paul enlisted as a flying cadet. A year later he got his pilot wings at Kelly Field, Texas and was commissioned a 2nd Lieutenant.

In February 1942, Paul became the Squadron Commander of the 340th Bomb Squadron, 97th Bombardment Group, destined for England. He flew 25 missions in B17s, including the first American Flying Fortress raid against occupied Europe. In November of that year he was in Algeria leading the first bombardment missions in support of the North African invasion.

In March 1943, he was returned to the states to test the combat capability of Boeing's new Super Fortress, the B-29.

In September 1944, Paul was briefed on the Manhattan Project, the code name for the development of the atom bomb. It was to be his responsibility to organize and train a unit to deliver these weapons in combat operations. He would also determine and supervise the modifications necessary to make the B-29 capable of delivering the weapons. Secrecy was paramount. On August 6th, 1945, the Enola Gay lifted off en route to its historic mission to Hiroshima. At 0915 15 seconds, the uranium 235 atomic bomb "Little Boy" exploded. The course of history and the nature of warfare was changed forever.

Paul W. Tibbets, Jr. - Page 2

When Paul Tibbets retired from the US. Air Force on August 31. 1966, he had completed more than 29 1/2 years of service, but he was not through flying. Initially he resided in Geneva, Switzerland, operating three Lear jets throughout central Europe. Back in Columbus, Ohio in 1970, Paul joined Executive Jet Aviation, an all-jet air taxi service company, where he served in different capacities. Paul became Chairman of the Board in 1982. He retired in 1985. As pilot of one of the most famous flights of WW II, which brought about a quicker surrender from the enemy and a reduction in the loss of Allied lives, and for his leadership and skill with both airplanes and people in times of stress, Paul W. Tibbets, Jr. is enshrined with honor into the National Aviation Hall of Fame.

His awards include the Distinguished Service Cross, the Distinguished Flying Cross, the Air Medal, Purple Heart, Legion of Merit and the Joint Staff Commendation Medal.



Maj. Gen. Robert "Bob" White

July 6, 1924 – March 17 2010

Fighter Pilot, POW WWII,

X-15 Test Pilot

Major General Robert White began his military career as an 18 year—old aviation cadet in November 1942 and received his pilot's wings in February 1944. In July 1944, he joined the 354th Fighter Squadron in England flying Mustang fighters escorting bombers over Germany. In February 1945 he was shot down by anti—aircraft fire during his 52nd combat mission. He was captured and remained a POW until his prison camp was liberated two months later.

White returned to the US. and enrolled as a student at New York University, where he received a BS. in electrical engineering in 1951. During his student years he remained in the Air Force Reserve at Mitchel Field, N .Y. In February 1952 he was sent to Japan and assigned to the 40th Fighter Squadron, as an fighter pilot and flight commander until the summer of 1953. After leaving Japan he attended the Air Force's Experimental Test Pilot School at Edwards AFB. He graduated with Class 54C in January 1955 and stayed on at Edwards as a working test pilot flying advanced models of fighter planes. It wasn't long before White was designated as the Air Force's primary pilot for the X015 program in 1958, making his initial flight on April 15, 1960. Four months later, he took the experimental craft to an altitude of 136,000 feet. With increased thrust interim rocket engines, he was able to obtain speeds of 2,275 mph in February 1961. Over the next eight months he became the first human to fly an aircraft at Mach 4 and then at Mach 5. This amazing rise climaxed on Nov. 9th, when White reached a speed of 4,093 mph. Six times faster than the speed of sound. On July 17, 1962, he was able to take the to a record—setting altitude of 314,750 feet, more than 59 miles over the earth's surface. Flying at this altitude qualified him for astronaut wings. He was then given his new rating as Command Pilot Astronaut.

In October 1963, he returned to Germany as Operations Officer for the 367th Tactical Fighter Wing at Bitburg. Returning to the States in August 1965 he earned a Master of Science degree from George Washington University.

Maj. Gen. Robert "Bob" White - page 2

As things were getting a little dull, Bob White then took off for SE Asia as Deputy Commander for Operations of the 355th Tactical Fighter Wing. He flew 70 combat missions over North Vietnam in the Thunderchief.

Returning again to the States he was assigned to Wright Pat AFB managing the development of the new Eagle weapons system. Then back to Edwards, the 46 year—old officer assumed command of the Test Center in 1970.

In February 1981, Major General Robert White retired from the Air Force and settled in Tampa Bay's Sun City Center.

His awards include the Air Force Cross, 3 Distinguished Service Medals, 4 Silver Stars, 5 DFC's and 16 Air medals. He also won the Harmon and Collier Trophies and in 1992 he was inducted into the Aerospace Walk of Honor in Lancaster, CA.



Glenn Hammond Curtiss born May 21, 1878 was an American aviation Pioneer and a founder of the U.S. aircraft industry. He began his career as a bicycle racer and builder before moving on to motorcycles. As early as 1904, he began to manufacture engines for airships. Curtiss made the first officially witnessed flight in North America, won a race at the world's first international air meet in France, and made the first long-distance flight in the United States. Curtiss's amazing career was tragically cut short on July 23, 1930. At age 52, while undergoing surgery for appendicitis in Buffalo, NY, he developed a blood clot that ended his life.

Curtiss was born in Hammondsport, NY to Frank Richmond Curtiss and Lua Andrews. Although his formal education extended only to Grade 8, his early interest in mechanics and inventions was evident at his first job at the Eastman Dry Plate and Film Company (later Eastman Kodak Company in Rochester, NY. He invented a stencil machine adopted at the plant and later built a rudimentary camera to study photography.

By 1902, Curtiss, with three employees, was manufacturing his own motorcycles under the trade name, "Hercules". In a measured-mile run at Ormond Beach, Florida, on Jan. 23, 1907, Curtiss's V8 powered motorcycle was officially clocked at 136.3 mph. On that day, and for years afterward, Glenn Curtiss carried the title, "Fastest Man on Earth".

Curtiss's first experience with aviation came when famed balloonist, Thomas Scott Baldwin, ordered a V-twin motorcycle engine to power a lighter-than-air ship. Curtiss's engine was a success. In 1904, using this early engine, Baldwin's "California Arrow" became the first successful American dirigible.

Curtiss's interests were not restricted just to vehicles of transportation. In 1921, he essentially left the aviation business and moved to Florida to become a highly-successful land developer. With friends, he developed the Florida cities of Hialeah, Miami Springs, and Opa-Locka. Opa-Locka was intended to be his crowning achievement, a planned community resembling something from the Arabian Nights. In the spring of 1930, he was awarded an honorary Doctor of Science degree from the University of Miami for his many contributions to the development of the Miami area.

Curtiss's amazing career was tragically cut short on July 23, 1930.



George W. Haldeman was born July 28, 1898. He held transport license #222 and was a member of Quiet Birdmen, the National Air Pilots Assn., National Aeronautic Assn. and the Federation Aeronautique Internationale. George Haldeman passed away on September 10, 1982.

George Haldeman was born at McPherson, KS. His family moved to Lakeland, FL where George finished high school in 1916. He was married in Lakeland on November 13, 1920.

He entered the U.S. Army air service during WWI and attended the School of Military Aeronautics at Austin, TX and was assigned to Wright Field, Dayton, OH as an instructor in aerial aerobatics. He pursued further training in aerobatics and graduated after the war with an advanced aerobatics certification from Carlstrom Field, Arcadia, FL. He rose to the rank of 1st Lieutenant and became an instructor and later an engineering officer in charge of engine and propeller overhaul at Dorr and Carlstrom Fields in Arcadia. He left the service in 1919.

Upon return to civilian life, he had his hands in numerous entrepreneurial efforts. He operated flying schools in various parts of Florida. He barnstormed through the southeastern states, carrying passengers, giving wing-walking exhibitions and parachute jumps. He distributed Curtiss and Waco aircraft in Florida from 1919 to 1927.

In 1921 he made one of the first trans-continental flights from Florida to California. From 1922-24 he owned and operated the Dixie Highway Garage at Lakeland, FL. During 1925 he was pilot-salesman for the Stinson Aircraft Corp.

In 1928, with Eddie Stinson, he broke the world's non-refueled endurance record at Jacksonville, FL, remaining in the air for 53 hours and 27 minutes.

George W. Haldeman – Page 2

After breaking speed and altitude records, Haldeman returned to his primary interest which was engineering. He was test pilot for several aviation firms, engineering and testing many of the safety features found on contemporary airplanes: wing slots, flaps, brakes and controllable propellers.

In 1936 he joined the Civil Aeronautics Administration (CAA) and was aeronautical engineering inspector and eventually rose to chief of the aircraft engineering division of the CAA in Washington, DC. For years he kept on top of structural and propulsion innovations, traveling abroad to attend conferences and to test-fly the civil and military aircraft of many nations.

In the U.S. he flew the new Boeing 707 jetliner, DC-8 and others. With this experience he and his CAA team set up the standards for safety for American manufacturers of new jet and turbo-powered aircraft.

George Haldeman passed away on September 10, 1982.



Charles E. Richbourg was born in 1923 and died November 4, 1954. Richbourg flew the YF2Y-1 Sea Dart seaplane faster than the speed of sound while passing through 34,000 feet in a shallow dive. This event marked the first and only time in aviation history that a seaplane exceeded Mach 1.

The USN/Convair YF2Y-1 Sea Dart became the first and only seaplane ever to exceed the speed of sound. Convair test pilot Charles E. Richbourg was at the controls of the experimental sea-based fighter.

In 1948, the United States was looking to develop a sea-based supersonic fighter as a means projecting naval airpower. However, few in the Navy at that time believed that such as aircraft could be operated successfully from an aircraft carrier. Thus, the new aircraft would need to be a seaplane. That is, it would takeoff and land in the ocean.

The XF2Y-1 design maximum speed was 825 mph, a rate of climb of 17,000 ft./min and a service ceiling of nearly 55,000 ft. The type's takeoff speed from the water was approximately 145 mph.

The second Sea Dart to fly was the first YF2Y-1 (BuAer 135762) aircraft. The main difference between the YF2Y-1 and XF2Y-1 was the propulsion system. Specifically, the YF2Y-1 was powered by afterburning J46 turbojets and its air induction and exhaust systems were configured differently.

Flight testing of the YF2Y-1 Sea Dart began in early 1954. Convair test pilot Charles E. Richbourg was assigned to make the initial flights in Ship No. 1. The zenith of the YF2Y-1's flight test program occurred on Tuesday, August 3, 1954 when Richbourg flew the seaplane faster than the speed of sound while passing through 34,000 feet in a shallow dive. This event marked the first and only time in aviation history that a seaplane exceeded Mach 1.

The Sea Dart's bright moment of achievement was followed several months later by the program's darkest day. On Thursday, November 4, 1954, Richbourg was performing a XF2Y-1 flight demonstration for Navy leadership and members of the press over San Diego Bay when structural failure of the aircraft's left wing caused it to disintegrate in flight. Rescue forces quickly found Richbourg and pulled him out of the water. However, the 31 year-old pilot did not survive.



General James H. Doolittle

Daredevil Pilot, Aeronautical Engineer,

Racer and Record-Holder,

Developer of the artificial horizon and directional gyroscope

Combat leader of the Doolittle Tokyo Raid, 1942

James "Jimmie" Doolittle is today most famous for his audacious B-25 bombing raid on Tokyo in the opening months of America's entry into World War II, an attack featured in the 2001 movie Pearl Harbor. But Doolittle's aviation legacy is much greater than this military attack. Doolittle was a true renaissance man of aviation, a daredevil aviator and racing pilot, an aviation executive, a military commander, a scientist, and a presidential advisor. He was also an inspirational figure to many young people in the early days of aviation.

James Harold Doolittle was born in Alameda, California, on December 14, 1896. His father was a carpenter and set off to Alaska in search of gold. Doolittle's mother brought Jimmie with her to join his father in Nome, Alaska, when he was three-and-a-half years old. When he was 11, he moved with his mother to Los Angeles, California, where he developed an interest in flying. He became a professional boxer and entered the University of California's School of Mines in 1915. In 1917 he enlisted in the Army Signal Enlisted Reserve Corps to train as a pilot and was soon promoted to lieutenant. Doolittle served in the United States Army Air Corps from 1917 until 1930, when he became a major in the Army Air Corps Reserve, where he served for the next ten years.

He learned to fly, Doolittle served as an instructor pilot and began engaging in aerobatics. He started thinking of breaking aviation records. In 1922 he made the first cross-continental crossing in less than 24 hours; taking 21 hours and 19 minutes to fly in his De Havilland DH-4 plane from Pablo Beach, Florida, to San Diego, California, with only one refueling stop.

General James H. Doolittle – Page 2

In 1923 Doolittle enrolled in the Massachusetts Institute of Technology (MIT) to obtain a master's degree and then a PhD. in aeronautical engineering. When he received his degrees in June of 1925, fewer than 100 people in the world held comparable advanced degrees. In his doctoral dissertation, "Wind Velocity Gradient and Its Effect on Flying Characteristics," he combined laboratory data with test flight data to determine that a pilot needed visual aids or instruments to know the direction and speed of the Wind and the direction in which the plane was flying. His dissertation countered the theory that many contemporary pilots held that they could "know" this information instinctually.

Over the next several years Doolittle continued his flying exploits. In 1927 he was the first person to execute an outside loop, where the cockpit (and pilot) remain on the outside of the loop (previously thought to be a fatal maneuver because of the stresses encountered). Carried out in a Curtiss fighter at Wright Field in Ohio, Doolittle executed the dive from 10,000 feet (3,048 meters), reached 280 miles per hour (451 kilometers per hour), bottomed out upside down, then climbed and completed the loop.

Doolittle was the first person to win all major aviation racing trophies. He won the Schneider Trophy in 1925 for flying a Curtiss Navy racer seaplane equipped with pontoons the fastest it had ever been flown, averaging 232 miles per hour (373 kilometers per hour). In 1931, after leaving the military and going to work for Shell Oil Corporation, he won the Bendix Trophy, flying from Burbank, California, to Cleveland, Ohio, and establishing a new record with his Laird "Super Solution." He crossed the country in 11 hours, 16 minutes, and 10 seconds, beating the record set earlier that year by 1 hour and 8 minutes.

In 1932 he won the Thompson Trophy race at Cleveland in a Granville Gee Bee R-1 racer, averaging 252 miles per hour (406 miles per hour) and established the world landplane speed record. In the early 1930s, he also conducted tests for the Army.

General James H. Doolittle – Page 3

His academic credentials, combined with his aviation exploits and military experience, enabled him to serve as a go-between for scientists and aviators and military officers. He also participated in numerous aviation design contests for youngsters and inspired many of them to pursue careers in aviation engineering. During this period, he worked with the Guggenheim Flight Laboratory in developing instruments for flight in poor weather. On September 24, 1929, he was the first person to take off, fly and land an airplane entirely by instruments. Also while at Shell, he urged the company to greatly increase its ability to manufacture high-octane aviation gas, which proved to be extremely important for high performance airplane engines.

In 1940, Doolittle returned to active duty as a major in the Army Air Corps. He was quickly promoted to lieutenant colonel. Soon after the bombing of Pearl Harbor in December 1941, Doolittle hatched a bold and dangerous plan to launch Army Air Corps B-25 twin-engine bombers from an aircraft carrier to bomb Japan.

On April 18, 1942, the aircraft carrier USS Hornet sailed toward the Japanese coast. Doolittle's plan was to move to within 450 miles (724 kilometers) of the coast, but a radio-equipped Japanese fishing boat discovered the task force, forcing Doolittle and his men to launch earlier than planned. Shortly after noon, Tokyo time, Doolittle arrived over Tokyo and dropped his bombs. The other planes followed at staggered intervals and also dropped their bombs. Then they all headed individually for China, but because they had been forced to launch early, they were low on fuel when they finally reached the mainland and were unable to find their designated airfields. One plane landed in Vladivostok, Russia, where its crew was arrested and held prisoner for 13 months. Four other planes crash-landed. The crews of the other eleven planes all parachuted out. Of the 80 men on the 16 planes, three had died, four were badly injured, and eight were captured by the Japanese, who later executed three of them and starved a fourth to death. Roosevelt promoted Doolittle from lieutenant colonel to brigadier general, skipping the rank of colonel, and presented him with the United States' highest military award, the Congressional Medal of Honor. He also received the Silver Star and the Distinguished Flying Cross.

General James H. Doolittle – Page 4

Doolittle was soon promoted to major general and then lieutenant general. He was the commanding general of the Twelfth Air Force in North Africa, the Fifteenth Air Force in Italy, and then the Eighth Air Force in England and then again on Okinawa.

After the war, Doolittle returned to civilian life and became a vice president at Shell Oil, where he served from 1946 until 1958. He left to become director of the Space Technology Laboratories and then a director of TRW Inc. Doolittle also served as a director at Shell Oil until 1967.

Although Doolittle's Tokyo raid and his prewar aviation exploits are well known, what is less widely known is his post-war service as an advisor to the Air Force, intelligence agencies like the Central Intelligence Agency (CIA), and presidents. From 1955 until 1958 he served as Chairman of the Air Force Scientific Advisory Board (SAB), advising the US Air Force on future aviation and space technologies. From 1955 until 1965 he was a member of the President's Foreign Intelligence Advisory Board, evaluating intelligence operations. In 1958 he was offered the position of first administrator of the National Aeronautics and Space Administration (NASA), which he declined. His scientific knowledge, combined with his military record, meant that he could bring together fellow scientists and military leaders to develop new aviation technology, and he had unique insights because of his work in both these communities.

An avid sportsman, fisherman, and hiker, he went on frequent hiking trips with his fellow scientists. In 1985, although long retired from active duty, he was promoted by special act of Congress in 1985 to full four-star general, and presented the promotion by President Reagan.

Doolittle died in 1992. After his death, Howard Johnson, former chairman of the MIT Corporation, remembered: "Once when he was asked to sum up his philosophy, he said it was simply a matter of trying to leave the earth a better place than he found it. He certainly did that, and he did it with grace and good humor."



Howard R. Hughes, Jr.

1905-1976

Successful Manufacturer, Aviator, Aircraft Designer, Airline Owner, and Movie Mogul

Howard R. Hughes, Jr., one of America's most famous billionaires, was also one of the world's most important aviation innovators. One facet of his varied career revolved around his daring flights in the 1930s when he set several new aviation records. He also built one of the most important aviation manufacturing companies in history and was a major player in the growth and fortunes of Trans World Airlines. Through most of his life, Hughes was involved in aviation in one capacity or another but, of his many interests, flying was his greatest passion. The Florida Air Museum is particularly proud to hold a significant collection of Mr. Hughes' aviation papers, photos and artifacts.

Hughes was born in Houston, Texas, in December 1905, to a wealthy family. Orphaned at 17, he dropped out of school to take control of the family business--the Hughes Tool Company, which had made a fortune thanks to a patent it held for a special oil-drilling bit. Although Hughes maintained control of the company, he quickly set out for Los Angeles to pursue two main goals--to become a famous movie producer and the world's best pilot.

Hughes combined certain aspects of his two dreams when he produced and directed the movie *Hell's Angels* (1930), a romantic vision of World War I aviators. The film took three years to make, cost \$3.8 million to produce, and killed three pilots in the process. It also received an Academy Award nomination for Best Cinematography. During filming, Hughes had obtained his pilot license. As he continued to produce and direct films in the early 1930s, he also became quite an accomplished pilot.

To support his aviation ventures, Hughes created the Hughes Aircraft Company in Glendale, California in 1932. The company consisted initially of Hughes's own small team of designers and mechanics. Their mission was to build him the best racing planes in the world. The first aircraft they worked on and remodeled was an Army Air Corps pursuit plane. Hughes captured his first aviation prize in it at the All-American Air Meet in Miami, Florida, on January 14, 1934, while averaged 185 miles per hour (298 kilometers per hour) over a 20-mile (32-kilometer) racecourse.

Howard R. Hughes, Jr. - Page 2

Soon after, Hughes Aircraft built its first internally designed airplane—the H-1 racer. The H-1 was designed for speed, pure and simple; it was streamlining at its very best. On September 13, 1935, Hughes piloted the H-1 to a new speed record of 352 miles per hour (566 kilometers per hour) at Martin Field, near Santa Ana, California. The previous record was 314 miles per hour (515 kilometers per hour). Although Hughes had already achieved the record after a few passes over the airfield, he kept pushing, and the H-1 ran out of gas. Forced to make an emergency landing in a nearby beet field, Hughes walked away from the plane unharmed.

Unsatisfied with just one record, Hughes started concentrating on establishing a new transcontinental speed mark. High-altitude flight would be the key to achieving a new record, and because the H-1 was originally intended for only short flights at low altitudes, Hughes began shopping for a new aircraft. Fellow aviator Jackie Cochran, and a great racer in her own right, had the plane he wanted—a Northrop Gamma. However, Cochran was planning to use the Gamma in an upcoming Bendix Race, and she wanted to establish her own transcontinental record. But Hughes finally offered her enough money and she gave in. After refitting the Gamma with a different engine, Hughes took off from Burbank, California, on January 13, 1936, en route to Newark, New Jersey, and a new cross-country record. He made the flight in 9 hours, 27 minutes, 10 seconds, and bettered Roscoe Turner's previous mark by 36 minutes. Within two weeks, he had also set flight records from Miami to New York, and from Chicago to Los Angeles.

A year later, Hughes, disappointed that he had not beaten Turner's record by a wider margin, had redesigned his H-1 so that it could handle long distance flights at high altitudes. On January 18, 1937, he took off from Burbank in the H-1, which he had renamed the "Winged Bullet," en route to Newark and another record. Despite the fact that his oxygen mask failed, and he almost blacked out, Hughes set a new mark of 7 hours, 28 minutes, 25 seconds. The achievement secured him the year's Harmon International Trophy, for the world's most outstanding aviator

Howard R. Hughes, Jr. – Page 3

Still wanting more, Hughes decided to try to better his personal hero Wiley Post's trans-global record. The aircraft he selected for the flight was a Lockheed 14, a twin-engine passenger plane. Hughes guided the aircraft off of Floyd Bennett Field in Brooklyn, New York, on July 10, 1938. He made Paris in 16 hours, 38 minutes, more than twice as fast as Charles Lindbergh had flown 11 years earlier. Then, on July 14, he and his four-man crew landed in New York in front of 25,000 cheering people. His new record of 3 days, 9 hours, 17 minutes, shaved more than four days off Post's previous record. Hughes received several honors including a Congressional Medal, the Harmon International Trophy once again, and a ticker-tape parade down Broadway.

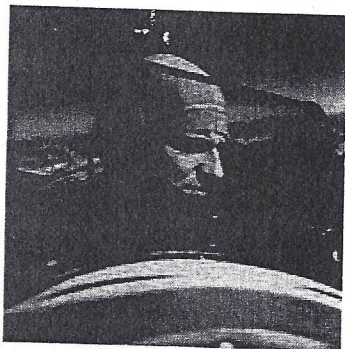
Hughes was a competent pilot, but could be arrogant and cocky. He test-piloted all his aircraft, saying that was the fun part, though he nearly killed himself several times. In 1943 he took the controls without preflighting to test his highly modified Sikorsky flying boat at Lake Mead, and crashed on landing due to overloading forward of the center of gravity, killing two men. Three years later he violated every step of the test protocol on the initial flight of his XF-11 spy plane he was developing for a government contract. An oil leak causing a propeller to reverse pitch plus a cascade of pilot errors resulted in his crashing into houses in Beverly Hills, bursting into flames. He was rescued but had significant injuries including third degree burns and multiple broken bones. His addiction to prescription drugs probably began during his recovery, and contributed to his later health problems.

The XF-11 crash occurred during the development period of his best known project, the HK-1 Hercules, popularly known as the "Spruce Goose". (Hughes hated that name, and the plane was actually made of birch). The purpose of the government contract was to create a seaplane that could carry troops and equipment across the Atlantic during World War II, rather than using ships that were vulnerable to U-boats. The huge plane, with a wingspan over 300 feet, was built of wood, as the contract called for use of "non-strategic materials". It was not completed until 1947, well after the end of the war.

Howard R. Hughes, Jr. - Page 4

Hughes would not abandon it, probably because he felt he had to prove himself. It was tested once in what was supposed to be a taxi test. At some point in the taxi, he lowered flaps and gained speed, and the plane lifted off and flew for almost a mile about 70 feet above the water, then touched down. There is some debate whether this was actually a "flight": it did not return for landing, and was probably trapped in ground effect, but it was in the air. It's not even certain that Hughes meant for it to lift off, his comment being, "What do you think?" when asked by a journalist.

Despite suffering four plane crashes while testing his own aircraft during his career, Hughes ironically died as a passenger on a jet plane on April 5, 1976, while en route to receive medical treatment after years of self-neglect. Although Hughes set several air speed and distance records in his early years, those accomplishments were overshadowed in his later years by his poor business decisions, his attempts to manipulate the military aircraft market, and his personal eccentricities and reclusiveness. Still, in spite of some of his unscrupulous actions late in life and his eccentric and reclusive personality, he was in many ways a romantic at heart, and his aviation career, at least in the beginning, reflected his great love of the sky.



Lewis B. "Bud" Maytag known as Bud, was born in Rochester, Minn., and attended Colorado College. He founded Maytag Aircraft, which specialized in refueling military planes, in Colorado Springs in the early 1950's. He bought a controlling interest in Frontier Airlines in 1958. Four years later he took over National.

Under Ted Baker, its penurious founder, National Airlines shielded the Windows of its Miami headquarters from the sun with brown wrapping paper. When Lewis Maytag Jr., heir to a washing machine fortune, bought Baker out in 1962, the first thing he did was to invest in vertical blinds.

The change was an augury; National started looking better ever since—and so did its books. By the end of 1963, the earnings of the eighth largest US. domestic airline climbed to an estimated \$6,500,000 from \$4,300,000 the prior year. Only two years earlier the line was deeply mired in losses.

"Bud" Maytag picked just the right time to take over. In 1961 the Civil Aeronautics Board awarded National the lucrative Southern transcontinental "rocket run" linking the aerospace centers of Cape Canaveral, Houston and the West Coast. Sensing a good opportunity, Maytag, who was then running the Rocky Mountains' local Frontier Airlines, bought Baker's 250,000 shares for \$6,400,000 with family help.

Not Self-Made. At 35, Bud Maytag was younger by 15 years than any other major US. airline president. Grandson of the Maytag who started the washing machine empire, he is the first to admit: "I am not a self-made man."

After attending Colorado College, he set up his own flying school in Colorado Springs, then later bought control of Frontier Airlines. (Maytag Aircraft continues in operation today as an arm of Mercury Air Group, providing refueling services, ground handling, maintenance, and weather observation and forecasting, internationally and domestically under contracts with the US. Government. It is unclear how and when Bud Maytag divested his interest). Maytag put money-losing Frontier into the black during his four years there, but ran into Civil Aviation Board opposition to his plan to discontinue service to half of the points served by Frontier. He conceded that his initial naiveté about the airlines business cost him endless head aches. He sold Frontier to go National.

Lewis B. "Bud" Maytag – Page 2

Maytag brought along his four-man executive team from Frontier to help run National, set out to shine up the line's somewhat tarnished reputation. National executives, who had grown gun-shy under terrible-tempered Ted Baker, found themselves with freely delegated authority. Maytag modernized National's eased the debt burden by arranging new financing, and prettied up the stewardesses with fuselage-hugging black sheaths.

Maytag was at the time easily the most outspoken chief executive in the airlines industry. He was against airline mergers because he felt that they weakened competition, ardently protesting the Government's tight regulation. "About the only thing left under the airlines' control," he said, "is schedules." He was equally critical of his fellow airline presidents for not opposing Government intrusion and union demands more vigorously. "The heads of many airlines are living in the past," he said. "The airline industry is now a sophisticated business, but too many of the guys running airlines are the same ones who started the open-cockpit mail runs." He calmly took on Pan American President Juan Trippe, forcing him to return 390,000 shares that Pan Am had acquired in a swap during a 1958 merger maneuver that came to naught. He was awarded the Wright Brothers Memorial Award by the Greater Miami Aviation Association in 1977, a premier award presented each year by GMAA to "an individual whose substantial contributions to the aviation industry reflect favorably on the aviation community and the State of Florida." His 1974 modern new maintenance hangar and administrative offices in Miami won the "Grand Conceptor Award" from the American Consulting Engineers Council.

Unfortunately, Bud Maytag inherited seven strong and virulent labor unions which had been nourished by distrust of management under George Baker. The seventies brought many costly strikes by the IAM, ALEA7 and the Flight Attendants. In 1978, after a long strike by Flight Attendants ended up in Federal court, a dispirited Maytag told the media the "running an airline is no fun anymore." A bidding war for National heated up, despite Maytag's resistance, among Texas Air Corporation, Eastern Airlines and Pan American, and National's stock rose from about \$20 per share to \$50, which Pan Am eventually paid. The sale was finalized in January, 1980. Bud Maytag made \$14 million profit on the sale; he declined to continue working for the merged airlines and took a reported \$1.4 million payout to terminate his contract, then retired from the airline industry. It is well known now, of course, that this was an ill-fated merger. Many aspects of the two airlines, including routes and fleets, did not complement one another. Sadly, Pan Am collapsed in 1991.

Lewis B. "Bud" Maytag – Page 3

A self-styled "free enterpriser," he strongly backed Barry Goldwater for the presidency. He is the only airline president who to be checked out to fly jets (he never piloted passenger flights), but his favorite flying was Weekend stunting in his 1940 vintage, open-cockpit PT-17 biplane. Painted boldly on its fuselage is the word NATIONAL — written upside down. Maytag wanted it that way so that when he is showboating upside down, National would be right side up.

Suntanned and crew-cut, Maytag was a trim six-footer with a calm, modulated voice and a quiet, determined air. While at National he often worked Saturdays, hated to give speeches (though he did), and devoted most of his time to financial matters. A keen sportsman, he left his beachside house near Miami Whenever possible for a 160-acre mountain retreat in Wyoming. Mr. Maytag's daughter, Marquita Hain, recalls most that he loved the outdoors and that he spent a lot of time in Wyoming horseback riding, camping and hunting. "When my parents were married, they had a ranch in Jackson Hole and our family went there every summer and sometimes for Christmas. My father had a landing strip plowed on a large field and he flew his Dehavilland Beaver in there with all us kids. I remember flying in the Stearman (with National painted upside down on it) at the ranch, also. He also had a WWII B-26 bomber that he had refurbished and we all flew

"After my parents divorced he sold the Jackson Hole property and bought a place in the Wind River mountains southeast of Jackson. He also had a landing strip there for the DeHavilland Beaver. I went there every summer with him until his death. He really liked the solitude there and life in the mountains. He was a cowboy at heart."



Edward C. Hoffman, Jr.

Airline Pioneer

Member of the 8th Air Force in Britain

Aircraft Designer & Building

Ed C. Hoffman, Jr.'s life has been lived hand in hand with the development of Albert Whitted Airport in downtown St. Petersburg, Fl. Through the eyes as a child, living 5 blocks up the street, he saw Tampa Bay filled in to form the land on which the airport was built.

Eddie always loved airplanes and when his father passed away at the height of the depression, he gravitated to Whitted where, as a teenager, he took great pride in being a "line boy" and being part of aviation at the nitty-gritty level. A number of the older fellows took him in and helped foster his love for flying airplanes. Eddie would sell rides for Odis Beard who flew an Aeronca C-3. Odis would do loops over town to get people to the airport where Eddie would try and talk them into buying a ride. At the end of the day, Odis would give the tall thin boy lessons in the C-3.

Eddie purchased a Cutiss Fledgling with friend Hank Palmer for \$400. At the age of 17, Eddie soloed the Fledgling off the grass strip at Tampa's Drew Field. He started working for National Airlines helping with engine repairs and maintenance when the airline was founded at Whitted Field in 1934.

He then bought his own and put it in flying condition. Later he moved to Kansas to work for Walter Beech building wings for the Staggerwing Beech. This lasted only a short while as Pearl Harbor was attacked and he joined the Army Air Corps' He was based at Mount Farm in England with the photo group.

Alter the War, Ed built his own modest house, married his wife Jane, started an interior design business and then started playing with airplanes He rebuilt a Rearwin Sportster with a 90 hpLeBlond engine and then another but this time he put it on floats.

Ed was designing interiors for Dutch Pantry restaurants in the mid-fifties and while on a business trip flying his Rearwin to Erie, PA, he stopped in at Connellsville, Pa. They were having a sponsored jointly by the Antique Association and a new group called the EAA (Experimental Aviation Association). On returning to St. Pete he organized the EAA Chapter 47 which still exists.



Zack T. Mosley

Zack Mosley was born Dec. 12, 1906 in Hickory, Oklahoma. He became fascinated by airplanes when a Curtiss Jenny crash-landed in a pasture near his home. While going to high school in Shawnee, OK, he worked in a lumberyard, jerked sodas and ran pop stands at tent shows.

Zack's art teacher detected talent and advised him to go to Chicago where he attended the Chicago Academy of Fine Arts and the Chicago Art Institute. He got a job as assistant artist to the comic strip "Buck Rogers" and "Skyroads." In early 1933, he visited Chet Gould, another Oklahoman, who had launched "Dick Tracy" and was advised to create his own comic strip. In his spare time he took flying lessons. In October, 1933, he created "On the Wing" for the Sunday N. Y. News and the Chicago Tribune. Feeling success, he was advised to change the name of the strip to "Smilin Jack" and moved to the Big Apple where he continued his flight training. He received his private pilot's license on November 13, 1935 and became a glider pilot in 1937.

During WWII, Zack volunteered and flew for 18 months with the Civil Air Patrol, which he helped form, as a submarine patrol pilot. He received the USAAF air medal for flying over 300 hours in bomb-laden civilian planes. During his 86 years he owned nine planes and logged over 3,000 hours flying time.

Lantana Airport, a haven for private pilots located just south of Palm Beach International Airport, near Stuart, F I. was constructed in 1941 with Federal money. Lantana-Lake Worth is the nation's oldest CAP unit. It had an old wooden hangar built in 1940 by Butler Aviation with the help of Howard Hughes. It was here that Zack Mosley kept his studio and flew most of his CAP missions.

"Smiling Jack" comic strip was retired on April 1, 1973. Some of his most remembered characters are: Fat Stuff, Downwind, Stretch, Joy, Jungle Jolly, Cindy, Dixie, The Head, The Claw, and Tish the Dish

Zack Mosley died in 1993 at the age of 86.

Kermit Weeks – Page 2

Fantasy of Flight has never made a profit. In 2004, 70,000 visitors visited the facility. The numbers (dollars) aren't good but he is on a mission to expand his fantasy to include many more and different attractions in a city to be called "Orlampa" This will include a 1930's Pan Am Clipper base and separate period displays for aircraft WWI through the present day.

"When I finish Orlampa," he says, "that will be only the beginning of my dream to become the focal point on the planet for unleashing the human potential."

Kermit and his wife, the former Teresa Biazina, reside in Polk City, FL., where Kermit enjoys playing the guitar, banjo, fiddle and piano. He also enjoys snow skiing and water skiing.



Captain LeRoy H. Brown

National Airlines pilot

President U.S. Airline Industry Museum

Foundation

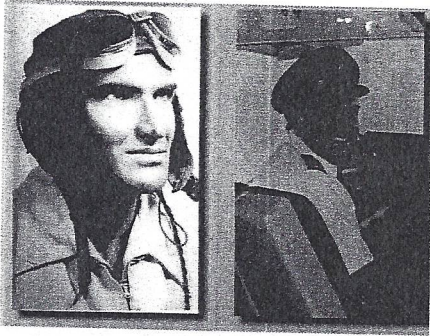
Sun N' Fun Volunteer

Very few pilots capture the breadth and depth of Florida commercial aviation history as retired National Airlines and Pan American World Airways Captain LeRoy H. Brown. Flying throughout Florida, as well as transcontinental and international routes, he has accumulated more than 35,000 flight hours (with no accidents or violations) as an airline pilot, crop duster, fixed base operator, produce hauler and general aviation enthusiast. He has owned more than 100 airplanes during his distinguished aviation career that has spanned more than seven decades.

LeRoy was born in New Hartford, New York and raised in Pompano Beach, Florida. His romance with flight began in 1928 when as a seven year old he looked up to see the US Navy airship USS Los Angeles pass over his grandmother's house near Utica, NY. "I was absolutely stunned," Brown recalls, and can hear those engines rumbling to this day."

His first flight was in a Waco 10 biplane in 1935 at Oakland Park, Florida. Soon after, at the age of 15, he took his first aviation job as a crop duster, sewing as a co-pilot on a 1928 Stinson Detrioter and operating the hopper controls. He completed ground school courtesy of the Works Progress Administration in Fort Lauderdale, and he flew without a license until someone turned him into the Civil Aeronautics Authority. When a CAA inspector appeared and told young Brown that he could give him a ticket for flying without a license Brown asked, "Couldn't you give me a check ride and a license instead?" That is precisely what the inspector did the following week in 1945.

For the next seven years, Brown dusted cotton, peanuts, citrus and peaches across Florida, Texas, South Carolina and Georgia. He flew and owned such varied airplanes as a Travel Air 400, a converted Boeing 247, several Waco's and Pipers. In December 1951, a fellow crop duster asked Brown to accompany him to an interview with the National Airlines in Miami. When his friend's interview was complete, Brown asked for one and was hired on the spot with instructions to return in a few weeks for ground school.



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Captain LeRoy H. Brown - Page 2

He officially began his career With the National Airlines on January 7, 1952 when he reported to Miami for his initial flight training in the twin-engine Lockheed Lodestar. Living in Okeechobee, Florida in 1956 he moved to Miami and later to Zellwood Where he could continue his agriculture aviation. From Zellwood he commuted to his National Airlines job by various personal aircraft including a which he flew solo.

At National Airlines Captain Brown flew Lockheed Lodestars, Convair 340's, and Convair 440's. He upgraded to the DC-4, DC-6 and DC-7; first flying as a co-pilot and later as Captain. He also flew the Lockheed Model 1049H "Super Constellation".

He was inaugurated into the jet age in 1959 when he started flying the Lockheed L-188 Electra turboprop and in 1966 made his first all-jet flight as a Captain in the Boeing 727. He qualified on the DC-8 and finished his career flying as a DC-10 Captain for seven years. Throughout his airline career he continued his crop dusting on his days off from the airline. During a four month leave of absence, be transported produce from Andros, Bahamas to Fort Lauderdale, Florida aboard B-1 7's that he purchased and flew 5010. During another leave of absence, he established Air Orlando, a fixed-based operation at Orlando airport. He has owned and operated such colorful and historical aircraft as the B-17, DC-3, Boeing 247, and a Pitcairn Mailwing. One of his most prized airplanes was a rare 1929 Butler Blackhawk biplane, one of only eleven ever built. He purchased it in pieces and restored the plane. It is now on display in the Union Station in Kansas City, Missouri.

He retired in March of 1981 shortly Pan American World Airways acquired National Airlines. He continued flying for recreation in his N3N, SNJ's, PT-17, PT-19, and several Cessna's. He is currently serving as president of the US. Airline Industry Museum Foundation which is accumulating artifacts and aircraft in hopes of building the first museum in the U.S. dedicated exclusively to the airline industry. He is the former president of the Antique Airplane Association's Tampa Bay chapter and the OX5 Pioneers. He is a lifetime member of the Florida Air Museum where he served as a docent for ten years and an antique judge at the Sun 'N Fun Fly—in, He lives today in Zellwood, Florida with his Wife Wanda, a former National Airlines radio operator.



Amelia Earhart

First woman to fly across the Atlantic as a passenger, 1928

Co-founder and first president of the Ninety-Nines, 1929

Participated in the National Air Races, 1930's

First woman to fly 5010 across the Atlantic, 1932

First woman to receive the Distinguished Flying Cross

First to make a transcontinental flight in an autogiro and set an altitude record, 1933

First woman to fly non-stop across the US. and six weeks later broke her own transcontinental speed record, 1933, going from California to New Jersey

With Jackie Cochran she founded the Boston-Maine Airways

First person to fly solo from Honolulu, Hawaii to Oakland, California, 1935, in 15 hours, 16 minutes

Made a solo goodwill flight from Los Angeles, California to Mexico City; Mexico City to Newark, New Jersey, 1935

Disappeared in the South Pacific, July, 1937

Enshrined in Aviation Museum US. Air Force Hall of Fame, Dayton, Ohio, 1968

Legendary Aviation Pioneer & Advocate

Amelia Earhart will be remembered as a dare devil, record setter, inspiration to other women, nurse, social worker, author, lecturer, photographer, designer, pioneer, commercial airline advocate, sales and consultant.

She was born in 1879 in her grandparents' home on the banks of the Missouri River in Atchison, Kansas. Amelia dabbled in nursing and social work and learned to fly at the age of 23. Her instructor was a woman named Neta Snook. On May 15, 1923, Earhart became the 16th woman to be issued a pilot's license (#6017) by the FAI. In 1928, she was the first woman to cross the Atlantic Ocean in an airplane as a passenger. The acclaim she gained from that flight when she was, in her words, no more than a sack of potatoes-translated as extra weight-but was assigned to keep the flight log-inspired her to earn the accolades on her own. Four years later she flew the Atlantic solo-the first woman to do so. She received the Distinguished Flying Cross from Congress, the Cross of Knight of the Legion of Honor from the French Government and the Gold Medal of the National Geographic Society from President Herbert Hoover From then on, her fame was assured and several aviation first followed. From 1930-1935, Amelia had set seven women's speed and distance aviation records in a variety of aircraft including the KinnerAirster.

Amelia Earhart - Page 2

Amelia was one of the first celebrities to endorse products to finance her flying. These included Lucky Strike cigarettes, Beach Nut gum, malted milk and designed/promoted woman's clothing. She helped design Amelia Earhart luggage which is still being sold today.

She married a wealthy publisher George Palmer Putnam. Amelia was an exceptional writer herself and penned several books about her flying adventures and life. These were all published by her husband. She served as aviation editor for the Cosmopolitan magazine, especially focusing on the role of women entering the field of aviation. She represented Transcontinental Air Transport and invested time and money in setting up the first regional shuttle service New York to Washington, DC (later became TWA). She was vice president of National Airways which conducted the flying operations of the Boston-Maine Airways and by 1940 it became Northeast Airlines. With several other well-known women pilots including Louise Thaden and Ruth Nichols, she founded the Ninety-Nines, the international organization for women pilots and served as its first president. She worked with Purdue University to counsel and inspire women to look at aviation and engineering as a career and the school helped sponsor her flying laboratory — her twin engine Lockheed Electra, the plane in which she eventually was lost.

Discovering the discriminatory wage practices used in the hiring of women, she became a tireless advocate of women and equal rights. Her ideas on marriage were liberal for the time as she believed in equal responsibilities for both "breadwinners" and pointedly kept her own name. Intent on retaining her independence, she referred to the marriage as a "partnership" with "duel control".

Earhart had a goal of flying around the world at the equator, a distance of about 29,000 miles in 1937. Despite a botched attempt in March that severely damaged her plane she determined Earhart had the twin engine Lockheed Electra rebuilt. "I have a feeling that there is just about one more good flight left in my system, and I hope this is it," she said.

Amelia Earhart – Page 3

On June 1, Amelia and her navigator Fred Noonan departed from Miami for the journey. Landing in Lae, New Guinea on June 29 with only 7,000 miles to complete the trip, they made preparations for the Pacific eastward journey. Every unessential item was removed from the plane to make room for additional fuel which gave Earhart approximately 274 extra miles. Frequently inaccurate maps had made navigation difficult for Noonan and their next hop to Howland Island was by far the most challenging. Located 2,556 miles from Lae in the mid-Pacific, Howland Island is a mile and a half long and a half mile wide.

The U.S. Coast Guard cutter Itasca, their radio contact, was stationed just offshore. Three other US ships, ordered to burn every light on board were positioned along the flight route as markers. At 12:30 pm. on July 2, the pair took off. This made Noonan's premier method of tracking, celestial navigation impossible. Radio proved unsuccessful and they were never seen again. Amelia lives on in legend with many variations on her fate still being investigated today.



Captain David S. McCampbell

January 16, 1910 – June 30, 1996

was an American Naval Aviator who became the U.S. Navy's all-time leading ace with 34 aerial victories during WW II. The third-highest scoring US flying ace of World War II, he was the highest-scoring ace to survive the war.

David was born on January 16, 1910 in Bessemer, Alabama and moved at an early age to West Palm Beach, Florida. At thirteen he left home to attend the Staunton Military Academy in Staunton, Virginia and later to Georgia Tech in Atlanta before being appointed to the U.S. Naval Academy in 1929. He excelled in athletics and was a champion diver. At graduation in 1933 he was honorably discharged from the Navy due to Congressional legislation. After working for a year as an assembly mechanic with Douglas Aircraft Corporation he was transferred to the US. Navy.

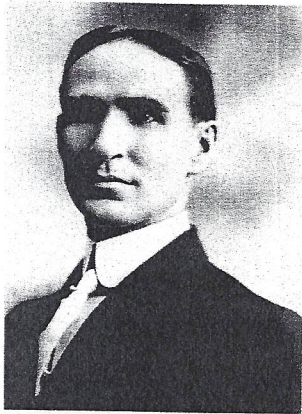
His flying career began at the Pensacola Naval Air Station when he reported for flight training and upon completion was assigned with the Fight Squadron 4 aboard the USS Ranger for the next two years. He was transferred to the USS Wasp Air Group Where he served as Landing Signal Officer.

Returning home he served as an instructor of Landing Signal Officers in Melbourne, Florida and was promoted to Lt. Commander. As the war heated up, the Navy placed him in command of the Fighting Squadron 15 Where he served from September, 1943 to February 1944. He then became commander of Air Group 15, This group was aboard the USS Essex. During the tour this group destroyed more enemy planes and sank more ships than any other air group in the Pacific war. The Fabled Fifteen, as they were named, became the most highly decorated air group of the war. McCampbell in less than seven months of Pacific service destroyed 34 airborne enemy planes, the greatest number of enemy planes ever shot down by an American pilot during a single tour of combat duty. He became the top scoring Naval Fighter pilot of WWII. Honors received include the Congressional Medal of Honor presented by President Franklin D. Roosevelt, the Navy Cross, the Silver Star Medal, Legion of Merit and the Distinguished Flying Cross.

Captain David S. McCampbell - Page 2

Once returning home again he served his country in other ways: at the Naval Air Station in Norfolk, Virginia Chief of Staff to Commander Fleet Air and as a Commander of Carrier Air Groups. Next assignment was Forces Staff College in Norfolk, first as a student then as a member of the staff in the Intelligence Division. Later he was assigned to Buenos Aires, Argentina where he served as the Senior Naval Aviation Advisor in the Argentine Navy from 1948-1951. In February, 1951 he joined the USS Franklin D Roosevelt as Executive Officer. He was the Planning Officer on the Staff of Commander Aircraft Atlantic in March, 1952 through June, 1953. Then he assumed command of the Naval Air Technical Training Center at Jacksonville, Florida for a year before becoming the Flight Test Coordinator at the Naval Air Test Center in Maryland. The years following he commanded the USS Seven and USS Bon Homme Richard until he was assigned to the Joint Chiefs of Staff in Washington, DC in 1960. Within two years he became Assistant Deputy Chief of Staff for Operations to the Commander in Chief of the Continental Air Defense Command. There he remained until retirement the Navy in 1964.

Captain David McCampbell died on June 30, 1996 and was interred at Arlington National Cemetery. He is enshrined in the National Aviation Hall of Fame at Dayton Ohio for heroism and extraordinary achievement in aerial flight as Commander of Air Group 15 and for outstanding courage and valor in the face of great odds as well as leadership above and beyond the call of duty. The West Palm Beach Airport Terminal was named in his honor in 1988. The navy's finest and most powerful warship was named the USS McCampbell (DDG-85).



Thomas Wesley Benoist born December 29, 1874 – died June 14, 1917 was an American aviator and aircraft manufacturer. In an aviation career of only ten years, he formed the world's first aircraft parts distribution company, established one of the leading early American aircraft manufacturing companies and a successful flying school, and from January to April 1914 operated the world's first scheduled airline.

Thomas Wesley Benoist was born in Irondale, Missouri, the son of Peter E. Benoist and the former Anna S. Gregory. One of the first industrialists in St. Louis, Missouri, he was a successful businessman in the automobile industry by 1904.

In 1907, Benoist in partnership with his brother founded the Aeronautic Supply Company, known as Aerosco, the world's first aircraft parts distributor. Aerosco limited itself to dealing in raw materials and parts for use in aviation experiments, but it soon expanded to sell kits allowing customers to assemble complete airplanes, including those by leading manufacturers of the day.

Benoist soon purchased a Curtiss-type airplane built by Howard Gill and learned to fly it, making his first flight on 18 September 1910 at the Kinloch Park Aero Club field in Kinloch, Missouri. He gave flying exhibitions but an injury he suffered in a flying mishap during one of them prevented him from taking part in an international aviation meet in mid-October 1910. He recovered quickly, however, and on 22 December 1910 received a pilot's license from the Aero Club of America, the first person from St. Louis to do so.

In March 1911, Benoist established the Aerosco Flying School at Kinloch Field and it soon drew students from throughout the United States; it later was renamed the Benoist Flying School. At around the same time, he bought out his partner and moved the original Aerosco company to a larger facility in a suburb of St. Louis, renaming it the Benoist Aircraft Company. By 1912, Benoist Aircraft was one of the leading aircraft companies in the world.

On June 14, 1917, Benoist died when he struck his head against a telephone poll while stepping off a streetcar.



Jack R. Hunt was born on May 17, 1918. Known as the “father of the modern aviation university,” Jack R. Hunt is considered the visionary pioneer of aviation higher learning. Commander Hunt received the Distinguished Flying Cross and was presented the Harmon International Trophy in 1958 by President Dwight Eisenhower. He died in 1984.

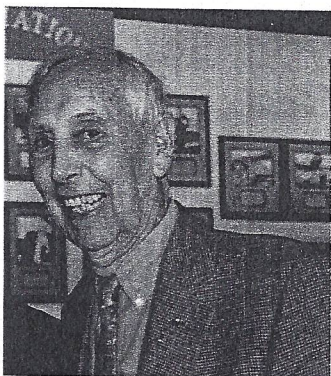
Hunt was born in Iowa, and grew up in California. He joined the U.S. Navy in 1942, and received both lighter-than-air and heavier-than-air Naval Aviation training. During World War II, Hunt served as Airship Flight Instructor and Free Balloon Flight Instructor at Moffett Field in California, as well as commanding officer of the airship maintenance squadron. From 1953 to 1956, he served as a development officer for the ZX-11 Airship Anti-Submarine Warfare Squadron, dedicated to using airships to prevent a nuclear submarine attack on the Panama Canal. From 1956 to 1958, Hunt tested the weather tolerance of airships in adverse weather conditions. On March 4, 1957, Hunt, commanding the ZPG-2 airship Snowbird, took off with a crew of 14 in a snowstorm and carried out a non-stop flight of over 9,400 statute miles. They flew from Massachusetts to Europe, Portugal, Africa, and from the Canary Islands to Puerto Rico, the Bahamas and Cuba before reaching Key West in 264 hours and 14 minutes. The Snowbird set two world records for staying aloft longer and flying farther without refueling than any other airship. These records remain unsurpassed. For this accomplishment, Commander Hunt received the Distinguished Flying Cross and was presented the Harmon International Trophy in 1958 by President Dwight Eisenhower.

In 1963, Hunt became President of Embry-Riddle Aeronautical Institute (ERAI) in Miami, Florida. In 1965, he relocated ERAI to Daytona Beach, Florida where the school has flourished. Receiving accreditation in 1970, it became Embry-Riddle Aeronautical University (ERAU). In the 1970s and 1980s, Embry-Riddle established off-campus Residence Centers in the United States, Europe, and the Middle East. In 1978, Hunt expanded ERAU further by establishing a residential campus at Prescott, Arizona. By the time of his death in 1984, he had transformed Embry-Riddle in just 20 years from what was perceived as a “shaky air freight line” into a world-renowned aviation and engineering university, thus enabling tens of thousands of students to share his vision that “the sky is home.”



Colin Purdie Kelly, Jr. Born July 11, 1915 and died December 10, 1941 was a WWII B-17 Flying Fortress pilot who flew bombing runs against the Japanese navy in the first days after the Pearl Harbor attack. He is remembered as one of the first American heroes of the war for sacrificing his own life to save his crew when his plane became the first American B-17 to be shot down in combat. For his extraordinary heroism and selfless bravery, Kelly was posthumously awarded the Distinguished Service Cross. Kelly had earlier in peace time also been awarded the Distinguished Flying Cross.

He was born Colin Purdie Kelly in Monticello, Florida, the home of his mother's parents but grew up in nearby Madison. He had a typical American childhood growing up in the small town located in the extreme north portion of the state near the Georgia border. Colin attended the local elementary school while active in the Boy Scouts and interested in Aviation. He was an excellent student at Madison High School which led to an appointment to West Point. After graduation, Kelly received his primary flight instruction and earned his wings at Randolph Field in San Antonio and assigned as a bomber pilot. Prior to Pearl Harbor, Kelly became a Captain and was assigned to the 42nd Bomb Squadron in Hawaii as commander of a B-17 which became known as "The Flying Fortress." In September of 1941, Kelly and his crew flew to Clark Field in the Philippines for duty. He is referred as the first hero of WWII and is remembered and honored today in many special ways.



William Andrew Krusen was born on Aug. 22, 1920 and passed away peacefully on Thursday, April 19, 2012, at the age of 91 years. Krusen began flying airplanes in 1940. He logged more than 27,000 hours in the cockpit.

Bill was born in St. Louis, MO. He was the son of I. Andrew Krusen and Dorothy B. Krusen. Bill graduated from St. Leo's Preparatory School in St. Leo, FL in 1938, attended Alfred University in Alfred, New York and graduated in 1947 from the University of North Carolina Chapel Hill. During the war years, Bill rose to become a Senior Captain for Pan American Grace Airways, residing in Santiago, Buenos Aires, and Lima. He married Margo Sauer in Dallas on Jan. 4, 1945. Bill, Margo and their baby, Pam, returned to Tampa in 1947, and Bill started a construction concern, General Engineering and Machine Company. From that base, he branched out to invest in additional businesses in Florida, but he always maintained his love of flying and flew as often as he could around the United States, to Central America and to many of the Caribbean Islands, logging over 27,000 hours in the cockpit.

He was an avid sailor around Tampa Bay and in the Caribbean (on Ariel I and Ariel II), and a great fisherman with many trips to Canada and the Bahamas with fellow Tampons. Over the years, Bill gave back to the community in which he was proud to live. He has been President of the Rotary Club of Ybor City; Trustee of the University of Tampa since 1962, Trustee and Chairman of Tampa Preparatory School; Chairman of WEDU; Past President of the International Charbray Cattleman's Association; Chairman, Tampa Chapter of the American Red Cross; Chairman of The Stewards Foundation, Chairman of the Unicorn Maritime Institute; Past Member, Council of 100; Member of YPO and WPO and the Florida 49-ers; Chairman, Hillsborough County Aviation Authority; President of Aerovias Sud Americana. He was a founding member of The Tony Jannus Historical Society.

In 1997, Bill's book, *Flying the Andes*, was published by the University of Tampa Press, and copies are still being sold today. In 2005, Bill was inducted into The Tampa Bay Business Hall of Fame, and in January 2012, he was inducted into The Florida Aviation Hall of Fame.



Lawrence B. Sperry was born on December 22, 1892 in Chicago, Illinois. Sperry invented the first autopilot, which he demonstrated with startling success in France in 1914. Sperry is also credited with developing the artificial horizon still used on most aircraft in the early 21st century. On December 23, 1923, he took off from Britain for a quick flight to France, undeterred by the fact that the Channel was fogbound. Whether due to mechanical failure or inability to navigate over the Channel, he never reached his destination. Sperry's body was recovered on January 11, 1924.

Lawrence was an energetic youth, and by age 10 he had acquired a bicycle and a newspaper route. From an early age, he displayed a natural yen for mechanical devices, despite a lack of formal training.

In 1915 he conceived of a three-way gyrostabilizer to steer bombing planes.

He developed the first amphibious flying boat in 1915 and added lights to it to make night flights.

Before the U.S. entered World War I he became one of the first civilians commissioned in the Navy Flying Corps Reserve.

He formed the Sperry Aircraft Company in 1917 to perfect the gyrostabilizer and other flight instruments.

He helped to develop the aerial torpedo, small guided planes carrying explosives, during World War I.

In 1918 he developed a triplane amphibian for the Navy and an improved self-contained parachute demonstrating it at McCook Field in Dayton, Ohio in 1918. Following World War I he built the Sperry Messenger biplane for the Army Air Service, followed by the Verville-Sperry Racer which featured a retractable landing gear and clean wing design and won the 1924 Pulitzer Trophy Race.

In 1922 he converted the Messenger into a private sport plane that can be kept in an ordinary garage. He later added a releasable landing gear, fuselage skids and top wing hook to permit in flight refueling.



Nicole Marie Passonno Stott born November 19, 1962 in Albany, New York and resides in Clearwater, Florida. Nicole is an American engineer and a NASA astronaut. She served as a Flight Engineer on ISS Expedition 20 and Expedition 21 and was a Mission Specialist on STS-128.

On October 21, 2009, Stott and her Expedition 21 crewmate, participated in the first NASA Tweetup. This involved the first *live* Twitter connection for the astronauts.

She is the last Expedition crew-member to return to Earth via the space shuttle.

Stott attended St. Petersburg College studying aviation administration, graduated with a B.S. Degree from Embry-Riddle Aeronautical University in 1987 and received the M.S. in Engineering Management from the University of Central Florida in 1992.

In 1988, Stott joined NASA at the Kennedy Space Center (KSC), Florida as an Operations Engineer in the Orbiter Processing Facility. After six months, she was detailed to the Director of Shuttle Processing as part of a two-person team tasked with assessing the overall efficiency of Shuttle processing flows, and implementing tools for measuring the effectiveness of improvements. She was the NASA KSC Lead for a joint Ames/KSC software project to develop intelligent scheduling tools. The Ground Processing Scheduling System (GPSS) was developed as the technology demonstrator for this project. GPSS was a success at KSC, and also a commercial success that is part of the PeopleSoft suite of software products. During her time at KSC, Stott also held a variety of positions within NASA Shuttle Processing, including Vehicle Operations Engineer; NASA Convoy Commander; Shuttle Flow Director for Endeavour; and Orbiter Project Engineer for Columbia. She was a member of the Space Station Hardware Integration Office and relocated to Huntington Beach, California where she served as the NASA Project Lead for the ISS truss elements under construction at the Boeing Space Station facility.

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In 1998, she joined the Johnson Space Center (JSC) team in Houston, Texas as a member of the NASA Aircraft Operations Division, where she served as a Flight Simulation Engineer (FSE) on the Shuttle Training Aircraft (STA).

In July 2000, selected as a mission specialist by NASA, Stott reported for astronaut candidate training in August 2000. Following the completion of two years of training and evaluation, she was assigned technical duties in the Astronaut Office Station Operations Branch, where she performed crew evaluations of station payloads. She also worked as a support astronaut and Capcom for the ISS Expedition 10 crew. In April 2006, she was a crew member on the NEEMO 9 mission (NASA Extreme Environment Mission Operations) where she lived and worked with a six-person crew for 18 days on the Aquarius undersea research habitat. Stott was previously assigned to Expedition 20 and Expedition 21. She was launched to the International Space Station with the crew of STS-128 participating in the first spacewalk of that mission, and returned on STS-129, thus becoming the last Expedition crew-member to return to Earth via the space shuttle. Stott completed her second spaceflight on STS-133, the penultimate scheduled flight of the space shuttle.