

Name \_\_\_\_\_

Date \_\_\_\_\_

Read the paragraph below. Choose a topic based on the reading. Write a five body essay with an introduction, three supporting topic paragraphs, and conclusion. Make sure to use descriptive words for the reader to visualize your points. Research supporting details. Be thorough in your research and note the sources.



The Doolittle Raiders

Doolittle's Tokyo Raiders

America's First Response to Pearl Harbor

On April 18, 1942, 16 B-25 Mitchell medium bombers launched from the deck of the USS Hornet to attack Japan. Led by Lt. Col. James H. Doolittle, the daring mission was America's first response to Pearl Harbor and stands as one of the most courageous events of World War II. Although the raid caused minimal damage, American morale soared from the depths to which it had plunged following the Pearl Harbor attack. The surprise attack on the previously untouched home islands of Japan is considered by many historians to be a primary cause of the Japanese decisions that led to their defeat at the Battle of Midway only six weeks later. Planning for the raid was one of the most closely held secrets and the Japanese did not learn how the raid was conducted until after the war was over. Thirteen of the 80 men on the raid were from Texas, more than from any other state.

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Tuskegee Airmen

World War II Pilots

Paved the way for the integration of the U.S. military

Before 1940 black Americans were not allowed to fly in the United States military. In 1941, the Army Air Corps began training black pilots at Tuskegee Army Air Field in Alabama, where 32 Texans earned their wings and others served in support roles. Nine of the Texas Tuskegee Airmen saw action overseas. Overcoming prejudice and discrimination, almost 1,000 African American pilots gained the right to fly military aircraft during World War II. The Tuskegee Airmen became known for their excellent record protecting American heavy bombers during escort missions. Their accomplishments include 15,000 sorties flown and 260 enemy aircraft destroyed. The Tuskegee Airmen proved that African Americans could fly and maintain military aircraft, paving the way for integration of the U.S. military.

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The Stinson Family

The Stinson Family

Flight Education and Pioneering

Founded the Stinson School of Flying

As aviation pioneers, the members of the Stinson family helped fuel the early growth of aviation in Texas. In 1912 Katherine became the fourth licensed female pilot in the United States and was known as a death-defying stunt aerialist. Two of her siblings, Marjorie and Eddie, operated the Stinson School of Flying in San Antonio, Texas, one of the first in the nation to train World War I pilots. The field adjacent to the school became what is known today as Stinson Municipal Airport. In 1920, Eddie founded the Stinson Aircraft Corporation which manufactured thousands of light planes over several decades.

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Elizabeth "Bessie" Coleman

First African-American Female to Receive a Pilot License

Bessie Coleman overcame racial, gender and economic barriers to pursue her dream to fly.

The first black female aviator to receive an international pilot's license in 1921, Elizabeth "Bessie" Coleman had to overcome a difficult childhood in Waxahachie, Texas, in order to pursue her dream of flying. Unable to find an instructor in the United States, Coleman learned French so she could receive flying and aerobatics instruction in France. Back in the

United States, "Queen Bess" performed in airshows to raise money to open her own flying school. Her life ended prematurely in a flying accident, but not before she overcame racial and gender barriers that opened aviation's doors to those who followed her.

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Gordon "Bax" Baxter

Aviation Writer

Captivated Texas readers with the "Bax Seat" column in Flying Magazine

Texas radio personality and aviation writer Gordon Baxter was entranced by flying from the time of his childhood in Port Arthur, Texas. Though his goal was to be a pilot during World War II, his dream of flying was not realized until 1957 when he earned his private pilot's license. However, it was in his writing where his passion for planes and flying was truly expressed. As a columnist for Flying Magazine for more than 25 years, he captivated his audiences with his humor and descriptions of the joys of flying.

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Experimental Aircraft Builder

Master of the Homebuilt

After 23-year career in the Air Force, Antoni “Tony” Bingelis returned to Texas where he had trained and received his pilot license to pursue his true passion—building his own aircraft. In 1967, he took the maiden flight in his Piel Emeraude, a low-wing monoplane. It was the first of nine homebuilt aircraft he would build. As an author of countless articles and several books, Bingelis became the “go-to” man for amateur builders and was known as the leading authority in experimental aircraft construction.



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James Henry "Red" Duke, Jr.

Trauma Surgeon. Developer of Life Flight.

That's what my life is all about - helping people so they can remain productive.

With a vision to use aviation as a tool to enhance life-saving techniques, famed physician Dr. James Henry "Red" Duke, Jr. founded a helicopter-based emergency medical transport system in Houston, Texas, in 1976. Hermann Life Flight was the first of its kind in the state, to bring medical services to badly injured patients in remote locations and reduce transport times to the hospital. Many patients owe their lives to the emergency life-saving capabilities and trauma services that Duke developed.

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William E. "Bill" Bussey

Hot Air Balloon Pilot

14-time hot air balloon world record holder

An avid hot air balloon pilot and dentist in Longview, Texas, William Bussey bought his first hot air balloon in 1978 after being mesmerized by two balloons he saw during a ski trip in Colorado. Subsequently, he logged thousands of flying hours and became a competitive pilot winning numerous hot air balloon competitions and setting 14 world records for both distance and time aloft.



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Howard R. Hughes

Aviator and Pioneer

Pilot, Engineer, Inventor, Filmmaker, Entrepreneur

Houston, Texas, native and business tycoon Howard Hughes developed a love of aviation at age 14 when he took his first airplane ride. In the 1930s he set a number of speed records in his Hughes H-1 Racer, one of the first aircraft to incorporate flush riveting to decrease drag. In 1938 he set an around-the-world record by completing the flight in 91 hours, four days ahead of the previous mark. His interest in aviation coupled with his financial resources allowed him to pursue innovations in airplane design. Perhaps his most famous design was the H-4 Hercules flying boat commonly referred as the "Spruce Goose." The largest aircraft of its time, it only flew once and was piloted by Hughes. Among the many enterprises that he founded or owned were Hughes Aircraft and Trans World Airlines (TWA).

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Pauline Glasson

Flight Instructor

Pilot of all trades

Having soloed at the age of 22 in an Aeronca seaplane, Pauline Glasson began a life of flying that included duties as a test pilot, crop duster, sky writer and air ambulance pilot. She was a founder and frequent competitor in the Women's Air Classic and a life member of the Ninety Nines, an international organization of women pilots. She operated a flight school in Corpus Christi, Texas, where she shared her passion for flight with hundreds of student pilots. During her career as a pilot, she logged over 60,000 flight hours.

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Charlie R. Hillard

Leader of the world famous Eagle Aerobatic Team

Charlie was the first American to win the individual world aerobatic title

Aerial acrobat Charlie Hillard began working at his father's Fort Worth, Texas, auto dealership at age 10 and eventually earned enough money to take flying lessons and purchase an airplane. Hillard focused on aerobatic flying and formed the Red Devils aerobatic team in 1971. He later formed the Eagles Aerobatic Team with fellow pilots Gene Soucy and Tom Poberezny. Hillard represented the United States in four world aerobatic championships, and in 1972 became the first American to win the individual world aerobatic title.

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Christopher C. Kraft, Jr.

NASA Mission Control Creator

I gave NASA my life not because they asked me to, but because I wanted to. I had a reason.

An aerospace engineer who graduated from Virginia Polytechnic Institute, Christopher Kraft was hired by the National Advisory Committee for Aeronautics (NACA) in 1944. After 14 years of aerospace research, Kraft was asked to join NASA's Space Task Group which managed the programs to put a man in space and later, on the Moon. As part of the Flight Operations Division, he became NASA's first flight director, overseeing the Mercury and Gemini series of space missions. Kraft was responsible for shaping the culture and organization of NASA's Mission Control which remain in place to this day. During the Apollo program, he worked in mission management and planning before becoming the Director of the Manned Spaceflight Center (now Johnson Space Center) in 1972. He retired from NASA in 1982, but continued working as a consultant for major aerospace companies. In 2011, the Mission Control Building at JSC was named in his honor.

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Eugene F. "Gene" Kranz

NASA Flight Director

Failure is Not an Option

As a NASA Flight Director for Gemini, Apollo and Space Shuttle missions, Gene Kranz is best known for directing his team in the successful return of the Apollo 13 flight crew after their service module was crippled by an explosion in April 1970.

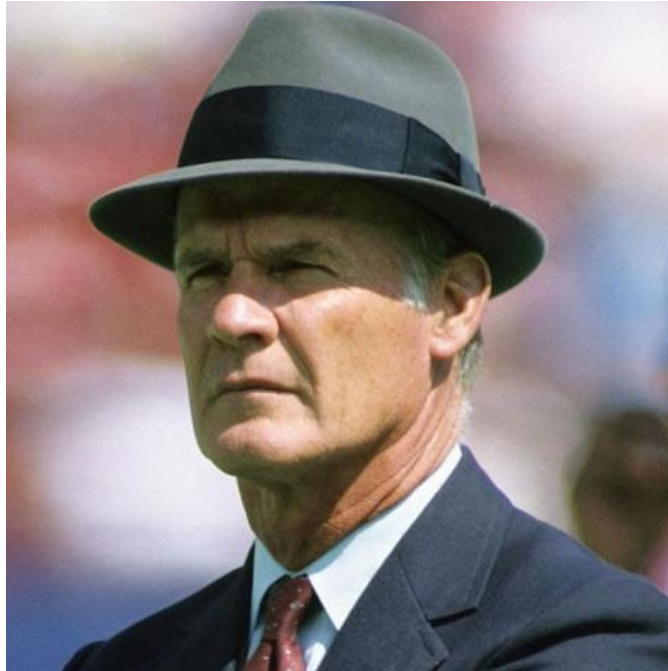
During three tense days, with the eyes of the world upon him, Kranz, wearing his signature white vest, demonstrated leadership and ingenuity that contributed to the safe return of the crew. His book, *Failure is Not an Option*, became a best seller.



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Thomas W. Landry

B-17 Pilot and Head Coach of the Dallas Cowboys

I knew what it meant to look my own fear in the face and go on to do my duty.

Thomas W. Landry was born in Mission, Texas, and graduated from the University of Texas at Austin. Before his almost three-decade career coaching the Dallas Cowboys, Tom Landry served as a pilot in the U.S. Army Air Force during World War II. Piloting a B-17 Flying Fortress, Landry often flew missions deep into enemy territory and frequently returned his aircraft with minimum fuel. Between 1944 and 1945, he distinguished himself by flying 30 combat missions over heavily defended targets. His aviation training provided Landry with the strong leadership skills that served him well as coach of the Dallas Cowboys. After his coaching career, he returned to flying general aviation aircraft.

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Albert W. "Al" Mooney

Designer, Founder of Mooney Aircraft Company

Mooney was a self-taught aircraft designer and the founder in 1929 of the Mooney Aircraft Company (now known as Mooney International Corporation) of Kerrville, Texas. One of his designs, the M-18 Mite, was the first new single-seat, retractable gear general aviation aircraft available on the market after World War II. Current Mooney aircraft, which hold numerous general aviation speed records, owe much to his original designs. Mooney was also responsible for several advances in the field of aircraft design while chief engineer for the Alexander Company, including his design of the Bullet, a low-wing, high speed aircraft with a patented retractable landing gear. He also spent time as a designer for Bellanca Aircraft Company, Culver Aircraft and the Monocoupe Corporation. After Mooney Aircraft was sold in 1955, Mooney finished his career with Lockheed where his aircraft designs eventually became the Lockheed JetStar, one of the first successful corporate jets.

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H. Ross Perot, Jr.

#### Around the World Helicopter Pilot

I put it in the back of my mind that someday I would fly around the world.

A native of Dallas, Texas, H. Ross Perot, Jr. came to prominence early in life. He graduated from Vanderbilt University and shortly thereafter co-piloted the first around-the-world helicopter flight in 1982, at the age of 23. Using a Bell 206L-1 Long Ranger II named "Spirit of Texas," he and Jay Coburn flew around the world in 29 days, 3 hours and 8 minutes. Perot next served eight years as a fighter pilot with the U.S. Air Force. As a real estate developer and Chairman of the Perot Group, he was responsible for development of the Fort Worth Alliance Airport among his many successful projects, and chaired of the Texas Governor's Task Force for Economic Growth. He was also the Chairman of the U.S. Air Force Memorial Foundation, which built the Air Force Memorial in Washington, D.C. Perot is a recipient of the Smithsonian's Samuel P. Langley Medal for Aeronautics for outstanding contributions to the sciences of aeronautics and astronautics.

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Deborah J. Rihn-Harvey

Pilot, Instructor and Aerobatic Pioneer

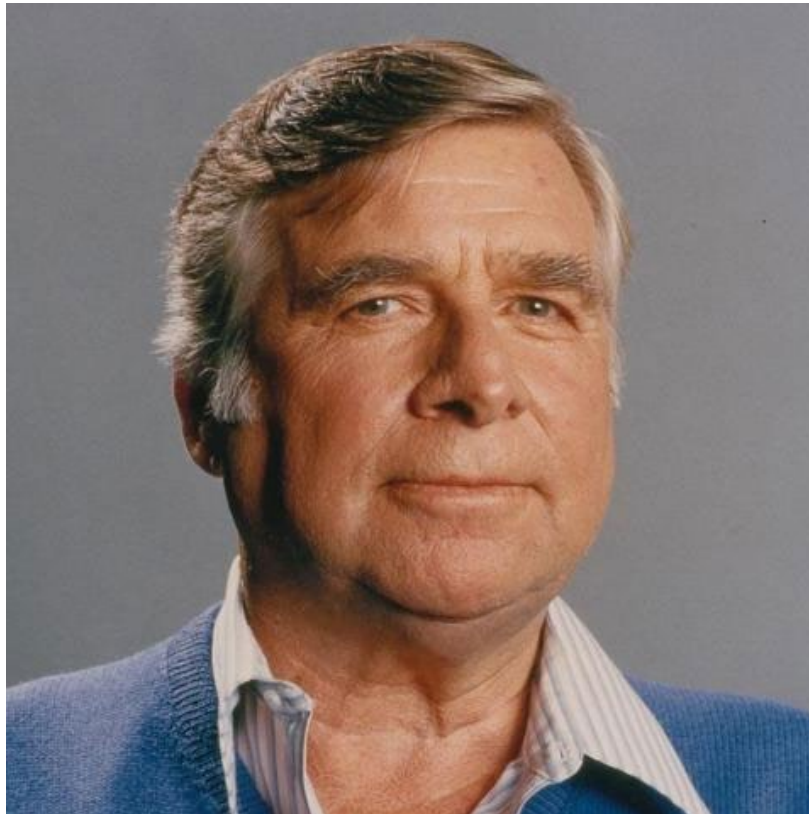
The USA Unlimited Aerobatic team's longest standing member

A third-generation aviator, Deborah J. Rihn-Harvey chose to pursue a career in aviation. She was one of the first female pilots hired by Southwest Airlines and retired as a Captain after a 27-year career. In addition, she is one of the world's leading aerobatic pilots and is a three-time U.S. National Aerobatic Champion. She has managed a flight school in LaPorte, Texas, for over 30 years and is certified by the FAA as a Designated Flight Examiner. As a top air-show performer and aviation advocate, Rihn-Harvey serves as a role model for all pilots, particularly women and young aviators.

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Eugene W. "Gene" Roddenberry

Creator of Star Trek

The spirited excitement and robust support of our space program is deeply rooted in Roddenberry's internationally recognized Star Trek television series.

Eugene W. "Gene" Roddenberry, who was born in El Paso, Texas, is best known as the creator of the Star Trek television series. However, during World War II he received pilot training at Kelly Field and flew the B-17 Flying Fortress on 89 combat missions in the South Pacific. Inspired by the adventurous spirit of so many aviators and scientists, Roddenberry left flying to pursue writing what would become a popular television show and series of feature films.



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Chesley "Sully" Sullenberger

Commercial Airline Pilot

Miracle on the Hudson

Denison, Texas, born Chesley Sullenberger made news in January 2009 when he and his crew safely guided US Airways Flight 1549 to a successful emergency landing in the Hudson River following a total loss of engine power due to multiple bird strikes. Sullenberger's masterful water landing only 208 seconds after losing power saved the lives of his 155 passengers and crew. His quick thinking and coolness under pressure was due in part to his decades-long commitment to safety, crew coordination and training.

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Robert L. Waltrip

Aviation Philanthropist

Founded the Lone Star Flight Museum

Houston, Texas, native Robert Waltrip developed an interest in aviation as a boy during World War II and began flying as a young man. He founded Service Corporation International, which became North America's largest provider of funeral and cemetery services. He recognized the edge aviation offered his business and flew many of the company's aircraft. In 1984 he purchased a B-25 Mitchell and began collecting and restoring many of the World War II aircraft he admired as a boy. He formed the Lone Star Flight Museum in 1987 to share what would become one of the finest collections of historic aircraft in the world.

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Azellia White

Pioneering African-American Female Aviator

Born in Gonzales, Texas in 1913, Azellia White followed her husband Hulon “Pappy” White to Alabama as he pursued a career as a mechanic with the Tuskegee Airmen. While at Tuskegee Field, White took to training and flying in a Taylorcraft airplane and earned her pilot’s license in 1946. She would frequently take trips around the South in pursuit of better shopping opportunities. At the completion of World War II, White and her husband returned to Texas. White continued to fly and, along with her husband and two other Tuskegee Airmen, started the Sky Ranch Flying Service in South Houston. Sky Ranch served as an airport for the segregated black community and provided instruction to veterans interested in flying. The company closed its doors in 1948 but the pioneering aspect of Sky Ranch made its mark on the community. Mrs. White continues to serve as an inspiration to aspiring aviators and the Aviation Science Lab at Houston’s Sterling High School is named in her honor.

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Jeana Yeager

Aviator and Pioneer

Yeager achieved one of the most astounding feats in aviation history, the non-stop circumnavigation of the globe without refueling.

Jeana Yeager, born in Fort Worth, Texas, co-piloted the Rutan Voyager during a non-stop flight around the globe in 1986.

The Voyager was one of the first aircraft to be constructed primarily of lightweight graphite-honeycomb composite materials. It took five years of meticulous planning by fellow pilot Dick Rutan and his brother, aircraft designer Burt Rutan, before Yeager and Rutan could begin their odyssey. The record-setting flight took 9 days, 3 minutes, and 44 seconds with no stops for refueling. The pair established six new world records and earned the Presidential Citizens Medal from President Ronald Reagan in 1986. The Voyager now hangs in the Smithsonian Air and Space Museum in Washington, D.C.

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George W. Bush

President of the United States

There have been three US Presidents who were pilots. All were Texans. President George W. Bush joins President Dwight D. Eisenhower and President George H. W. Bush in the Hall of Fame. President Bush received his wings at Moody Air Force Base in 1969 and was later stationed at Houston's Ellington Field where he flew F-102 fighters with the 111th Fighter Interceptor Squadron. He used the knowledge, discipline and leadership skills learned as a military aviator in the business world and later as Governor of Texas from 1994-2000 and as 43rd President of the United States from 2001-09. President Bush led the country in a time of great challenge and change. The September 11 attacks occurred less than a year into his presidency. President Bush led the US response to those attacks which included extended combat operations in Afghanistan and Iraq. During his administration, the Department of Homeland Security was created and the Patriot Act passed. On the domestic front, President Bush placed a high priority on education reform and Medicare coverage of prescription drugs.



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Robert W. Prescott

Founder of the Flying Tiger Line, Inc.

Prescott's Flying Tiger Line was the nation's first regularly scheduled transcontinental all-freight company.

A native of Fort Worth, Texas, Robert W. Prescott was the founder of the world's first successful air-cargo company, the Flying Tiger Line, where he proved that the business of flying cargo was both necessary and lucrative. Flying Tigers served its customers until 1989 when it was bought by Federal Express. The name for his company likely came from Prescott's service in the American Volunteer Group, known by its nickname, the "Flying Tigers." As a Flying Tiger, Prescott fought the Japanese in the skies over China and was credited with six aerial victories.

Media

Robert Prescott

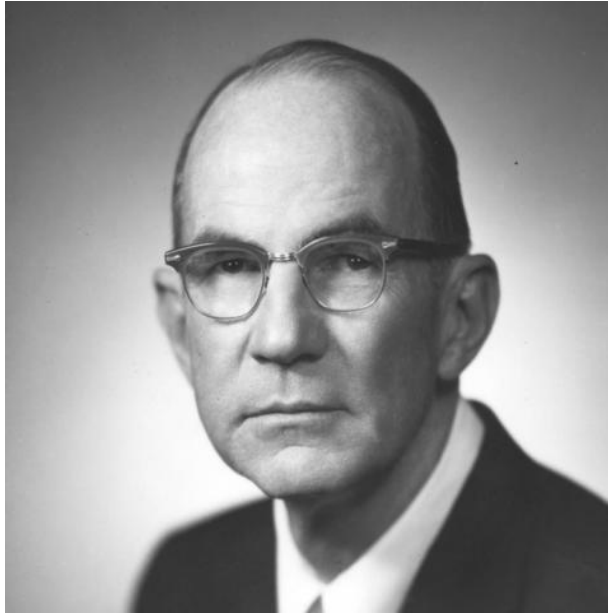
Keep Our Aircraft Flying

Donate Today

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Henry B. "Pat" Zachry

Airfield Constructor

#### Record-setting concrete pour of DFW International Airport

A Texas highway worker, Pat Zachry resigned his job in 1924 to start the H. B. Zachry Company, a construction business that built bridges, buildings and freeways and specialized in concrete paving for airports. In 1942 the H.B. Zachry Company built Hondo Army Airfield in 89 days. The air base consisted of over 600 buildings, numerous streets, utilities and a full aerodrome complete with runways, taxiways and parking ramps. Zachry subsequently built numerous airports in Texas and completed a record-setting concrete pour at Dallas-Fort Worth International Airport. Today, Zachry Construction Corporation's influence is evident in many airport construction projects in Texas and around the world.