World Flight 1997

Volume I, Number I

Summer, 1996

What Is World Flight?

In March of 1937, Amelia Earhart took to the skies in her Lockheed 10E, her goal, to become the first pilot to circumnavigate the world at its longest point -- the equator. For Amelia, this was more than an attempt to enter her name into the record books, an achievement she had already accomplished on more than one occasion. This was to be the culmination of a dream -- *her dream*. She had a message for the people of the world--limits are most times more perceived than real. You should not accept limits imposed by society, friends, or fears, and most of all, if you believe in yourself you can accomplish your dreams.

Amelia Earhart believed in herself and in her dream. This "World Flight" was the way she would convey her message.

On July 2, 1937, with but two legs remaining on her journey, Amelia Earhart disappeared. The goal which she so feverishly pursued eluded her, and the record to be the first around the world would fall to some other courageous aviator, but the message Amelia sought to communicate to the people of the world would remain.

In March of 1997, Linda Finch will take to the skies in her Lockheed 10E, in an attempt to recreate and complete Amelia Earhart's heroic expedition--celebrating this 60th Anniversary by reminding the world of Amelia's message. For Linda Finch and "World Flight 1997" there are no records to be set, only the completion of a dream and the telling of a message that is as meaningful and timeless today as it was 60 years ago.

World Flight 1997 is not merely the reenactment of an around the world flight, but a celebration and remembrance of an individual who had a message to the people of the world. World Flight 1997 introduces that spirit to a new generation.

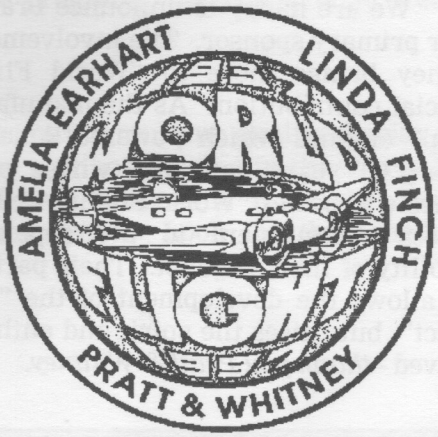
Without the tragic loss of Amelia Earhart on her last around-the-world flight, it is likely that history would focus only on her skill, her courage, and her daring.

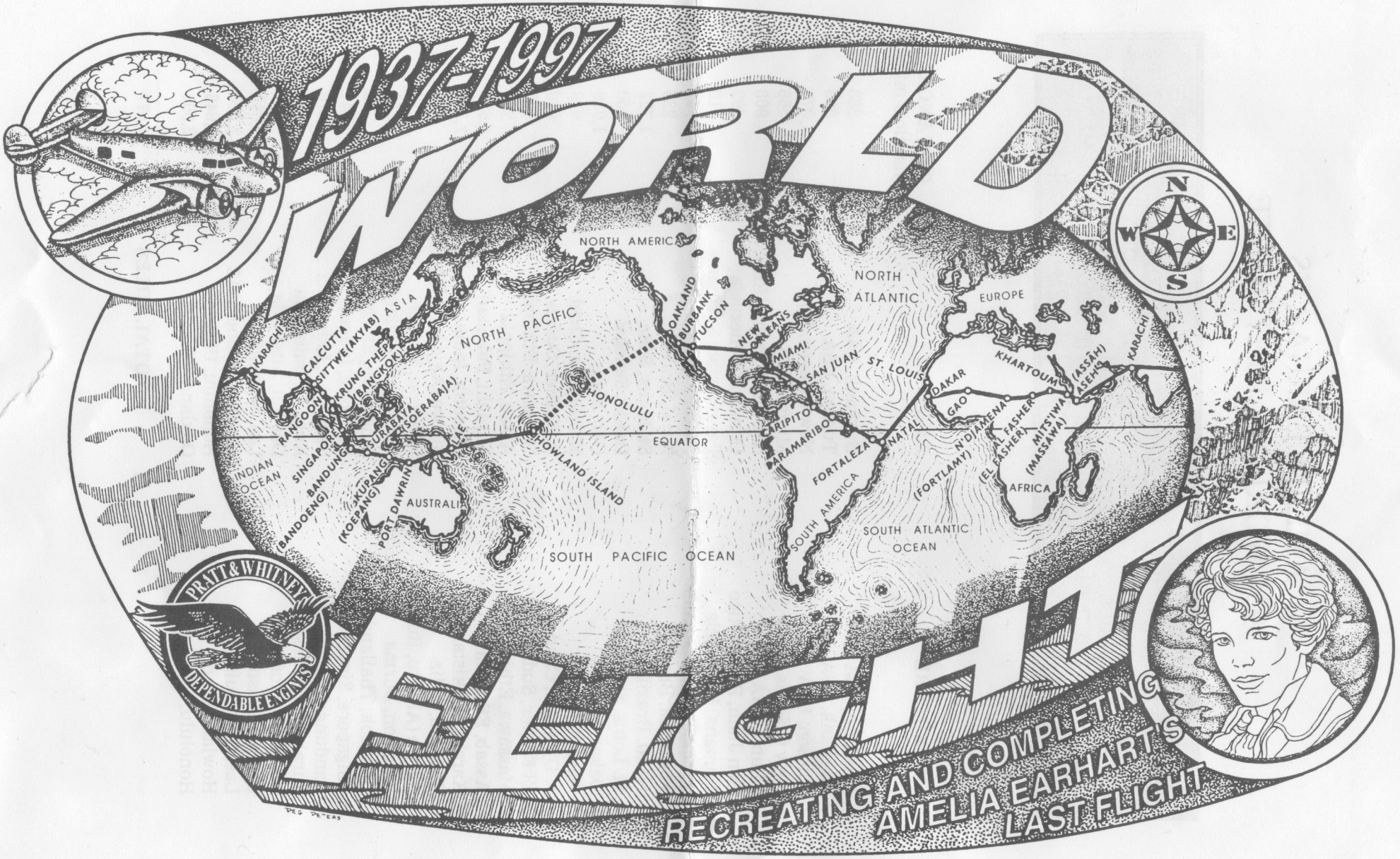
This is the Amelia Earhart we should remember and celebrate.
And this is the spirit to which World Flight 1997 is dedicated.

ALSO INSIDE

- PRATT & WHITNEY POWERS WORLD FLIGHT
- WORLD FLIGHT ROUTE MAP
- PILOT AND NAVIGATOR BIOs

WORLD FLIGHT, INC. IS A NONPROFIT ORGANIZATION FOUNDED TO MANAGE AND OVERSEE THE RECREATION AND COMPLETION OF AMELIA EARHART'S 1937 AROUND THE WORLD ATTEMPT




1937-1997
WORLD
FLIGHT
RECREATING AND COMPLETING
AMELIA EARHART'S
LAST FLIGHT
PRATT & WHITNEY
DEPENDABLE ENGINES
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AMELIA EARHART'S
1937 WORLD FLIGHT ROUTE

SPANNING 5 CONTINENTS, WITH MORE THAN 25 STOPS IN 20 COUNTRIES, "WORLD FLIGHT 1997" WILL ATTEMPT TO BE AS HISTORICALLY CORRECT AS POSSIBLE IN FOLLOWING THE SAME ROUTE AS FLOWN BY AMELIA EARHART. WHILE NOT THE FIRST TO REPLICATE AMELIA EARHART'S FLIGHT, "WORLD FLIGHT 1997" WILL BE THE FIRST TO USE THE SAME MAKE AND MODEL OF AIRCRAFT WITH ONLY A PILOT AND NAVIGATOR.

DEPARTURE	ARRIVAL	DISTANCE (nautical miles)
Oakland, USA	Burbank, USA	283
Burbank, USA	Tucson, USA	393
Tucson, USA	New Orleans, USA	1,070
New Orleans, USA	Miami, USA	586
Miami, USA	San Juan, Puerto Rico	908
San Juan, Puerto Rico	Cumana, Venezuela	492
Cumana, Venezuela	Paramaribo, Suriname	610
Paramaribo, Suriname	Fortaleza, Brazil	1,142
Fortaleza, Brazil	Natal, Brazil	235
Natal, Brazil	St. Louis, Senegal	1,727
St. Louis, Senegal	Dakar, Senegal	100
Dakar, Senegal	Gao, Mali	1,016
Gao, Mali	N'Djamena, Chad	910
N'Djamena, Chad	El Fasher, Sudan	610
El Fasher, Sudan	Massawa, Ethiopia	400
Massawa, Ethiopia	Assab, Ethiopia	241
Assab, Ethiopia	Karachi, Pakistan	1,627
Karachi, Pakistan	Calcutta, India	1,178
Calcutta, India	Sittwe (Akyab), Burma	291
Sittwe (Akyab), Burma	Rangoon, Burma	268
Rangoon, Burma	Bangkok, Thailand	315
Bangkok, Thailand	Singapore, Singapore	780
Singapore, Singapore	Bandung, Indonesia	541
Bandung, Indonesia	Surabaya, Indonesia	310
Surabya, Indonesia	Kupang, Indonesia	668
Kupang, Indonesia	Darwin, Australia	445
Darwin, Australia	Lae, New Guinea	1,012
Lae, New Guinea	Howland Island, USA	2,224
Howland Island, USA	Honolulu, USA	1,648
Honolulu, USA	Oakland, USA	2,090
	TOTAL MILES	24,577

THE WORLD FLIGHT PLANE ARRIVES IN SAN ANTONIO ON MARCH 31, 1995

A LOCKHEED ELECTRA 10E, THE SAME MAKE AND MODEL AS USED BY AMELIA ON HER 1937 ATTEMPT, WILL BE USED FOR "WORLD FLIGHT 1997". THIS AIRCRAFT IS ONE OF ONLY TWO KNOWN REMAINING 10Es. PLANS AND DRAWINGS, AS WELL AS AN EXTENSIVE COLLECTION OF PICTURES, ARE BEING UTILIZED TO ASSURE THE RESTORATION AND MODIFICATION OF THIS AIRCRAFT WILL BE AS HISTORICALLY CORRECT AS POSSIBLE. WHEN COMPLETED THIS WILL BE THE FIRST FLYABLE 10E MODIFIED AND RESTORED TO RESEMBLE AMELIA'S PLANE. MODERN NAVIGATION AND COMMUNICATION EQUIPMENT AS WELL AS ITEMS REQUIRED FOR SAFETY OF FLIGHT WILL BE ADDED FOR THE TRIP.

Editorial Page

Welcome to the first World Flight Newsletter, Summer - 96. The intent of this issue is to introduce our project, our people, and our purpose. The articles "What is World Flight?", and "World Flight Educational Project" provide an overview into the many aspects of "World Flight, Inc."; and hopefully, convey to you - our members, an understanding and feeling for the focus and mission of "World Flight".

We are happy to announce Pratt & Whitney as our primary sponsor. The involvement of Pratt & Whitney brings more to "World Flight" than a financial contribution. As the manufacturer of the "Wasp" engines which powered Amelia Earhart's aircraft 60 years ago, and whose same "Wasp" engines will power "World Flight 97"; Pratt shows a timeless commitment to the dependability and reliability of their product. Their participation not only allows the development of the "World Flight Project", but raises the spirit and enthusiasm of all involved - *thank you Pratt & Whitney.*

Pratt & Whitney also sends us Jennifer Lesser. Jennifer will assist with the management of the educational programs, web site, and media relations. Articles updating the status of these programs will appear in future editions of this newsletter.

Introductions continue with an article on the Electra 10E. We begin a series that starts with a brief history of the aircraft, and will continue in future issues with the story and progress of our own 10E.

A map and text of Amelia Earhart's route is included in this issue. Route description, itinerary, and a list of special events for World Flight 97 will appear in future issues.

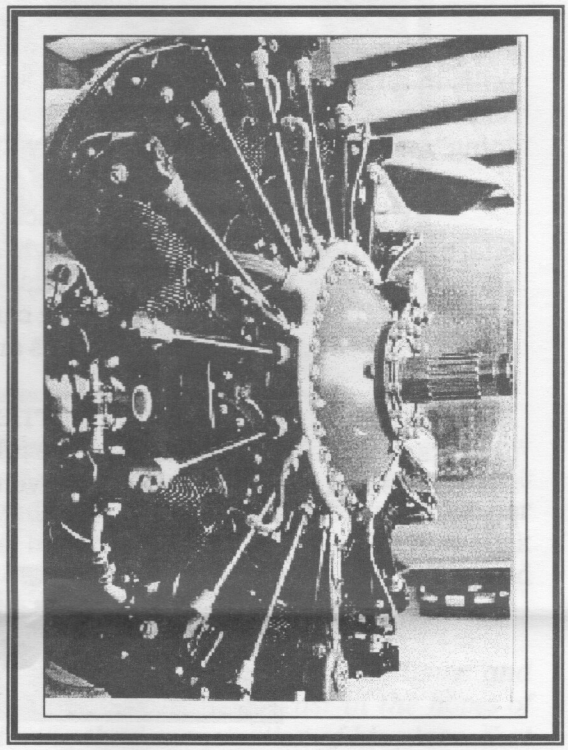
Without Amelia Earhart and her World Flight in 1937, there would be no "World Flight 97". Without her daring, her message, or her dream, there would be no purpose for "World Flight". To that spirit, we begin a series of articles detailing the life, the accomplishments, and the dream of Amelia Earhart.

Pratt and Whitney

Powers World Flight . .

Pratt & Whitney, leading aircraft engine manufacturer, has joined World Flight as the primary corporate sponsor. Linda Finch, World Flight pilot, says, "There is no company I would rather have as our primary sponsor than Pratt & Whitney. Pratt is a wonderful company to work with . . . the people are genuine and committed to the success of our project." Pratt & Whitney manufactured the legendary Wasp engines which were used to power Amelia Earhart's Electra. Known for their dependability, the Wasp engines were produced from 1926 to 1961, and power World Flight's Electra.

Pratt & Whitney President Karl Krapeck and Marty Kraegel, Vice-President of Communications, recently visited the World Flight hangar to take part in a documentary being made about the project. Karl was very impressed with the restoration of the aircraft and complimentary of the work that has been accomplished. He is excited about sponsoring World Flight because this project reflects Pratt's own heritage of dependable engines and the values of Amelia Earhart and Linda Finch.



THE LEGENDARY "WASP" ENGINE, PRATT'S R1340, THAT POWERED AMELIA'S ELECTRA WILL ALSO POWER WORLD FLIGHT AROUND THE GLOBE IN 1997.

In addition to their financial donation, Pratt has provided a full time project manager for World Flight, Jennifer Lesser. Jennifer brings a background in human resources and marketing management to the project. She is based in East Hartford, Connecticut at Pratt's headquarters, but frequently travels to San Antonio to work with Linda and the rest of the World Flight team. Jennifer stated, "I help Linda manage several consultants and specialists we have brought on to support the many new aspects of the World Flight project: the educational programs, the World Wide Web site, media relations, and a thirty minute film."

Lesser also added, "Pratt & Whitney is developing a beautiful museum quality display about Amelia Earhart, early aviation and World Flight." This display will be unveiled in the World Flight booth during the Oshkosh Airshow, to be held August 1 - 7 in Oshkosh, Wisconsin. It will then travel to various locations, including San Antonio, during the following year. Look for the schedule of appearances in future issues of this newsletter.

EDUCATION

World Flight Educational Project

Educational programming is an important part of the World Flight Project. The focus will be on teaching young people to raise their limits, and believe in themselves.

Students today live in a complex world that requires problem solving and critical thinking skills in order to succeed. The World Flight project will give teachers the opportunity to integrate real-world experiences into the classroom, as well as cover basic subjects. Students will "learn by doing" with innovative curricula providing projects and activities connected to the real world.

A program available to all schools will provide lessons utilizing both written material and the Internet. Tailored for grades 5 through 8, these lessons will cover aviation, science, math, geography, history, and weather. Students can also receive World Flight route maps, information about Amelia Earhart, and information concerning career opportunities. Posters and guides will be available to assist educators in using these new methods and technology.

Information via the Internet will provide real time tracking of the Electra, maps, games, projects, and daily messages from the pilot and navigator as well as the various lesson plans. Students and others will be able to follow the events of the trip personally while they are covered publicly by the media.

> *. . . All children can, and should, dream "big dreams"; and in spite of the limitations and adversities given them in their lives, realize they can accomplish their heart's desires.*

Prior to the journey, at least one school district in each of the U.S. cities along the route, as well as other selected cities will be specifically chosen to participate in this program. The more than 600,000 students attending these schools will receive special contest information in addition to the educational material.

At the completion of the flight, Linda Finch will return to each of these cities for personal visits, assemblies, scholarship contests and awards, and field trips to view the plane. These students will experience firsthand a part of history.

The children of today have very few heroes; and the World Flight Project will introduce them to a great American hero, Amelia Earhart.

Amelia Earhart changed the course of many lives. She taught men, women, and children to dream and to turn those dreams into reality in spite of continued adversity. She was kind, caring, and gracious; while still being daring, determined, and courageous. She set seemingly impossible goals and she met them. This is the message World Flight hopes to convey to young people through the educational programs.

Amelia Earhart Putnam

To understand the motivation for World Flight you must come to know Amelia Earhart. . .

Amelia Earhart was born on July 24, 1897, in Atchison, Kansas. From her earliest childhood days she demonstrated an attitude of daring and confidence.

Whether it was considered the thing to do or not was irrelevant. As a little girl I had ridden my buggy in the stable; I had once climbed up on a delivery horse; I had explored the fearsome caves in the cliffs overlooking the Missouri; I had invented a trap and caught a chicken; . . . and I know there was more fun and excitement in life than I would have time to enjoy.[1]

In January of 1921, at the age of 23, Amelia had her first flying lesson. By July 24 of that same year, she had become the proud owner of a new Kinner Airster Aircraft. In October of 1922, Amelia set an unofficial Women's Altitude Record of 14,000 feet. Amelia's flying was constantly hampered by her lack of funds; she worked many jobs to enable her to fly. In 1924, Amelia's parents divorced; she sold her airplane, bought a car and took her mother back to the East Coast. She worked as a teacher, truck driver, nursing assistant, photographer, secretary, and a social worker. During this time Amelia had no regular income, but still wanted desperately to fly.

Amelia flew a little during the spring and summer of 1926. Bert Kinner, the designer and manufacturer of the Kinner Canary biplane which she flew in California, had come east in the hopes of establishing a sales agency. He mentioned to some of the pilots, during the demonstration of his plane, that Amelia had set an altitude record in one like it in California; and that she was one of the few women who held a license with the Federation Aeronautiqe Internationale. ---She was magnetically drawn to flying again, now that she had the income and the opportunity. She demonstrated the Kinner plane to prospective customers in return for the use of it.

---Fog, muddy runways, and her work cut down her flying hours, but she flew when she could. Amelia became known to most of the free-lance pilots around Boston as a woman who could not only fly well, but who also knew about engine performance, tensile strengths and something about instrument flying. The mechanics at the field soon learned that she was not averse to getting her hands greasy. She watched, asked questions, and helped service her plane. ---Pilots and mechanics liked and respected Amelia.[2]

Amelia's fame began in 1928; she was the first woman to fly across the Atlantic. She did so as a passenger in a Fokker F7, named the Friendship. The trip was plagued with problems including weather and marginal fuel reserves. After a flight of 20 hours and 40 minutes the Friendship successfully landed at Burry Port, Wales. Amelia Earhart was immediately an international hero.

NEXT ISSUE. . . AMELIA CONTINUES TO SET RECORDS AND WORK TOWARD THE ADVANCEMENT OF WOMENT IN AVIATION

[1] *American Magazine*, AE's scrapbook at Purdue University
[2] Muriel Morrissey, Carol Osborne, *Amelia, My Courageous Sister*, page 76

WORLD FLIGHT PILOT AND NAVIGATOR

Linda Finch, Pilot

Linda Finch is a seasoned pilot and aviation historian with more than 21 years experience in the acquisition, restoration, maintenance and flying of historic aircraft. She has logged more than 8000 flying hours, 5900 in multi-engine aircraft, vintage warbirds and tail draggers; and has flown in airshows for more than 10 years. Linda has served as a pilot and the head Coordinator for the fund raising, restoration and marketing of the rare Confederate Air Force P-47 Thunderbolt airplane (one of only 5 flying). Today she serves as the primary sponsor of the P-47, providing regular maintenance for this rare and valuable aircraft. She has also completely restored, modified and raced an historic AT-6 World War II trainer.

In addition to her flying expertise, Linda is an accomplished business professional in the Health Care and Retirement Industry. She owns and operates nursing homes and retirement communities, comprising over 500 residential units She also operates Ruf*Nek Building Systems, Inc. Her business assets and operational experience extend across diverse industries with an international clientele.

WORLD FLIGHT FOUNDER AND PILOT, LINDA FINCH IN FRONT OF THE ELECTRA 10E THAT SHE WILL FLY AROUND THE WORLD IN 1997.

Ms. Finch has recently purchased one of only two remaining Lockheed Electra 10E aircraft (the model used by Amelia Earhart). She has begun restoration and modification of the Electra to ensure safety, performance and historical accuracy of the aircraft during the World Flight 1997 expedition.

Finch believes that Amelia Earhart's courage, heroism, and limitless vision are powerful inspirations for people of all ages, especially young people. As part of World Flight 1997, she and her team are developing a comprehensive educational outreach program that will reach millions of at-risk and minority middle school students and their teachers across the nation.

GIANFRANCO "DENNY" GHIRINGHELLI, NAVIGATOR

Denny Ghiringhelli has over 20 years experience in a diverse aviation career, ranging from rare and historic aircraft to modern jets. He has served as pilot, mechanic, and instructor on a wide variety of aircraft, both in and out of the United States, and has gained extensive skill and experience in various long-range and over-water navigation techniques.

A familiar face on the Airshow "circuit", he is well know for flying such aircraft as the North Ammerican B-25, the Douglas B-23, the Consolidated PBY5A, the Boeing B-17, and the Lockheed P-38. Denny is employed by a major airline, and currently flies the MD-11 on international routes.

A BRIEF HISTORY OF THE ELECTRA SERIES . . .

The Electra was the first all metal twin engine transport monoplane produced by Lockheed. Designed as an economical airliner with high performance and multi-engine reliability, it could carry 10 passengers and a crew of two. The first model, the 10A, powered by Pratt & Whitney "Wasp Jr" R-985 engines, rated at 400 h.p., was placed into service on June 1, 1934 by Northwest Airlines.

Operational demands in such areas as Alaska, Mexico, and South America led to the development of the model 10E. Powered by larger Pratt & Whitney "Wasp" R-1340-S3H1 engines, rated at 550 h.p, the 10E was the fasted and most powerful of the Electras. Approximately 15 model 10Es were known to have been produced by Lockheed. Of that number, some were originally 10As converted to model 10Es.

Various models of the Electra were produced until 1941; and with proven reliability, were used throughout the continental United States, Alaska, Mexico, and Central and South America.

The 10E was the only airframe and engine combination with the power and design capability to carry the extraordinarily heavy fuel loads required for long legs across the Pacific, and the ability to operate from short, grass, or muddy runways. The power and reliability of the Pratt & Whitney "Wasp" engines made the 10E Amelia Earhart's airplane of choice.

NEXT ISSUE . . .

THE HISTORY OF WORLD FLIGHT'S 10E

THE ELECTRA IS BEING PAINSTAKINGLY RESTORED IN PREPARATION FOR IT'S WORLD WIDE JOURNEY. RESTORATION SUPERVISOR, BOB FODGE, OVERSEES EVERY DETAIL.

Visit World Flight at the Oshkosh Airshow August 1-7

PRATT & WHITNEY HAS DEVELOPED A MUSEUM QUALITY DISPLAY ABOUT AMELIA EARHART, EARLY AVIATION, AND WORLD FLIGHT. THIS DISPLAY WILL BE UNVEILED IN THE WORLD FLIGHT BOOTH AT THE OSHKOSH AIRSHOW. INFORMATION ABOUT WORLD FLIGHT EDUCATIONAL PROGRAMS, INTERACTIVE CD-ROM, AND THE *ELECTRA 10E* WILL ALSO BE ON DISPLAY AT THE WORLD FLIGHT BOOTH, WHICH IS LOCATED JUST INSIDE THE MAIN GATES.

World Flight Wants To Hear From You!

WE HAVE RECEIVED COUNTLESS LETTERS FROM PEOPLE WHOSE LIVES HAVE BEEN TOUCHED IN A SPECIAL WAY BY AMELIA EARHART. IF YOU WOULD LIKE MORE INFORMATION ABOUT WORLD FLIGHT PLEASE CONTACT US.

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WATCH FOR THE WORLD FLIGHT WORLD WIDE WEB SITE AND E-MAIL ADDRESS IN FUTURE ISSUES OF THIS NEWSLETTER!!!

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