



Short Answer	Type Answer Here
1. What year was Earhart born?	
2. What was the Coast Guard ship on her last flight?	
3. How many hours was her flight from L.A. to Newark?	
4. Amelia had a sister with what first name?	
5. What year was the Wright Brothers' first flight?	
6. In what city was Amelia a social worker?	
7. What did she nickname her bright yellow plane?	
8. In what state was Amelia born?	



Short Answer	Type Answer Here	Fill in the Blank	Type Answer Here
1. What year was Earhart born?		9. Earhart was nicknamed Lady ____.	
2. What was the Coast Guard's name for her last flight?		10. Earhart married George ____.	
3. How many hours was her flight from L.A. to Newark?		11. She quit school to become a ____ Cross Country Aide.	
4. Amelia had a sister with what first name?		12. Amelia became first president of the Ninety ____.	
5. What year was the Wright Brothers' first flight?		13. Her first airplane ride was with Frank ____.	
6. In what city was Amelia a social worker?		14. ____ wanted to follow Lindbergh's flight plan.	
7. What did she nickname her bright yellow plane?		15. She is the first woman to fly solo across the ____ ocean.	
8. In what state was Amelia born?		16. Amelia began flying lessons with Neta ____.	



# AMELIA EARHART

Amelia Earhart, nicknamed Lady Lindy, was a female American aviator (pilot). She was born in Kalamazoo, Michigan, on July 24, 1897. She set flying records and encouraged women to fly. She was most famous for being the first woman to fly solo across the Atlantic Ocean. She was also the first person to fly from Hawaii to the West Coast of the United States (48 hours).

Amelia's father was a lawyer who worked on the railroad. Her mother came from a wealthy family. Amelia had many childhood adventures with her sister Muriel. They were mostly in the woods. Interested in sports - football, basketball, and baseball. Amelia was also interested in flying and shot a rifle. Amelia, Muriel, and her uncle even built a model airplane. Amelia claimed it was like "flying".

Amelia saw her first airplane at the Iowa State Fair when she was 11 years old in 1908. It didn't spark an interest in airplanes, however.

After high school, Amelia attended the Central School (junior college) in Pennsylvania, but she didn't last long. She dropped out to become a Red Cross Nurse's Aide in Toronto, Canada. She treated wounded soldiers during World War I. During this time, Amelia got to know aviators. She spent her free time studying the Royal Flying Corps practice. At one point, Amelia even tried to become a mechanic and took an auto repair course.

After World War I, Amelia attended a pre-med program in New York at Columbia University. However, that only lasted until 1920, when she moved with her parents in California. Amelia went to an air show with her dad on December 28, 1920. Later that day, she went on an airplane ride with World War I pilot Frank Hawks. At only a few hundred feet in the air, she knew she had to fly more.

So, Amelia began flying lessons with Neta Snook. By 1921 she bought her first airplane, a Kinner Airster biplane. She nicknamed her bright yellow airplane "The Canary." Finally, she earned her National Aeronautics Association license - her pilot license. She was one of only 16 female pilots at the time. She set a record for the highest altitude (14,000 feet) for female pilots in 1922.

Sadly, Amelia sold her plane due to struggling family finances. She moved to Massachusetts with her mom and sister. Amelia then worked as a social worker at Dennison House in Boston, a settlement home for immigrants. She began flying in local air shows and also wrote aviation articles for local newspapers.

Meanwhile, there was a keen fascination with aviation. First, there was the

Wright Brothers' first flight in 1903. Then, Charles Lindbergh flew solo non-stop across the Atlantic Ocean in 1927. Now, air show promoters wanted to find the first woman to fly solo across the Atlantic Ocean. George Palmer Putnam recruited Amelia for the job. She departed Trepassey, Newfoundland, Canada, on June 17, 1928, as a passenger aboard a seaplane called Friendship. Wilmer Stultz and Louis Gordon piloted the seaplane, which landed at Burry Port, Wales, on June 18th. Later, Amelia married the promoter, George Putnam.

Amelia became famous after this passenger flight. Yet, she wanted to achieve more. On May 20, 1932, Amelia boarded a red single-engine Lockheed Vega airplane in Harbor Grace, Newfoundland. She wanted to pilot the plane following Charles Lindbergh's flight plan. However, Amelia had to adjust her plans due to bad weather, thick clouds, and ice on the windshield and wings. Her 14-hour flight crossed the Atlantic Ocean but was cut short. Amelia landed the plane in a cow pasture in Londonderry, Northern Ireland. Even still, she became the second person to fly non-stop solo across the Atlantic Ocean.

In 1931, Amelia became the first president of the Ninety-Nines, a group of female pilots. After that, being a pilot was no longer just for men. Later in 1932, Amelia flew non-stop across the continental United States. Her 19-hour flight went from Los Angeles, California, to Newark, New Jersey.

Amelia broke national boundaries. In 1935, she became the first person to fly solo across the Pacific Ocean as well. She flew from Honolulu, Hawaii, to Oakland, California, in between 1930 and 1935. Amelia set five women's speed and distance records in flying.

Amelia was still not satisfied. She wanted to take a trip around the globe - her famous quest (and second attempt). First, she began navigating the flight to the Pacific Ocean. They departed from Oakland, California, heading west on a twin-engine Lockheed Electra. The plane took them 22,000 miles to reach South Africa, India, and South Asia. On June 29th, they reached New Guinea. There were only 100 more miles to return to Oakland, California. On June 30th, the duo departed, heading for Howland Island, which was 2,600 miles away. It was marked the plane became a moral reefs, making it challenging to see from Itasca, a U.S. Navy ship, had no contact with Amelia. However, Amelia had radioed the ship, saying, "I'm running out of fuel. The final radio transmission from Amelia said, 'I'm going south and south.' The plane vanished about 100 miles from Howland Island. It is agreed that the plane ran out of fuel and crashed. Her attempt to become the first person to circumnavigate the globe led to her disappearance. What happened to her still remains one of the greatest unsolved mysteries today."

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