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Cross-curricular links

Chapter	History PoS	Geography PoS	Literacy framework	D&T PoS
1	6c 6d	1a 1b 1d	Y2 T1 W10 S9 T10	1 2 3 4
2	6c 6d	2a 2c	Y2 T2 W10 S9 T13	
3	6c 6d	2d 2e	Y2 T2 W10 S9 T14	
4	6c 6d	3b 3d 3e	Y2 T3 W9 S5 T20	1 2 3 4

Introduction



One of the most important ways laid down for KS1 children to be introduced to history is through the study of famous people and their involvement in past events from the history of Britain and the wider world.

Such studies can help them learn the vocabulary of history, highlight the differences between then and now and teach them how we know what happened in the past. Furthermore it challenges them to think more closely about the questions people ask about events in the past and assists them to understand key historical concepts like chronology and change.

The purpose of this comprehensive resource—one of the *Curriculum Focus: History* series—is to incorporate all these elements and to inspire teachers, especially the non-specialist, to teach history with confidence.

The four journeys in this book involve the pioneering explorers and travellers Amelia Earhart, Roald Amundsen, Neil Armstrong and Ellen MacArthur. They have been specially selected to provide an international flavour and to cover the travel locations of air, land, space and sea. While history and geography feature strongly there are many cross-curricular elements associated with the themes and activities outlined including mathematics, literacy, science, design technology and information technology.

The book is intended to be flexible enough to integrate into any school's own scheme of work or to be dipped into as and when required.

- Each chapter contains detailed background information about the topic written at the teachers' level and resources providing stimulating pictures, diagrams and maps.
- This is followed by detailed lesson plans on the theme, each based on clear historical objectives. Resources are listed and starting points for the whole class are outlined. Lesson plans are organised with guidelines to provide essential information and assist with the teaching process.
- The group activities that follow are based on highly practical differentiated tasks at three ability levels that reinforce and develop the content of the lesson. Guidance is given about how children can be prepared for these activities and how they might be organised and supported.
- The main points of the lesson are revisited in plenary sessions that are wide ranging, interactive and sometimes include drama and role play.
- At the conclusion of each chapter there are ideas for support and extension and suggestions.

Amelia Earhart

TEACHERS' NOTES

Early life

Amelia Earhart first saw an aeroplane at the age of ten when she visited the Des Moines State Fair near her home in Iowa in 1908. Her father tried to persuade her sister Muriel and her to take a flight. The girls flatly refused and Amelia is reported to have said when looking at the old biplane, 'It was a thing of rusty wire and wood and not at all interesting.'

How her views on early flying machines were to change, as later in life she became one of the world's most formidable aviators with a string of record-breaking long distance flights to her name and top international honours.

Amelia Earhart was born on July 24th, 1897 at the home of her grandfather, a former judge, who was a leading citizen in the town of Atchison, Kansas. Her parents moved several times when Amelia was young as her father, a lawyer, tried to find suitable work.

Amelia, known as Meeley or Millie, and sister Muriel, usually called Pidge, were adventuresome girls who spent long hours playing outside, hunting rats, keeping moths, butterflies and toads as pets and building large model toys including a miniature roller-coaster.

Throughout what was often a difficult and disrupted childhood, Amelia carefully considered her future career. She kept a scrapbook of newspaper cuttings about successful women in predominantly male-dominated fields including film direction, law, business management and mechanical engineering.

In 1914, Amelia's mother took the two girls to live with friends in Chicago where they were educated privately in preparation for going to college. Muriel later moved to Toronto in Canada where she came into contact with soldiers returning from the First World War battlefields in Europe. It was while visiting her that Amelia decided to train as a nurses' aid and she served with the Voluntary Air Detachment at a military hospital until the end of the First World War in 1918.

First flight

By 1919, Amelia, now twenty-two, had rejoined her parents who were living in California. Soon after her arrival, Amelia and her father went to an 'aerial meet' at Daugherty Field in Long Beach organised by Frank Hawks, a well known air racer. The following day, having been given a set of goggles and a helmet, she climbed aboard an open cockpit biplane and made a ten minute flight over the countryside around Los Angeles. 'As soon as we left the ground and got two or

three hundred feet in the air, I knew I myself had to fly,' she said later.

Soon afterwards, Amelia met a local woman who gave her flying instruction and soon she was taking regular lessons with Anita 'Neta' Snook who flew a Curtiss JN-4 Canuck at Kinner Field, Long Beach. Within months Amelia had purchased her own Kinner Airster aeroplane, calling it The Canary because of its bright yellow colour. Planes were unreliable in those days and slow. There were several accidents at this time and Snook often had reservations about Amelia's skill as a pilot. In October 1922 Amelia set a world record for female pilots by taking the aircraft to 4300 metres (14000 feet). Early the following year she became the sixteenth woman to be issued with a pilot's licence worldwide.

By the autumn of 1925 Amelia had moved to Boston where she took employment as a social worker. She immediately became a member of the Boston Chapter of the Aeronautic Association and invested what little money she had in a company intending to open an airport and build Kinner aeroplanes in Boston. She took every opportunity possible to promote flying, especially for women, and was regularly featured on the pages of The Boston Globe newspaper which described her as 'one of the best women pilots in the United States.'

Life changes

It was a phone call on April 27th, 1926 that changed Amelia's life for ever. It came from Captain H.H. Railey and was unequivocal. 'How would you like to be the first woman to fly across the Atlantic Ocean?', he said. A New York publisher, George Putnam, had asked Railey to find a woman who was willing to make the flight. Within a week, Amelia had attended a meeting with Putnam in New York and plans were already being made for the venture although for the first Trans-Atlantic journey Amelia would only be a passenger.

Amelia had no experience of flying multi-engine machines or using instruments, so it was decided two men, Wilmer Stultz and Louis Gordon, would pilot the aircraft, a three-motor Fokker named The Friendship. Amelia would have the official title of 'commander of the flight.'

Several days were wasted waiting for the weather to clear but eventually on June 17th, 1928 the aircraft left Halifax, Nova Scotia in Canada. Bad weather, particularly dense fog, would again slow up the crossing of the Atlantic but finally the plan landed at Burry Port in South Wales, very low on fuel. The flight had taken just over twenty and a half hours. Commented Amelia, 'I was a passenger on the journey... just a passenger. Everything that was done to bring us across was

done by Stultz and Gordon. Any praise I can give them they ought to have. I do not believe women lack the stamina to do a solo trip across the Atlantic but it would be a matter of learning the arts of flying by instruments only, an art which few men pilots know perfectly now.'

When the crew of three returned to the United States they were treated as top celebrities. There was a ticker tape parade through the streets of New York and the three fliers were guests of President Calvin Coolidge at the White House, Washington. George Putnam kept Amelia constantly in the spotlight. She went on lecture tours, wrote a book about the journey and became closely associated with a number of successful marketing campaigns, selling such things as travel luggage, women's clothing and sportswear.

Collecting records

In September 1928, Amelia made the first solo flight by a woman across the United States of America from coast to coast. Air Races and altitude and distance record attempts in both aircraft and autogyros followed as well as lecture tours, article writing and countrywide visits. The following year she was appointed assistant to the general transport manager at Transcontinental Air Transport (later the airline company TWA) with the special responsibility of attracting women passengers. Soon she had broken several women's speed records in her Lockheed Vega aircraft. Then, after marrying George Putnam early in 1931, Amelia began to plan her lifelong ambition, a solo flight across the Atlantic. Several other women pilots had announced their intentions of attempting the crossing so the couple knew they would have to waste no time if they wanted to stay ahead of the field.

Going solo

Five years on, it would be the first solo flight across the Atlantic since the one made by the American aviator Charles Lindbergh. Amelia, however, was determined not to follow the same route and would fly instead from Newfoundland with the British Isles as her destination. On May 20th, 1932, Amelia's modified Lockheed Vega began its journey. Since she did not drink either tea or coffee she carried smelling salts with her in order to keep awake throughout the flight. She also prided herself on travelling light so the only other provisions she carried with her was a thermos flask of soup and a can of tomato juice. There were problems on the flight including failed instruments, a cracked exhaust pipe and icing on the wings but just short of fifteen hours after take-off, she landed in a field in Londonderry, Northern Ireland. Not only had she completed the longest non-stop flight by a woman but had covered the distance in the quickest time. Back in America she was awarded the Distinguished Flying Cross, the Gold Medal of the National Geographic Society and became friends with the President, Franklin Roosevelt and his wife. A number of other solo flights followed. These included Hawaii to California in 1935 in which Amelia became the

first pilot of a civilian aeroplane to carry and use a two-way radio-telephone.

Global ambitions

Towards the end of 1935, Amelia began to formulate plans for her most ambitious project so far and she set the standards high. Not only would she be the first woman to fly around the world, she would circumnavigate the globe at its waist, close to the equator and the longest distance possible. A new aeroplane would be needed and for this project the Lockheed Electra 10E was selected. To assist her on the flight a top class navigator was named. He was Fred Noonan, a former navigator on the PanAmerican Pacific Clipper who got the job because of his familiarity with the expanses of ocean being flown over. The first attempt in March 1937 failed soon after it started. The aeroplane crashed while trying to take off from Luke Field, Pearl Harbour in Hawaii. There was no fire but the aircraft was badly damaged and was shipped back to the United States for urgent repairs.

Second attempt

While the Electra was being repaired Amelia and her husband worked hard to gather additional funds in preparation for the second attempt. This time, because of the prevailing winds and general weather conditions, it was decided to fly west rather than east. As she got ready for the flight Amelia announced, 'I have a feeling there is just one more good flight left in my system and I hope this trip is it. Anyway when I have finished this job, I mean to give up long-distance flying.' Amelia, with Fred Noonan navigating, left Florida on June 1st, 1937. They travelled first to San Juan on the island of Puerto Rico and from there skirted the north east edge of South America before crossing the Atlantic to Africa and from there on to the Red Sea. The next stage, to Karachi, now in Pakistan, was another first and then the pair flew on to Calcutta, Rangoon, Bangkok, Singapore and Bandung. Monsoon rains prevented them from leaving here for several days. Repairs were made to the long distance instruments that had been causing trouble and Amelia spent several days recovery from a bout of dysentery. It was on June 27th that the Electra was finally able to travel on to Port Darwin in Australia. Here the direction finder was again repaired and the parachutes removed from the aeroplane and packed ready for the journey home. Apparently they would be of no value over the Pacific Ocean. When the two fliers reached Lae, New Guinea on June 19th they had flown 35000km (22000 miles) and there remained 11000km (7000 miles) still to go, all over the Pacific. Amelia and Fred Noonan took off from Lae at midnight on July 2nd (00:00). The aircraft was loaded with some 1000 gallons of fuel, enough to permit about twenty hours of flying. At 08:00 Amelia made her last radio contact with Lae. She reported being uncertain of her course for Howland Island, the next stop, and being low on fuel. No-one heard from Amelia or Fred Noonan again.

Detailed search

When it became clear that the Lockheed Electra was missing an immediate search plan moved into action. The area immediately around Howland Island was scoured first and then the search was extended further afield. United States Navy warships were called to the scene and search aircraft flew low over uninhabited islands looking for signs of life. Official search efforts lasted for over a week. The Navy and Coast Guard co-ordinated search was reported to have cost some four million dollars, the most intensive and costly in the history of the United States up until that time.

Despite all the effort involved, no sign of Amelia, Fred Noonan and the Electra 10E was found. Immediately after the end of the official search, George Putnam financed a private search in the region lasting several months and including visits to nearby island groups. Back in the United States, Putnam became a trustee of the Amelia Earhart estate so he could pay for the searches and settle other bills. In order to manage the finances Putnam was granted permission to have a seven-year waiting period waived and as a result Amelia was officially declared dead on January 5th, 1939. In a letter sent to George Putnam during the course of the flight she had written, 'Please know that I am quite aware of the hazards. I want to do it because I want to do it. Women must try to do things as men have tried. When they fail, their failure must be but a challenge to others.'

Conflicting theories

Speculation about what happened to Amelia Earhart and the Lockheed Electra has been rife ever since the event happened. Many researchers believe the aircraft may have drifted off course and then just ran out of fuel forcing it to ditch into the sea just short of Howland Island. Lack of a definitive position and the depth of the water in this part of the Pacific Ocean make underwater searches difficult. Other island groups in the same region have also been thoroughly searched for remains especially by an organisation called The International Group for Historic Aircraft Recovery (TIGHAR) that launched its own Earhart Project in 1988. Small numbers of artefacts have been found on the then uninhabited Gardner Island (now called Nikumaroro) yet these too have proved inconclusive. Some theories put forward appear to be nothing more than fantasy. One suggested that Amelia disappeared while on a spying mission against the Japanese while another claimed that Earhart and Noonan had been captured and executed when the aircraft had crashed on the Japanese occupied island of Saipan. Even more far fetched was the story published in a book that Amelia had survived the flight, moved to New Jersey, changed her name and remarried. A full explanation will probably never be known. As one researcher wrote, 'The mystery is part of what keeps everyone interested. In part, we remember her because she's our favourite missing person.'

Amelia's legacy

Amelia Earhart became a worldwide international celebrity during her lifetime. Among her characteristics she displayed courage, coolness under pressure, persistence and determination. These strengths together with the circumstances of her disappearance have turned her into a feminist icon. Numerous articles and books have been written about her life and she is often cited as an inspirational role model.

Her accomplishments in flying inspired generations of female aviators especially the one thousand plus women pilots of the Women Airforce Service Pilots (WASP) who ferried military aircraft, towed gliders and served as transport pilots during the Second World War.

The house in which Amelia was born is now the Amelia Earhart Birthplace Museum and is maintained by the Ninety-Nines, an international group of women pilots of which Amelia was the first elected president.

In addition to many books, a number of films have been made about Amelia Earhart's life including *Flight for Freedom* (1943), *Amelia Earhart* (1976) and *Amelia Earhart: The Final Flight* (1994). The latest version called simply *Amelia* was released in cinemas late in 2009. Directed by Mira Nair, it stars Hilary Swank in the lead role and Richard Gere as George Putnam.

Flying Footnotes

The first person to actually fly solo around the world was the American aviator Wiley Hardeman Post, an experienced high altitude pilot. Flying a Lockheed Vega he completed the circumnavigation in 1933 taking seven days and nineteen hours to complete the journey.

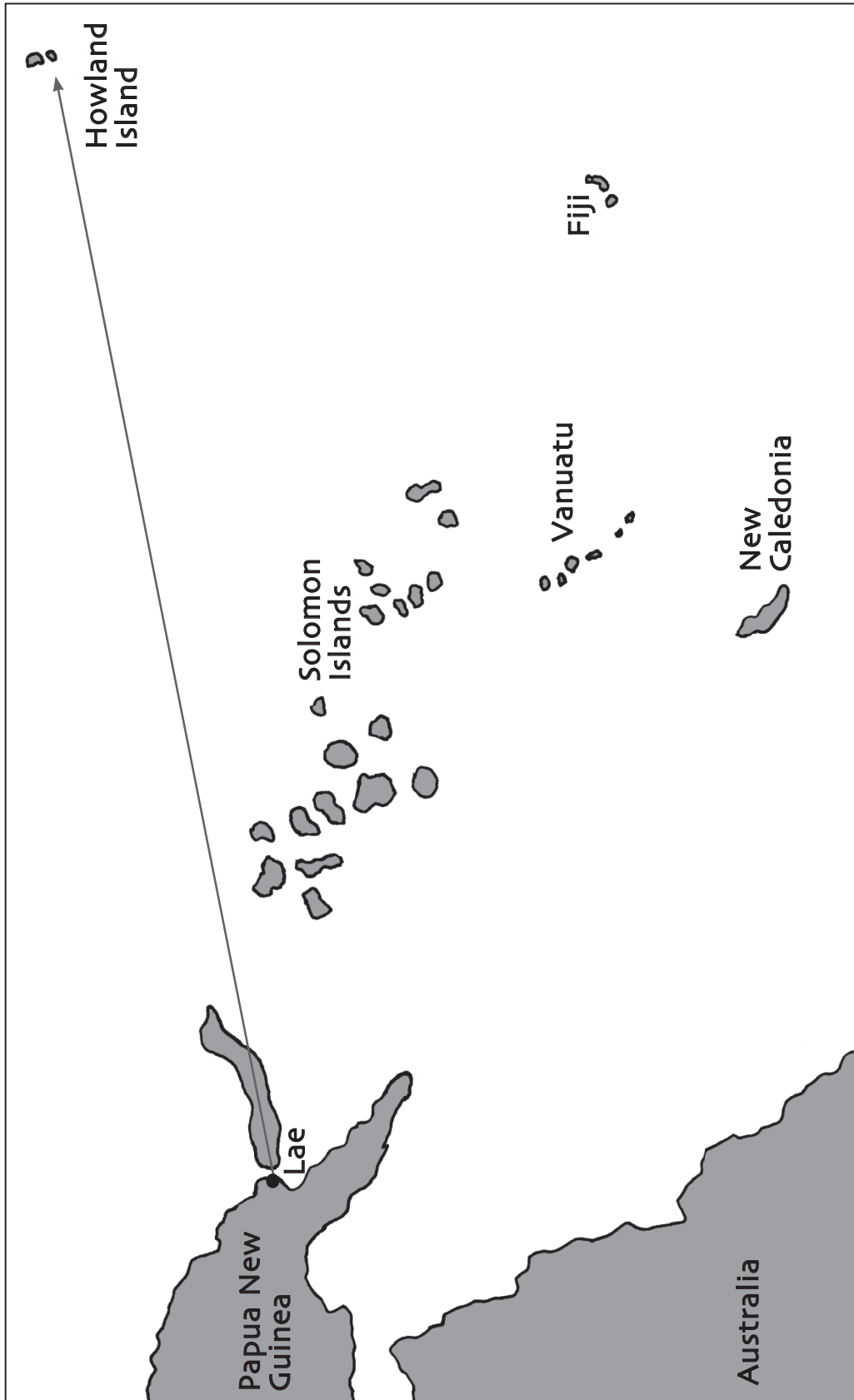
The first woman to achieve the feat solo was Geraldine 'Gerry' Mock aboard a Cessna 180 aircraft called the Spirit of Columbus. She completed the circuit on April 18th, 1964. It took her almost twenty-nine and a half days.

Amelia Earhart

1
GENERIC SHEET



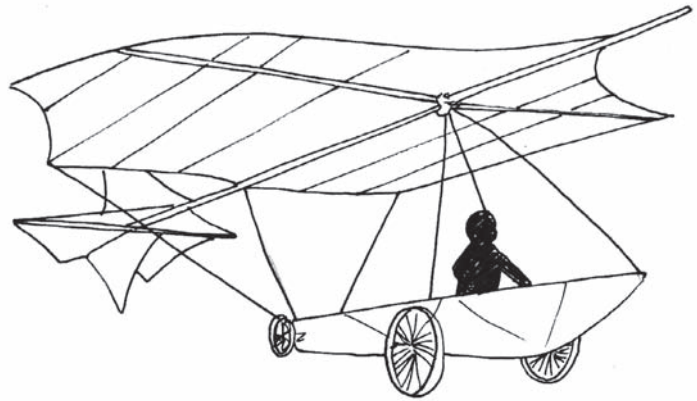
Map showing route followed by Amelia Earhart on her final flight finishing near Howland Island



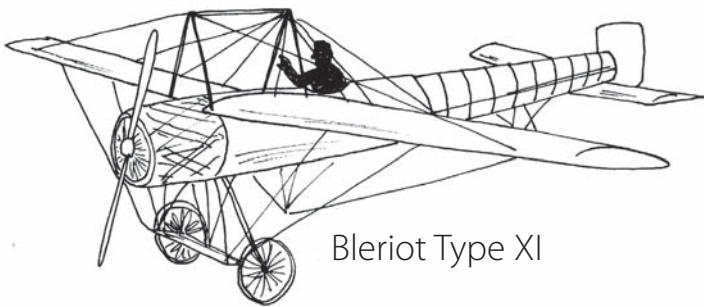
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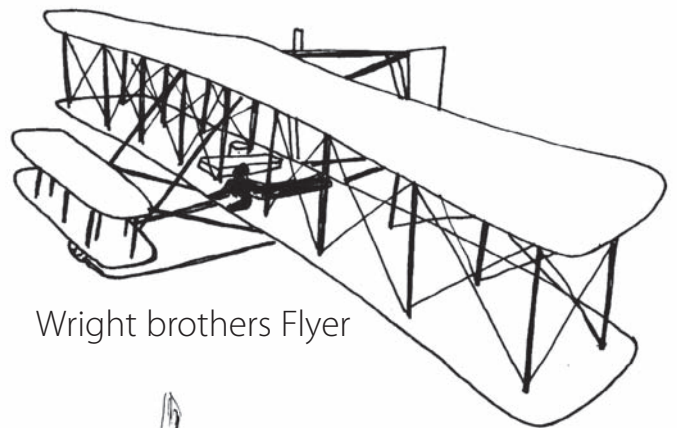
Montgolfier ballon



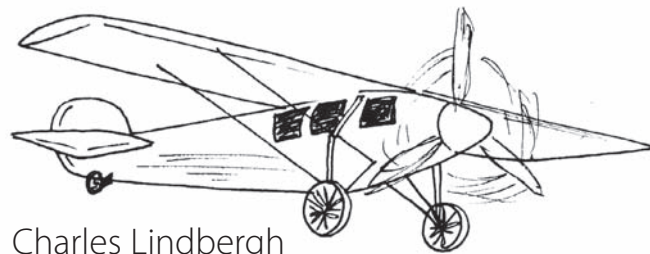
Gliders of George Cayley



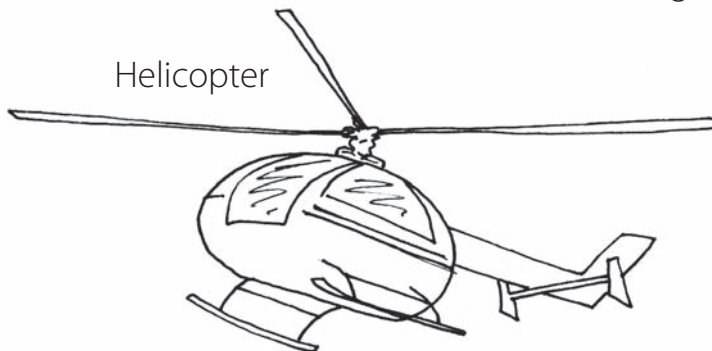
Bleriot Type XI



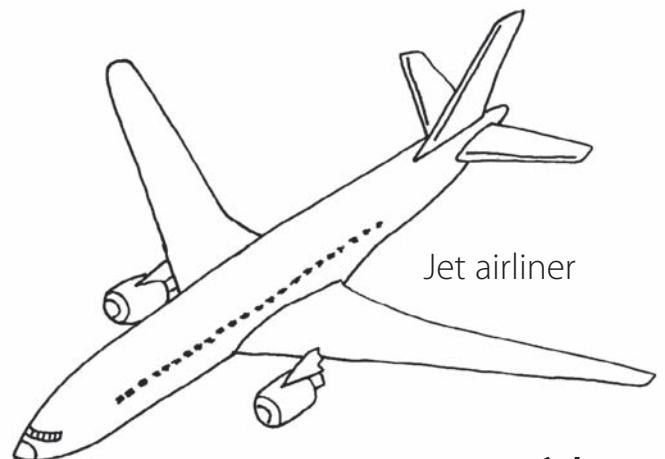
Wright brothers Flyer



Charles Lindbergh



Helicopter



Jet airliner

...Now

Amelia Earhart quotes

Adventure is worthwhile in itself.

Women must try to do things men have tried. When they fail, their failure must be but a challenge to others.

Preparation, I have often said, is two-thirds of any venture.
Never do things others can do or will do, if there are things
others cannot do and will not do.

Better to do a good deed near at home than go far away to burn incense.

Courage is the price that life exacts for granting peace.
The soul that knows it not, knows no release from little things.

Worry retards reaction and makes clear-cut decisions impossible.

In my life I had come to realise that when things were going very well indeed it was just the time to anticipate trouble. And conversely, I learned from pleasant experience that at the most desperate crisis, when all looked sour beyond words, some delightful break was apt to lurk around the corner.

The woman who can create her own job is a woman who will win fame and fortune.

No kind action ever stops itself. One kind action leads to another.
Good example is followed. A single act of kindness throws out roots in all directions and the roots spring up and makes new trees. The greatest work that kindness does to others is that it makes them kind themselves.

The most difficult thing is the decision to act; the rest is merely tenacity.
The fears are paper tigers. You can do anything you decide to do. You can act to change and control your life; and the procedure, the process, is its own reward.

Flying may not be all plain sailing but the fun of it is worth the price.

Anticipation, I suppose, sometimes exceeds realisation.