



imaginary theatre company

2009–2010 SEASON

Corporate Producer:

CENTENE[®]
Corporation



By Kathryn Schultz Miller
Directed by Jeffery Matthews

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Imaginary theatre company



by Kathryn Schultz Miller
Directed by Jeffery Matthews

Scenic Designer

Scott Loebel

Costume Designer

Betsy Krausnick

Stage Manager

Danny Maly

Director of Education

Marsha Coplon

The Company

Reporter, Itasca Radio Operator / **Ann Ashby**

Reporter, Paul Mantz / **Lakeetha Blakeney**

George Putnam / **Chauncy Thomas**

Amelia Earhart / **Amanda Williford**



Financial assistance for this theatre has been provided by the National Endowment for the Arts, a federal agency; the Missouri Arts Council, a state agency; the Arts and Education Council of Greater St. Louis; and the St. Louis Regional Arts Commission.

setting the scene

Amelia's story takes place in the United States in the 1920s and '30s. At this time in our country's history, life was full of big changes, with new laws being passed and new cultural developments happening all the time. In the 1920s, also known as the "Roaring '20s," Americans enjoyed a time of great prosperity. Right after World War I, advancements in all areas of society seemed to usher America into a new, more modern world. Bucking traditional roles, young '20s women (sometimes called "Flappers") bobbed their hair, shortened their skirts and went out on the town for a good time. Thanks to new manufacturing techniques, innovations like the radio, household appliances and the Model T automobile became easier for people to get.



There were problems too though. Toward the end of the decade, the prosperity all came to a screeching halt when the stock market crashed and started one of the worst times in American history—the Great Depression. At the start of the 1930s, Americans were feeling the pain of this economic downturn with people losing jobs and running out of money everywhere. Even Amelia and GP found themselves troubled during these years, when GP's publishing house could not withstand the Depression and they lost their business. Though America experienced both very good times and very bad times during the 1920s and '30s, these years shaped our country into what it is today.

who's who?

Amelia may be young and impetuous, but she is determined to make history as the world's best female flyer.

The Reporter researches history to try and find out what happened to Amelia.

First her business partner and then her husband, George Palmer Putnam may be an adventurer and a schemer, but he truly loves Amelia.

Once a Hollywood stuntman, Paul Mantz teaches Amelia to fly her new plane, but she doesn't always listen to his advice.

Veteran navigator Fred Noonan acts as Amelia's only partner on her around-the-world flight.

The Commander runs his ship by the President's orders, whether he agrees with them or not.

The U.S. warship *Itasca's* crew is Amelia's only contact and her last chance to complete her final flight.

what's the story?

What happened Amelia?

That's just what one reporter would like to find out. After doing a story on the flying legend's disappearance, this young reporter starts digging into the details of her life. It is known that she was a history-making pilot. She had broken several records. She was set to make an unheard of around-the-world flight. And then...she vanished.

It all started in the roaring '20s. Another great pilot, Charles Lindbergh, had just successfully finished the first transatlantic flight and businessman/schemer George Putman (GP) wanted to make some more history. He wanted to find the first woman who could make the trip. And just who do you think he found? Amelia Earhart. The smart, young lady was working as a social worker when GP found her. His smooth talking and big plans sounded pretty good, and before she knew it, Amelia was set to begin a career in flight.

First up on the list of adventures was a transatlantic flight. There was one problem though—Amelia was going as a passenger. She wasn't too excited about simply going along for the ride, but GP convinced her and soon she was soaring above the ocean, recording the trip in her journal. Slim Gordon and Bill Stultz did the actual flying, but upon their return, it was Amelia who got all the attention. GP saw to it that she was the public's hero. Newspaper headlines screamed

of her success, and she was showered with praise from everyone including the President, the Prince of Wales and the Prime Minister of England. Amelia tried to make everyone

remember Stultz and

Gordon, but she was soon swept away by her new status, receiving a Medal of Honor, a ticker tape parade and all of the public's attention.

Soon Amelia began earning money with her celebrity. She was giving speeches, writing books and making appearances all over the country; however, she wanted more. With her friend and manager GP, she planned to fly on her own—as the pilot, not

a passenger. They planned a trip across the country in a new contraption called the autogiro; they planned stunts and shows in this half-helicopter/half-airplane (one even ended in a pretty bad crash landing); and somewhere in the midst of all this, they fell in love. Trips and stunts started to seem a little different to GP now that it wasn't just his business that was at stake—it was his wife.

The next flight Amelia wanted to conquer was a solo flight of the Atlantic. It would be the same trip she took before with Stultz and Gordon, only this time there would be no publicity, no cameras. She took off alone as GP nervously waited at home. She barely made it, but after braving storms, instrument failures and iced-down wings, she was in Wales, celebrating another victory.



Please feel free to adapt these materials to suit your classroom needs and reproduce them for future use.

The activities in this guide address the following Missouri Show Me Standards and Illinois Learning Standards.

MO: CA1, 3, 4, 7; FA3, 5; SS2, 6, 7

IL: 1, 3, 5, 14, 15, 16, 18, 25, 27

Back in America, the Great Depression hit and GP lost his business, a publishing house. Amelia was invited to the White House to meet the new President, Franklin D. Roosevelt, and his wife. They became fast friends and Amelia suggested that women should be drafted into the military just like men. GP wondered if maybe she was thinking about joining the ranks herself, but her next goal was even bigger than military aviation. This time Amelia wanted to fly all the way around the world. GP didn't like the idea; it was far too dangerous. Amelia, however, knew how important it was, not just for her pride, but for their financial situation. She was confident she had the skill, and promised that this would be her last stunt.

GP raised enough money for a new plane, and Amelia started training for her trip by learning to fly it. Hollywood stuntman and aviator Paul Mantz instructed her, but he found Amelia was difficult to teach and seemed to have her own ideas about how to do things. She didn't seem to see the importance of some things that he felt were crucial, especially her communication equipment. Along with her navigator, Fred Noonan, Amelia began plotting out her course around the world. She needed a little help from the military, so she turned to her friend, President Roosevelt, who gladly granted permission for her to have help on the last leg of her journey. The goal was to make a final stop on tiny Howland Island to refuel before heading home, and the Navy would assist Amelia and Fred in finding it. It seemed all was set to go, but Mantz had a few more items he wanted to check, including the radio and emergency antenna. Before he could check it, however, Amelia took off! Mantz found out that she'd cut the antenna off—she didn't want to bother with it.

Amelia began her flight in Miami and began land hopping all over the world. She made it all the way to Lae, New Guinea after several weeks and 22,000 miles. Now was the tough part—just one stop left on tiny

Howland Island. Almost impossible to find because of its size, the Navy warship *Itasca* was set to help Amelia via radio. She had just enough fuel to make the journey, and the crew aboard the *Itasca* waited to hear from her. Hours passed; she was running late. They tried to catch her on the radio waves, but couldn't find her. Finally, they heard a signal. Amelia called to the *Itasca* asking for weather and bearings. The crew answered her call, but for some reason, it seemed she couldn't hear them! She frantically called for direction, telling them that she could not see the island. Finally, there was nothing but static. She was gone. The *Itasca* called in a search party and the Navy searched for weeks to no avail.

What happened Amelia?



Amelia and Fred pose for a pre-flight picture.

bio & beyond



Amelia Mary Earhart was born in Atchison, Kansas in July of 1897. She was a spirited child and was often known to be a bit of a tomboy as she enjoyed climbing trees, hunting rats,

sledding and collecting bugs with her sister Grace. Amelia was introduced to flying at the age of 10 when she saw her first plane at an Iowa state fair. Not impressed, she described the plane as “a thing of rusty wire and wood and not at all interesting.” With that kind of reaction, no one would think that Amelia would someday become a flying legend.

Growing up, Amelia’s family moved often as her parents searched for work. First living in Des Moines, Amelia and her sister were home schooled. In 1915, her father found work in St. Paul, Minnesota and Amelia entered high school there. Later, her father lost his job and the family moved to Chicago where Amelia graduated from Hyde Park High School in 1916. She began junior college in Pennsylvania but decided to leave in 1917 to train as a nurse’s aide and help wounded soldiers.

Around this time, Amelia visited a stunt flying show with a friend in Toronto. Watching from an isolated field, the girls were spotted by a pilot who decided to have a little fun at their expense. He dove at the girls, but Amelia stood her ground. She would later recount this moment as an awakening. “I believe that

little red airplane said something to me as it swished by,” she said, discovering in that moment that she wanted to fly. Amelia worked at a variety of odd jobs to save enough money for flying lessons and began her first flight in January of 1921. Six months later she purchased her first plane, a bright yellow biplane which she nicknamed “The Canary.” In 1922, Amelia set her first record by soaring in The Canary to a height of 14,000 feet, a first for female pilots.

Soon Amelia was forced to find a full-time job, and she got a position as a social worker at the Dennison House. During this time, she kept up with her flying and also wrote a column on flight for the local newspaper. In 1928 her life underwent a major change. Following Charles Lindbergh’s first solo flight across the Atlantic, Amelia was offered the chance at her own transatlantic flight. Several people including publicist George P. Putnam wanted a female to make this historic trip, and they believed Amelia was just the girl for the job. She jumped at the chance, even though she was to go as a passenger, and when she and her two pilots landed in Wales, Putnam saw to it that she was an instant star.



Calling her the female Charles Lindbergh and promoting her as “Lady Lindy,” Putnam quickly secured a lecture tour and a book deal for Amelia. She began endorsing products from luggage to cigarettes which financed her flying. Soon she was flying competitively, performing stunt shows and breaking records all over the country. Putnam was with her all the time and before long their business relationship became something more. After he

proposed to her six times, the two were finally married.

Amelia continued flying with Putnam promoting her. In 1932, she quietly set off to attempt another transatlantic flight—this time as the pilot, not a passenger. After she successfully landed in Northern Ireland, she was awarded the Distinguished Flying Cross as the first woman to complete the flight. At this time, Amelia was introduced to President Herbert Hoover, and as her fame grew, she developed friendships with many famous people including President Roosevelt and his wife, Eleanor, who shared many of Amelia's interests.

For the next several years, Amelia continued breaking records. By 1935, she had set seven speed and distance aviation records. However, she was not done yet. One flight that Amelia had always wanted to attempt was a flight all the way around the world. Putnam again helped her to raise the money and promote her project. She would fly close to the equator, and attempt the longest-ever flight at 29,000 miles. She acquired a new plane for the flight—a Lockheed Electra—financed by Purdue University where she had been a visiting faculty member.

Amelia trained in her new craft and hired a navigator, Fred Noonan, who was an expert in celestial navigation. They took off in 1937 for the first leg of the trip from Oakland, California to Honolulu, Hawaii. However, in Hawaii, they encountered mechanical problems and Amelia's technical advisor, Paul Mantz, began repairs. During the break, Amelia and Putnam raised more money for a second attempt. This time, she would fly the opposite direction, departing from Miami on June 1. This flight started much more smoothly. With Noonan on board, Amelia flew through South America, Africa, India and Asia, arriving last in Lae, New Guinea on June 29.

The final leg of the journey was all that remained, a hop to the tiny island of

Howland for refueling. It was a risky move, but Amelia was sure she could make it. The island would be hard to find, but with Noonan navigating, they took off with just enough fuel to make it to their destination.

Thanks to her friends in the White House, Amelia had secured the assistance from the Navy with finding Howland. The crew of the warship Itasca would help by directing Amelia via radio communication. They waited to hear from the plane, but for a long time, nothing came through. Finally, just before 8:00 a.m., the crew received transmission from Amelia. "We must be on you, but cannot see you," she radioed. They tried to respond, but it soon became clear that Amelia could not hear them. Soon after, she disappeared from the airwaves.

The Navy began a full-scale search for Amelia, but in the dark ocean waters, nothing was found. They gave up the search after almost a month, on July 19, 1937. Since nothing was ever found of Amelia or her plane, many theories exist as to her fate. Some think that the Electra finally ran out of fuel and crashed into the sea, sinking too deep to ever find. Others believe that Amelia may have made it to nearby Gardner Island. A search uncovered some clues including a piece of Plexiglas which seemed to be from an Electra window and an aluminum panel also thought to have fit her plane. Still other people think that Amelia was spying for the government or was captured by the Japanese during WWII. However, since no clear evidence of her whereabouts has been found, we may never know what happened to Amelia.



Amelia's Accomplishments

- First woman to fly the Atlantic
- First woman to fly an autogiro
- First person to cross the U.S. in an autogiro
- First woman to fly the Atlantic solo
- First woman to receive the Distinguished Flying Cross
- Woman's speed transcontinental record
- First person to fly solo nonstop from Mexico City, Mexico to Newark, New Jersey
- Speed record for east-to-west flight from Oakland, California to Honolulu, Hawaii

words to the wise

Calvin Coolidge was the 30th President of the United States.

The time in U.S. history known as Prohibition refers to a time when the sale, manufacture and transportation of alcohol was illegal.

Suffrage refers to the right to vote, and in the U.S. was a movement during Amelia's time that gave women this right.

Babe Ruth was a very popular baseball player known for his incredible hitting.

Nicknamed "Lucky Lindy," Charles Lindbergh was an aviator, famous for his solo flight from Long Island to Paris.

A young woman of the '20s who acted in ways that were not traditional was known as a Flapper.

Rouge is a kind of makeup used on the cheeks and lips.

A fast, new popular dance during Amelia's time was the Charleston.

Lucky Strike was a popular brand of cigarettes in the early 1900s, before people realized how bad smoking is for you!

The Spirit of St. Louis was a custom-built plane that Lindbergh used in his historic flight.

Adequate means something that is good enough or satisfactory.

If something is a trifle that means it is small or not very important.

Fokker was the name of a successful Dutch aircraft manufacturing company during Amelia's time.

Nancy Witcher Astor, also known as Lady Astor, was the first woman to serve as a Member of Parliament in Britain.

Sir Winston Churchill was a famous British politician and Prime Minister.

A new invention that Amelia wanted to fly was the autogiro, a kind of cross between a plane and a helicopter.

An altimeter is a tool that measures altitude, or how high up you are in a plane.

Amelia's tachometer showed her how fast she was going.

The Prime Minister of Italy, Benito Mussolini was also known as Il Duce and was one of the key figures in the creation of Fascism.

Fred Astaire was a very popular American entertainer, singer and actor, known especially for his dancing skill.

Ginger Rogers was an American actress and singer, and was a frequent dance and film partner of Fred Astaire.

Born in Sweden, Greta Garbo found fame in America acting in movies and silent films.

Charlie Chaplin was a famous English actor, well known for his characters in silent films.

Shirley Temple was an iconic American child actress and tap dancer.

Jazz musician Benny Goodman was known as the "King of Swing."

Fascism was a kind of government run by a dictator that valued central authority over the individual people.

The Hindenburg was a large passenger zeppelin which was destroyed in a fire that killed 36 people.

Nicknamed the "Brown Bomber,"

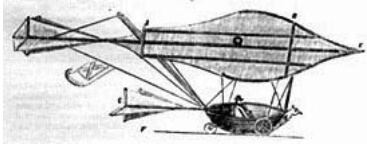
Joe Louis was the world heavyweight boxing champion from 1937-49.

Up, Up and Away!

Wouldn't it be cool to be able to fly? It seems like humans have always thought so, because for thousands of years we have been making up stories about flying or building inventions to try and be able to soar like the birds.

Some of the earliest efforts in flight occurred in China when people discovered they could make objects fly, most notably the kite. Kites were used often in religious ceremonies and also to test weather conditions, and became the forerunner to

future gliders and balloons. In ancient Greece, artist and inventor Leonardo da



Vinci made drawings of an "ornithopter" flying machine. Though he never actually built one, this invention seemed to prove how man could fly, and some say that the modern day helicopter is based on his 1485 concept.

Hundreds of years later, in 1783 France, brothers Joseph and Jacques Montgolfier invented the hot air balloon. Using the smoke from a fire to fill a large silk bag attached to a basket, the men created the first flying craft that could carry humans. Their first passengers were animals, but soon after two men were given the honor of being the first pilots. Hot air balloons of a similar design are still used today, though modern balloons have an on-board heat source to keep the flight going.

In the early 1800s, another step was made with Sir George Cayley's invention of the glider. This English engineer is well known for his work in aerodynamics, and he designed many different gliders that used movements of the on-board human pilot for control. He made many advancements in the shape of wings to allow for correct air flow. He

designed a tail to help with stability, and he correctly recognized the need for on-board power to sustain a long flight. In 1891, German engineer Otto Lilienthal furthered Cayley's efforts by designing a glider that could fly a human long distances. He wrote a book on aerodynamics that would later be used by the Wright brothers as the basis for their designs.

Finally as the century turned to the 1900s, brothers Orville and Wilbur Wright made a discovery that would forever change the face of flight. After spending years researching and building models and prototypes in a quest for flight, they created a plane with an engine that could carry a passenger. They took turns attempting a lift-off in their "flyer," but it was Orville's turn on December 17, 1903, when the plane lifted from level ground and flew for 12 seconds. Humans were now able to fly!

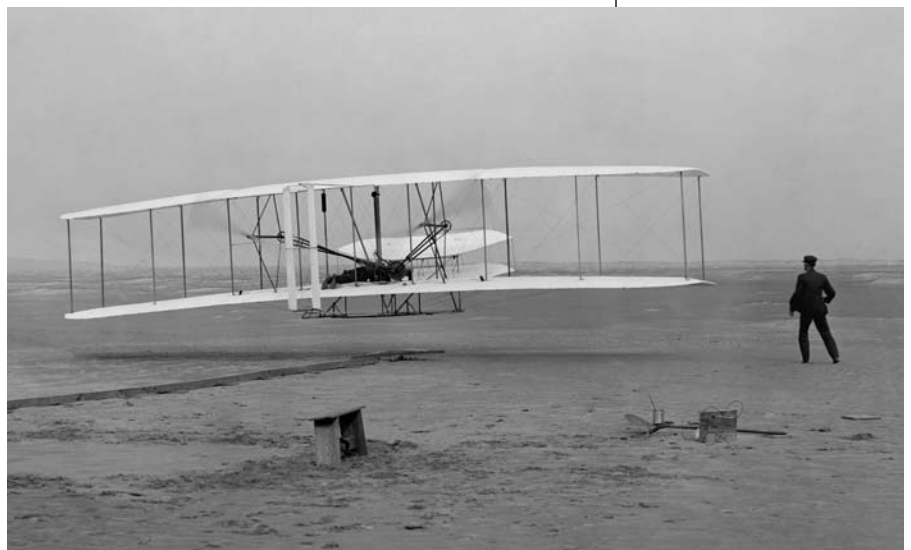
Your turn! Choose one of these kinds of flight technology and do some research. Write a report on where your invention came from, how it works and how it is used today.

- | | |
|-----------------|-------------------|
| Airplane | Zeppelin |
| Glider | Kite |
| Balloon | Helicopter |



A model of the Montgolfier brothers' balloon at the London Science Museum.

First successful flight of the Wright Flyer, by the Wright brothers. Image from the Library of Congress.



Breaking Barriers

Amelia Earhart was a pioneer in the world of flight, setting numerous records as a female pilot. Our history is full of stories like Amelia's, with people following their dreams to achieve greatness. Here are a few others in U.S. history who are remembered for breaking new ground.

Jackie Robinson (1919-1972)



The first African-American to play major league baseball, Jackie Robinson's career ended an era of segregation in baseball and became an important cultural event in all sports as well as the civil rights movement. He had an amazing baseball career, participating in six World Series, six consecutive All Star games, and earning both the Rookie of the Year award and the MVP award. He was inducted into the Baseball Hall of Fame in 1962, but was awarded a most unique honor in 1997 when all of baseball retired the uniform number 42 in his honor.

Sandra Day O'Connor (born 1930)



The first female justice of the Supreme Court of the United States, Sandra Day O'Connor served from her appointment in 1981 until her retirement in 2006. Appointed by President Ronald Reagan, O'Connor became the first woman to administer the oath of office to a vice president when she swore in Dan Quayle in 1989. After growing up in Texas, she attended law school in California at Stanford. Upon graduation, she could not find a job at a firm because of her gender, so she turned to public service, eventually becoming assistant attorney general in Arizona in 1965. She later became a judge of the state superior court as well as a state senator. She has received many honors and is the namesake of Arizona State's law school, Sandra Day O'Connor College of Law.

Sally Ride (born 1951)

American physicist and NASA astronaut, Sally Ride is the first American woman to enter space. Ride's career at NASA began in 1978 when she answered a newspaper ad to join the space program. During her career, she served as capsule communicator for the second and third shuttle flights and helped develop the shuttle's robotic arm. In 1983, she entered space for the first time as a crew member on the Space Shuttle Challenger. Ride has received many honors including being inducted into the California Hall of Fame, the National Women's Hall of Fame and the Astronauts Hall of Fame.



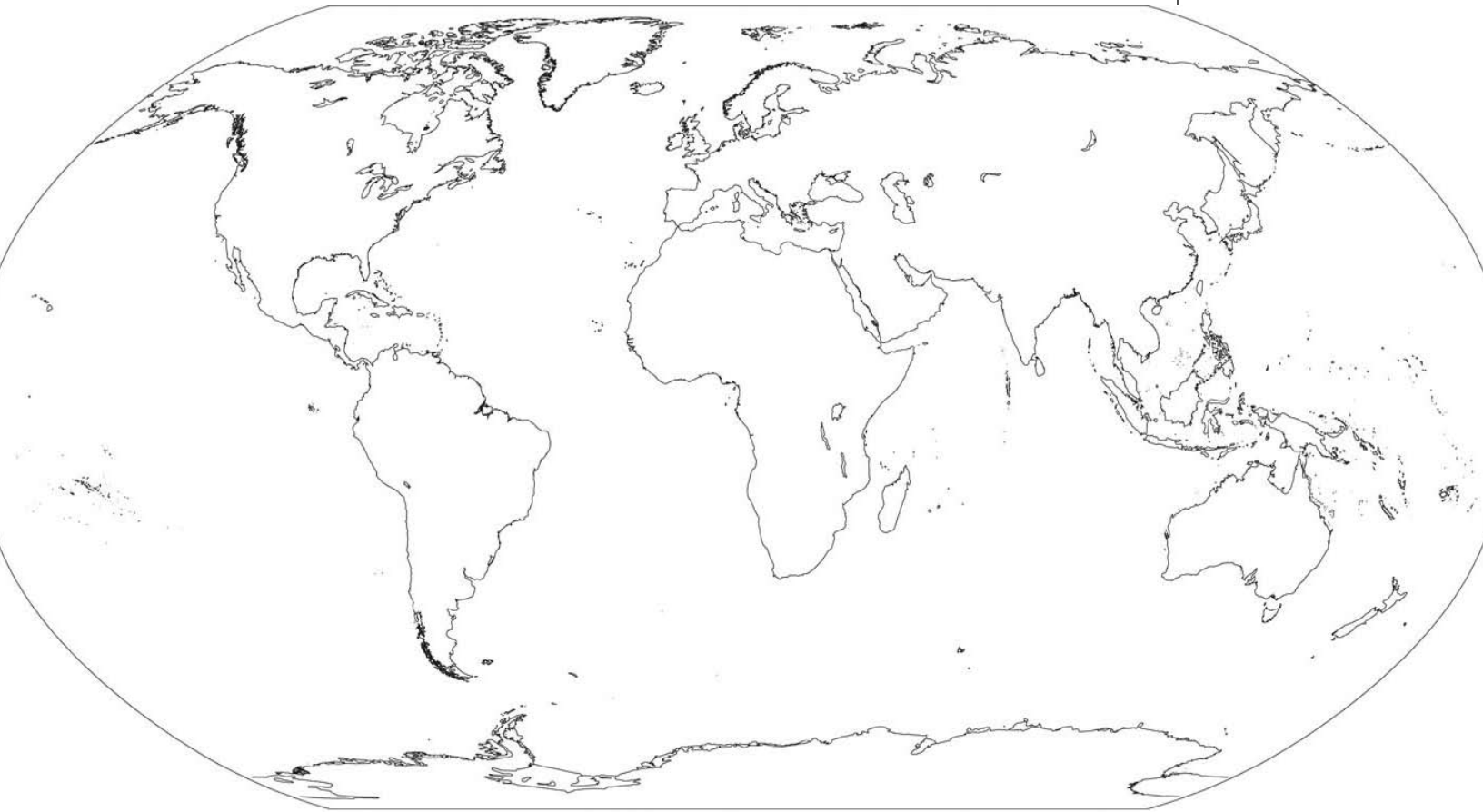
Your turn! Choose one of these Americans (or find one of your own) who have achieved a "first" and create a timeline showing the life and accomplishments of your person.

- **Barack Obama**
(first African-American President of the United States)
- **Thurgood Marshall**
(first African-American associate justice of the U.S. Supreme Court)
- **Elizabeth Blackwell**
(first woman medical doctor)
- **Geraldine Ferraro**
(first woman to run for Vice President on a major ticket)
- **Antonia Coello Novello**
(first woman and first Hispanic to become U.S. Surgeon General)

Where in the World?

Over the course of her career, Amelia Earhart flew all over the world to many exotic destinations. Using an atlas, find these places that Amelia flew and plot them out on your map.

1. Honolulu, Hawaii
2. Oakland, California
3. Harbor Grace, Newfoundland
4. Derry, Ireland
5. Paris, France
6. Mexico City, Mexico
7. Newark, New Jersey
8. Lae, New Guinea
9. Miami, Florida
10. Calcutta, India



Word Scramble

Find these words from *Amelia Earhart* in the puzzle.

T T R A N S A T L A N T I C
H V A T P C V T W A K L Z W
R M K I T E L E C T R A A R
O F D H R B W S X G D G D O
T K G L D P A M N X E V R O
T N H C U T O N K V L E L S
L F O Q I C K R D P R B A E
E L W D Y R K E T U I I C V
S I L T X F E Y T J L L G E
V G A R F H R N L E W K O L
Z H N C K K E D M I R I D T
Y T D C J V R A F V N Q Q H
J W O L D H R C Q H W D W R
N L H A A U T O G I R O Y B

Adventure

Airport

Amelia

Autogiro

Electra

Flight

Howland

Itasca

Lockheed Vega

Pilot

Roosevelt

Throttles

Transatlantic