

Chicago DODO Chapter,
Tuskegee Airmen, Inc.



The Flight Plan

Vol. XVIII no. 2 February 2011 Chicago DODO Chapter, P. O. Box 19063, Chicago, IL 60619
Ken Rapier, President

Carrying on the legend and teaching young people about the opportunities in aviation.

Tuskegee Airmen The sky was the limit

by Nancy Henderson

Retired Lt. Col. Herbert Carter, 91, points to miniature airplane models dangling like toy mobiles in the former Intelligence Room at the Tuskegee Airmen National Historic Site at Moton Field in Tuskegee, Ala. (pop. 11,846).

During World War II, young black pilots-in-training were tested at the airfield on how well they could identify enemy planes. "You were supposed to say, 'Well that's a P-24, that's a P-38,' just from the silhouette, because when you're up there flying that's really all you see," says Carter, who saw his share of enemy planes as a Tuskegee Airman escorting bombers overseas.

"The problem was no commander from England to Burma wanted this all-black fighter squadron," Carter says. "They said that the black man did not have the capacity to operate something as complicated as an aircraft, that he was subservient, he was lackadaisical, and he didn't have the physiological or psychological qualities to become an officer."

His uniform jacket crowded with medals, the soft-spoken Carter today resides in Tuskegee and is one of 295 known living Tuskegee Airmen. He frequently has spoken to school students, civic groups and military troops about his wartime experience of flying 77 combat missions in Europe and North America and overseeing 32 airplanes in the 99th Fighter Squadron in Morocco and Italy. He describes how in April 1943, during its first two weeks of operation, the squadron shot down 18 German aircraft and damaged another eight.

"We lost six men in the endeavor," he says, "but finally destroyed the myth that the black man could not fly and fight."



Fighting on two fronts

The Tuskegee Airmen were America's first black military aviators and were recruited by the U.S. Army Air Corps between 1941 and 1946.

Blacks previously were barred from flying in the military. However, two years after Nazi Germany invaded Poland, a shortage of pilots prompted President Franklin D. Roosevelt to create a "Negro pursuit squadron" whose members would train in Tuskegee. The men were trained as single- and twin-engine pilots, navigators and bombardiers, practicing for combat at Moton Field and the Tuskegee Army Air Field five miles away.

Continue on page: 6

Chicago DODO Chapter Tuskegee Airmen, Inc. ®

Mission Statement

"The Chicago "DODO" Chapter of TAI is a 501(c) (3) charitable organization whose mission is to perpetuate the historic legacy of the Tuskegee Airmen and to encourage and assist minority youth in pursuing post-secondary education and careers in the aerospace industry."

Publisher

Emmit Q. Hoosman
24533 Rockefeller Court
Plainfield, IL 60544
ehoosman@sbcglobal.net

Questions, comments or feedback on the Flight Plan please direct to:

Emmit Q. Hoosman
(312) 656-5940
ehoosman@sbcglobal.net

Please submit all articles or pictures **no later than the 25th** of each month. Articles will be accepted via fax, as well as via email or in other electronic form. Pictures and other items can be mailed by the above deadline; also preferred to receive in any electronic format for better quality printing. Typed or printed submissions are strongly preferred to handwritten ones. Submissions received after the 25th of the month will be included in the following month's issue unless otherwise indicated.

Editorial Staff

PUBLISHER:

Mr. Emmit Q. Hoosman

EDITOR:

Mrs. Carol MacCabe

CONTRIBUTOR

Mr. Vincent Saunders

FEATURE WRITER & REPORTER

Dr. Bobbie Anthony-Perez



TABLE OF CONTENTS

Front Page:

- ▶ Retired Lt. Col. Herbert Carter

Page 2:

- ▶ Editorial Staff, Hotlines

Page 3:

- ▶ Calendar of Events, This Month in History

Page 4: Email Column

- ▶ Chicago "DODO" Chapter Vision 2011
- ▶ Aviation/Engineering Scholarship
- ▶ TAI Birthday List

Page 5:

- ▶ 200th Young Eagles Ride
- ▶ Black History Fact
- ▶ Photo's from the Past

Page 6:

- ▶ Retired Lt. Col. Herbert Carter (continue)

Page 7:

- ▶ Retired Lt. Col. Herbert Carter (continue)
- ▶ Photo's from 57th St. Museum Shore Yacht Club
- ▶ ETA Theater Party

Page 8: Young Eagles Column

- ▶ Ken Rapier Young Eagles Update
- ▶ Vallorie O'Neal Story

Page 9 :

- ▶ Charles H. Flowers

Page 10:

- ▶ MIT by Accident

Page 11:

- ▶ Carter G. Woodson

Back Page:

- ▶ Photo of Barack Obama





CALENDAR OF



Chicago "DODO" Chapter 2010 Monthly Highlights

Note: All meetings are held on Tuesdays at 7:00 p.m.; Eatin' Meeting' at 6:30 p.m.

- ◆ Feb 12th - Young Eagles Rally at Gary Airport
- ◆ Feb 15th - 6:30pm General Meeting 7808 S. Halsted
- ◆ Mar 8th - Directors Meeting at CHQ 8035 S. Wolcott
- ◆ Mar 12th - Young Eagles Rally at Gary Airport
- ◆ Mar 15th - Directors Meeting at CHQ 8035 S. Wolcott.

- ◆ Apr 9th - Young Eagles Rally at Gary Airport
- ◆ Apr 12th - Directors Meeting at CHQ 8035 S. Wolcott
- ◆ Apr 19th - Eatin Meeting Martin Temple 6930 S. Cottage Grove

Call the Chicago "DODO" Chapter Hotline for further event details.

312-409-3624



HOTLINES

CHAPTER HOTLINE:
(312) 409-3624

CHICAGO YOUNG EAGLES HOTLINE:
(312) 409-5621

GARY YOUNG EAGLES HOTLINE: (888) 235-9824
(888) 2FLY—TAI

Note: *Call the Young Eagles Hotline after 7:30 a.m. on the morning of a flight for any cancellations.*

CHAPTER WEBSITE:
www.taichicago.org

Tuskegee Airmen, Inc. National Office
PO Box 830060
Tuskegee, AL. 306083
(334) 421-0198
www.tuskegeeairmen.org

Officers Installed:

Ken Rapiere
President

Lt. Col. Duane D. Hayden
1st Vice President

Lt. Col. (ret) Vince Saunders
2nd Vice President

Camille Chappell-Johnson
Recording Secretary

Karon Thompson
Corresponding Secretary

Patricia Allen
Treasurer

Dr. Quentin P. Smith, Sr. (DOTA)
Assistant Treasurer

Grady L. Davis
Parliamentarian

Dr. Bobbie Anthony-Perez
Historian

THIS MONTH IN HISTORY



John S. Rock
First African American To
Practice Before The U.S.
Supreme Court
February 1st, 1865

Free American Blacks
Settle Liberia, West Africa
February 4th, 1822

NAACP Founded
February 12th, 1909

Frederick Douglas
Appointed President of
Freedman's Bank
& Trust Co.
February 16th, 1874

Freedom's Journal, First
African American Newspaper
Published
March 16th, 1827

Civil Rights March From
Selma To
Montgomery
March 22nd, 1965

Seven African Americans
Challenged Taxation With-
out Representation
March 26th, 1780





E-Mail Column

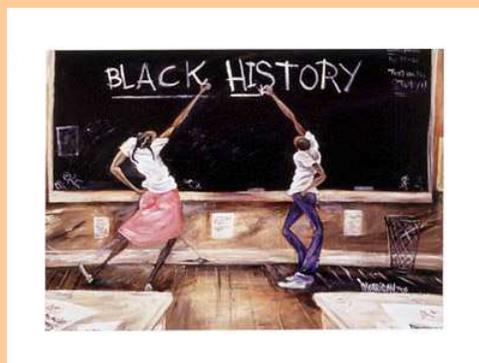
Flight Plan Publisher EMAIL is ehoosman@sbcglobal.net



For those of you who wish to start receiving the Flight Plan via email vs. US mail please forward your email address to ehoosman@sbcglobal.net. for consideration.

CHICAGO "DODO" CHAPTER VISION – 2011

- ◆ Develop a telephone calling tree for contacting members in the event of a sudden crisis
- ◆ Have a Chicago premier for the movie "Red Tails" that will be a world-class event with special screenings after the premier
- ◆ Have a successful Spring Fling Annual Scholarship Fundraiser with the goal of raising \$10,000
- ◆ Work toward getting the Chicago "DODO" Chapter, Tuskegee Airmen, Inc. inducted into the Illinois Aviation Hall of Fame with the Spirit of Flight Award.
- ◆ Honor of the Tuskegee Airmen by establishing the name of Interstate 57 as the Tuskegee Airmen Memorial Trail
- ◆ Get the Chapter Piper Tri-Pacer aircraft flying
- ◆ Develop corporate sponsorship



Submitted by: Ken Rapier

If interested in a career in Aviation/Engineering
Please contact:

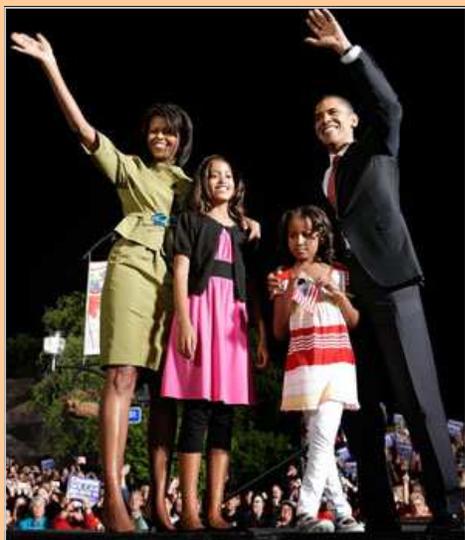
C. Richardson, Scholarship Cmte

PO Box 558503

Chicago Ill. 60655

cmsrichardson@aol.com

Inquire about the Perez Scholarship Award worth \$1,500



TUSKEGEE ARMEN, INC. CHICAGO DODO CHAPTER Birthday List

January

Vera Thompson, January 4
 Kenneth Rapier, January 5, 1948
 Bob Mullins, January 14, 1947
 Vincent Saunders, January 28, 1954

February

Melvin Knazze, February 3, 1946

August

Emmit Hoosman, August 30, 1965

To be included on this list. Please forward your information to ehoosman@sbcglobal.net



Ken,

Here is a picture from my 200th Young Eagles ride. Michael Calloway Jr., from the Sea Cadets, was my 200th ride.

Michael was inspiring to me, as I have lost sight of how well behaved, mature and interested a teenager can be. Michael made it all worth while!

Michael's goal is become a Naval aviator. I am sure that he is well on his way...

Steve



Little-Known Black History Fact: Katherine G. Johnson

Katherine G. Johnson is the subject of today's "Little-Known Black History Fact."

There are many men that have made contributions to aeronautics through NASA, but the work of the female scientists is little known – scientists like Katherine G. Johnson. Johnson has made a significant mark in NASA's history, playing a key role in their use of digital electronic computers.

A native of West Virginia, Johnson was born into meager surroundings. There were no schools in her town that taught black children past the eighth grade, so her father drove Johnson and her siblings to school 125 miles away from home everyday. As a result of his sacrifice, Johnson worked hard and graduated from high school at age 14 and college at 18. A genius at math, she would go to work, literally, as a computer for Langley Research Center, a part of NACA – the National Advisory Committee for Aeronautics, which was later changed to NASA. Johnson and the many other women at Langley were described as a "math whizzes in skirts." Her team of women would perform mathematical calculations and read the data from the black boxes of planes.

It was only on a day where she was asked to fill in on the all-male flight research team that Johnson made her way up the aeronautics ladder. Her performance was so amazing that her superiors "forgot" to return her to the women's math pool. She grew to take on other projects, like calculating the trajectory for the space flight of Alan Shepard, the first American in space in 1959. And in 1962, when NASA used actual computers for the first time - instead of human ones - to calculate for John Glenn, officials called on Johnson to verify the electronic computer's numbers. She would also calculate the trajectory for the Apollo 11 flight to the moon in 1969.

Johnson is now retired, but in aeronautics history, she is one of only a few individuals referred to with the historic title of "computer." Out of the 26 papers she co-wrote as a scientist for NASA, only one remains available with her accreditation. It wasn't customary to give author credits for papers drawn by the female computers at NASA in the past, so only one of Johnson's works - "The Determination of Azimuth Angle at Burnout for Placing a Satellite over a Selected Earth Position" in 1960 - co-authored by T.H. Skopinski, is available to the public.

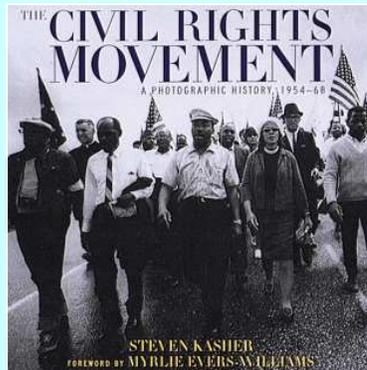
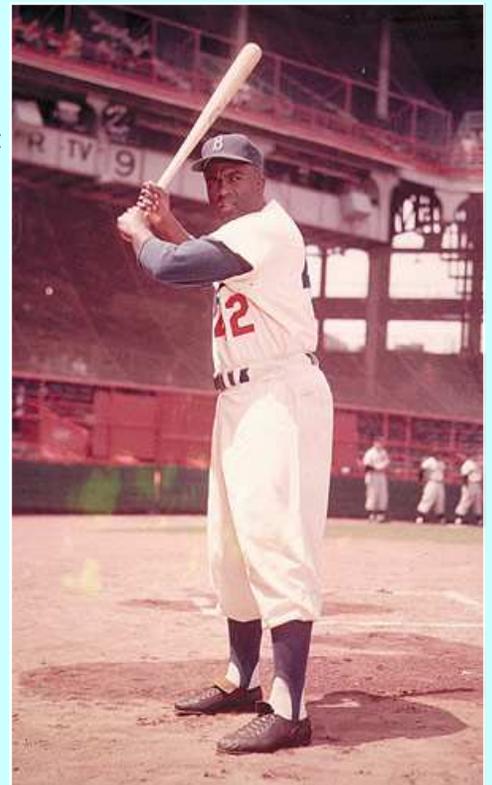


Photo from civil rights movement



Jack Roosevelt "Jackie" Robinson was the first black Major League Baseball player of the modern era. Robinson broke the baseball color line when he debuted with the Brooklyn Dodgers in 1947.

Submitted by: Ken Rapier

Continue from Cover Page:

The "Tuskegee experiment" involved an estimated 16,000 to 19,000 airmen, including mechanics, parachute riggers and support staff. Nearly 1,000 pilots graduated; 450 of them were deployed for combat duty overseas.

Known as "red tails" for the bright red paint on the tails of their planes, the airmen flew 1,578 missions throughout Europe, the Mediterranean and northern Africa. Eighty-four were killed, and 32 were downed or captured as prisoners of war.

Every member of the "experiment" understood that they were fighting two wars: one against fascism abroad, the other against racism at home. It would be 1948 before President Harry S. Truman desegregated the U.S. Armed Forces, allowing black people to serve their nation alongside whites.

"The Tuskegee Airmen's greatest legacy is not the myth of never losing a bomber to enemy aircraft," says U.S. Navy Senior Chief Petty Officer Craig Huntly, 49, a historian in Los Angeles. "It is essentially the fact that they fought for the right to fight for America."

Today, their story is told at the Tuskegee Airmen National Historic Site, which opened in 2008 at Moton Field. But the most memorable testaments to their heroism are the veterans themselves.

Opportunity knocks

Carter grew up in a family of 10 children in Emory, Miss., where a young black man typically went to work in the lumberyard or for the railroad as a section hand or Pullman porter. Determined their kids would do better, Carter's parents sent him to the all-black Tuskegee Institute, where he studied to become a livestock veterinarian and became a pilot so he could fly between farms. When the Japanese bombed Pearl Harbor on Dec. 7, 1941, however, Carter jumped at the chance to join the Tuskegee Airmen.

He excelled as a pilot and amassed a stellar military record during World War II. Nonetheless, he found race relations unchanged upon returning to Mississippi in 1944 and reporting later to Godman Army Airfield in Kentucky. "There was no fanfare, no ticker-tape parades, no public demonstrations, no recognitions of the group," says Carter, who went on to become a highly decorated Air Force officer.

Still, Carter and his fellow airmen moved forward knowing that they played a significant role during World War II. "We refused to be categorized by others who were already biased in their judgment," he says.

Up in the air

Airplanes always fascinated retired Lt. Col. Alexander Jefferson, 88. As a youngster in Detroit, he pored over magazines about fighter planes, built aircraft models and drew pictures of them. Thus, his intention of becoming a chemist took a welcome detour with the opportunity to enlist and earn his pilot wings in Tuskegee.

At Moton Field, Jefferson fulfilled his childhood dream of flying a bi-wing Stearman, a plane used for wartime training. He graduated in 1944 and became a "wing man" in the 332nd Fighter Group, escorting B-17s and B-24s from Italy to Germany.

"We were free to search and destroy on the way back, go down on the ground and shoot up trains and airfields, barrages on the Danube (River). I know I got two or three trains," he says.

That summer, his plane was struck by enemy fire over southern France, and when he parachuted to the ground, "a German was right there with a big gun," he recalls. He spent nine months as a POW in Poland and Germany—an experience he says was tinged with irony. "I was treated as an officer and a gentleman in Stalag Luft III simply because I was an American officer. There were no beatings, no torture," he says, referring to how some black people were treated at the time in the United States.

Jefferson later enjoyed a career as an elementary school teacher in Detroit, and he continues to teach about the role of the Tuskegee Airmen whenever he can.



Continue on Page: 7



"We knew we were good," Jefferson says proudly. "We had to be good. We could not fail."

A Dying Link. With most surviving Tuskegee Airmen in their mid-80s to early 90s, America is losing dozens of these military pioneers each year.

At least 25 are known to have died so far in 2010, including retired Lt. Col. William H. Hollomon III, of Kent, Wash., who was interviewed for this *American Profile* story one month before dying in June at age 85.

"I often tell people we were the forerunners of the civil rights movement," said Hollomon, who at age 19 flew P-51s in Italy with the 99th Fighter Squadron and later became the Air Force's first black helicopter pilot. "(But) I don't consider myself or my comrades heroes. We were Americans defending our democracy."

FIRST APPEARED: 11/4/2010 PUBLISHING GROUP OF AMERICA

Ret. Lt. Col. William H. Hollomon III died in June.
Photo by Gene Fioretti

These photos were taken at the 57th St. Museum Shores Yacht Club this past summer. It was a chapter fund raiser organized by member

Submitted by: Victor Croswell



L-R Bob Martin, Milt Williams, Welton Taylor, Quentin Smith and Bev Dunjill (standing)



L-R Milton Williams, Vic Croswell & Ken Rapier

ETA THEATER PARTY A SMASHING SUCCESS!!

On Sunday October 24, 2010 the chapter's Fall Fundraising committee sponsored an outing to the ETA Theatre to enjoy an entertaining comedy about the miracle of friendship. And so, at 3:00 PM on that Sunday afternoon, for "DODO's" and our guests, "The Trip" was on.

The play, written by Crystal V. Rhodes / directed by Mignon McPherson Nance was about a cross-country journey taken by four longtime friends who discover that after a life-time of believing they know each other, find out they really don't know each other at all. Petty annoyances, verbal battles and the revelation of an unexpected secret spell the end of the longtime friendship, but twenty years later a second hilarious trip by the women reveals that the bond between friends can be as precarious as it can be enduring.

The play was excellent and the actresses were true artists. They were able to paint a picture of the complexities of life and friendships. After the play, we were joined by some of the cast who mingled with The Chicago "DODO" Chapter and our guests. Also in the Reception Hall a feast of grandeur was set out in elegant fashion that would please even the most selective palate. Unparalleled entertainment, food and the magnificent historical Tuskegee Airmen made for a majestic and memorable afternoon. If you missed your chance to participate in this event, please lay your worries to rest. Plan on joining us next year for our third Annual Fall Fundraiser.

Sonjia M. Hall





Young Eagles Column



You are cordially invited to join the Tuskegee Airmen Young Eagles Volunteer Team for our next regularly scheduled EAA Young Eagles rally at the Gary-Chicago International Airport (GYY) on Saturday, February 12, 2011. The pilot briefing will be at 8:30 a.m. with flights beginning at 9:00 a.m. Refreshments will be provided for all pilots and volunteers. All aircraft parking will be West of Gate 4. Be sure and call the hotline after 7:00 a.m. on the morning of the rally to check flight status. Call: 312-409-5621; press 3 to access the flight status mailbox. We look forward to seeing you at the Gary Airport. Happy Flyin'!



Ken Rapiet, Chief Pilot
Tuskegee Airmen Young Eagles Program



An Offer I Couldn't Refuse I When mutual acquaintance Julia White introduced me to Vallorie O'Neal at our September 2010 Young Eagle Rally, little did I anticipate the awesome adventure in store for me.

Vallorie was the first woman diesel locomotive engineer employed by the Burlington Northern Railroad Line, later The Rock Island Metro Railroad Line. At eighteen years of age, she was hired as a clerk. During her forty one year career, she worked as a conductor, fireman, hostler, train master, road foreman of engines, trainer, and finally diesel locomotive engineer.

During our brief meeting, Vallorie informed me that she would operate her last run on Friday, October 15, 2010, just one day after

her 60th birthday. At that point she invited me to ride in the locomotive cab with her on the momentous occasion. AN OFFER I COULDN'T REFUSE!!! WHY ME?

On Saturday, May 3, 2008, Vallorie attended The Annual Lincoln Cemetery Ceremony honoring "AVIATION'S PIONEER COLORFUL WOMEN". She was impressed profoundly by Sandra Campbell's performance, which emphasized the racial barriers confronting Bessie Coleman, which so closely mirrored her own experiences. When informed that second generation Tuskegee Airman Rufus A. Hunt Jr., had directed this ceremony for 29 consecutive years, she was moved to invite him to accompany her on this historic occasion.

Friday, October 15, 2010 at 4:30 a.m., I joined Vallorie in the train yard. Her assigned mount gleamed impressively under the lights. I was pleasantly surprised by the reception accorded me by her coworkers. I learned later that the local Federal Bureau of Investigation officer had granted me a top security clearance waiver.

The day began with our service run to The LaSalle Street Station, downtown Chicago. Ever mindful of passenger comfort, Vallorie's application of throttle control from zero to seventy nine miles per hour was barely noticed unless you were looking out the window. My job as fireman was to sound the whistle as we approached railroad crossings. Next Chicago to Joliet, Illinois, then back to Chicago. At our stop in Blue Island, Illinois, Julia White along with members of Vallorie's family boarded our train. As we glided to our final stop, LaSalle Street Station, Vallorie allowed the resistance of the eight cars to stop the train. She then applied the break and we both exited the train together.

Submitted by: Rufus A. Hunt Jr.



Local Tuskegee airman, Charles H. Flowers, dies at age 92

Springdale high school named for Flowers as sign of his legacy

Submitted by: Natalie McGill | Staff Writer for The Gazette.net

Charles Herbert Flowers, a former Tuskegee airman and the namesake of a Springdale high school, died Friday from complications of renal and heart failure. He was 92.

Flowers lived in Glenarden for 49 years after moving to Prince George's County from North Carolina, where he grew up in the town of Wadesboro. He was born Aug. 8, 1918.

His wife of 67 years, Wilhelmina Flowers, was not ready to talk to the press about her husband's death.

Daughter Carolyn Green of Charlotte, N.C., said she had a loving father who was always concerned about her and her siblings after they left home and married. She said her father stayed involved as much as possible in all of his children's lives.

"He was such a wonderful father," Green said. "He was very dedicated to his family. He loved us. He taught us. Education was a priority with him. He made sure that we were able to go to college because he felt that education was the key to success for the black man."

Flowers always had an interest in flight but could not afford lessons.

When he discovered the Army Air Corps in Tuskegee, Ala., was looking to train blacks in aviation, he enrolled in 1941 and was among the first Tuskegee cadet graduates. He became a flight instructor in 1942 and trained Tuskegee cadets to fly for five years, Green said. Flowers never saw combat.

After his days as an instructor, Flowers majored in business administration at North Carolina Central University, then known as North Carolina College for Negroes, and became the first black manager of a North Carolina Alcoholic Beverage Commission liquor store in Winston Salem, N.C., and co-owner of a drugstore. Green could not remember the name of the drugstore.

Green said her parents moved to Glenarden in 1963 when her father took on a position as an electronic technician at Greenbelt's NASA Goddard Space Flight Center.

After retiring from NASA in 1990 as a manager of employee relations, Flowers began to mentor local students through his church, Lanham's Ebenezer United Methodist Church, which Green said he did until about 2009, when his health began to fail.

When plans sprouted in the late 1990s to build a new Prince George's County public high school in the Springdale area, former Board of Education member Kenneth E. Johnson of Mitchellville suggested Flowers' name given his background in training black pilots and mentorship.

His was selected from a pool that included names such as James Fletcher, the former District 5 County Councilman who died in 1994 and is the father of County Councilwoman Andrea Harrison (D-Dist. 5) of Springdale; and Circuit Court Judge Sylvania W. Woods, for whom an elementary school in Glenarden is named.

"I just can't express how proud I was of him and how much I felt he deserved it based on his accomplishments and his service in the community," Green said. "I was very proud and I know he was terribly honored because of that."

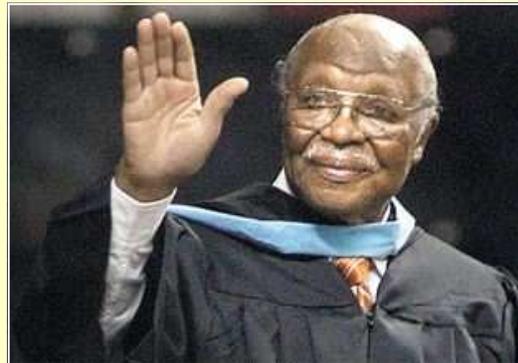
Charles H. Flowers High School opened in the fall of 2000 on Ardwick-Ardmore Road.

Principal Helena Nobles-Jones said Flowers was a "fatherly image" in the school whom students adored. Nobles-Jones said Flowers' support over the years and the fact that he cared so much about the students is what inspired her to come to work each day.

When Flowers High senior Cherrese Richardson-Frederick died in January 2008 after being struck by a stray bullet a few blocks from the school, she said Charles H. Flowers showed up on her doorstep the same night of the shooting to let her know everything would be OK.

"First of all, I can't even accept it," Nobles-Jones said of Flowers' death. "I know I believe it, but just because I believe it I cannot accept the fact that I will never see him again, just showing up in my office, with that contagious smile."

Until his health began to fail, Flowers was a permanent fixture at Flowers' home basketball games and had his own seat on the 50-yardline of the school's football field.



Continue on page: 11



I got to MIT, by Accident.

By: Dylon Rockwell, Massachusetts Institute of Technology

I am consistently asked how I got to MIT; my typical answer is by accident.

I was at an air show, the ones held in small airports where small planes do crazy acrobatic tricks for an admiring crowd. The show took place right before school started my senior year, I always loved airplanes and stuff dealing with space so I just had to go. I was so amazed by the show I had to meet these amazing pilots. After talking to a few of them, I found most of the pilots were retired from the Air Force, who went to the Air Force Academy; however, there was one Black pilot. He was from Purdue University and began that day advocating highly for me to go to

Purdue to pursue a degree in engineering. He talked to me pretty consistently about the college application process. I knew every since I heard stories about my uncle flying planes in the Air Force that I wanted to be an aerospace engineer, but I had never met a black man who flew and helped design the planes. He encouraged me to apply to several schools to pursue engineering.

I knew college was going to be really expensive, because my sister was getting ready to graduate from college and she complained about her student loans. I knew there was no way for me to afford any decent schools growing up in a single parent household where the single parent wasn't employed. I also knew it would be doubly hard since my twin brother was graduating too and had begun looking at colleges. Then, one day I received a letter from Harvard University saying that if your parents made less than \$60,000 that no loans or other financial contributions were required. I was like "Thank God!" Later that August, I went to a college fair and found a college recruiter from Harvard I thought he would be the answer to my prayers and instantly grant me admission to Harvard. I told them that I wanted to study aerospace engineering and he explained to me that I should apply to MIT. I was initially disappointed and confused, then I looked MIT up and found that it was the nation's premiere engineering school, and it had a similar financial aid program as Harvard.

So long story short I applied to MIT and got in, and though the college recruiter helped point me in the right direction, the key to my success was the pilot who was an influential role model that it show me that my dream was possible. This experience showed me that I could spark someone's ambition by simply aspiring to be a professional of color, and more specifically an engineer. By talking to students in my hometown of Dallas, Texas about college, I found that students really identified with me and where I came from. Now, several months later students are contacting me and asking for advice on how to apply to colleges and universities.

I do not indefinitely know what part of my story resonated with each student I spoke to but I think in some way or another I conveyed that college was their ticket out . Out of the hood, out of worrying about how they're going to support their younger siblings, out of being another bad statistic, and out of the little leagues into the big leagues. I told them what my brother often would say to me "you can't be the best gladiator if you're not in the coliseum", meaning you must be in a place where you can be exposed to the very best people your field has to offer in order to be the best. High school students of color have high aspirations in a various fields, but most don't know how to get there, because they have never been there before, their parents have never been there, and there are too few role models and no road maps. They need other people of color to show them how to get there, just like I needed this pilot. I believe all students are innately talented, and some have dreams of how they might use these talents to change the world. Those students do not require an inspiration to achieve their aspirations; but they would benefit from the reassurance and guidance of a mentor. All it takes is one person to recognize a student's talent, believe in their potential, cultivate their abilities, and develop skills that could help them change the world.

Dylon R. Rockwell is a senior at the Massachusetts Institute of Technology, pursuing a degree in aeronautics and astronautics. He has served in many other capacities at MIT as an associate advisor for freshmen and chairman of the National Society of Black Engineers at MIT.

He also participated in MIT's student government and the Gordon Engineering Leadership and Community Catalyst Programs. He is the recipient of the Institute Distinguished Dedication Award. He is also the co-founder of a mentoring program called Project LEAD, where first-year college student mentors are paired with first-year high school mentees. Over the span of four years, mentors are tasked with guiding their mentees through high school and into college. Dylon is currently interning in the Legislative Affairs group at The Boeing Company, the largest aerospace company in the world, working on issues regarding NASA's Human Space Flight Program and Unmanned Aerial Vehicles.

Carter G. Woodson

"Father of Black History"



Carter Godwin Woodson has been called the father of Black History Month. Carter G. Woodson (1875-1950), the son of former slaves James and Eliza (Riddle) Woodson, was born on a small farm in New Canton, Virginia. From an early age he possessed an unquenchable thirst for learning. When he could, he attended the local school, and eventually went to Berea College in Kentucky. Ultimately, he obtained a B.A. from the University of Chicago in 1907. In 1908 he attended Sorbonne University in Paris where he became fluent in French. He received a Ph.D. in History from Harvard University in 1912,

becoming only the second African-American to earn such a degree. Woodson taught briefly and held educational administrative posts in the Philippines, at Howard University (where he was Dean of the School of Liberal Arts), and West Virginia State College.

Dr. Woodson was a member of the Niagara Movement and a regular columnist for Marcus Garvey's weekly publication--the Negro World. He was the founder, in Chicago in 1915, of the Association for the Study of Negro Life and History. In the same year he founded the Journal of Negro History--a publication still in existence. As a contributing writer for the Journal of Negro History, Woodson wrote more than a hundred articles and 125 book reviews.

Carter Godwin Woodson was the founder of Associated publishers, founder and editor of the Negro History Bulletin, and the author of more than thirty books. Probably Woodson's best known book is *The Mis-Education of the Negro*, originally published in 1933 and still relevant today. In the *Mis-Education of the Negro* Dr. Woodson stated that:

"When you control a man's thinking you do not have to worry about his actions. You do not have to tell him not to stand here or go yonder. He will find his 'proper place' and will stay in it. You do not need to send him to the back door. He will go without being told. In fact, if there is no back door, he will cut one for his special benefit. His education makes it necessary."

In 1926 Woodson initiated the annual February observance of Negro History Week. He chose February for the observance because February twelfth was Abraham Lincoln's birthday and February fourteenth was the accepted birthday of [Frederick Douglass](#). By the 1970s, Negro History Week had expanded to become Black History Month.

Dr. Carter G. Woodson was truly a great man; an intensely dedicated soldier in the cause of African freedom and redemption. We proudly salute and praise him, and as we rapidly approach the year 2000 and the new millennium we dedicate ourselves to extending Black History Month to the entire year and the unending and unceasing celebration, recognition and commemoration of the global history of African people.

Continue from page: 9

"He was just such an inspiration," Nobles-Jones said. "It's like I know I'll be coming back to some games after I retire, but it just was not the same. It's always like looking to your side, looking from behind looking for him. It just doesn't seem right. But it's OK."

Son Charles H. Flowers III of Glenarden said that his father never liked to "toot his own horn" about his accomplishments, a character trait he said he adopted himself.

"To me he was a miracle," Charles Flowers III said. "He just knew how to do everything. I didn't see anybody else out there like that who could do so many different things and do them well. I got everything I need right there so I always wanted to be close to him and spend a lot of time with him."

Charles Flowers III said he moved into his father's Glenarden home to look after his parents when his father began to have heart problems.

"I used him getting older as an opportunity to get even closer to him,"

Charles Flowers III said. "Some people might have thought that was selfish but I didn't because I continued to learn from my dad until he took his last breath."

A viewing for Charles H. Flowers is scheduled for 9 a.m. Feb. 4 at Lanham United Methodist Church at 5512 Whitfield Chapel Road followed by an 11 a.m. funeral service at the same location.

Flowers is survived by his wife, Wilhelmina; his two children, Carolyn Green of Charlotte, N.C., and Charles H. Flowers III of Glenarden; six grandchildren and 11 great-grandchildren. He is preceded in death by his son Roderick Dean Flowers of Glenarden in 1987 and daughter Beatrice Yvonne Hinton of Winston Salem, N.C., in 1993.

**CELEBRATING BLACK HISTORY MONTH
YES WE CAN!!**



Tuskegee Airmen, Inc.
P.O. Box 19063
Chicago, IL 60619-0063