



CAF RISE ABOVE®

Inspiring young people to RISE ABOVE adversity using the lessons and stories of the Tuskegee Airmen and the Women Airforce Service Pilots (WASP).



Recently we heard from one of our long time supporters concerned about the expansion of our initiative to include the story of the WASP - concerned primarily because African American women were not accepted into the WASP program. While their exclusion of black women pilots is both true and regrettable, we would be hard pressed to find many cases where race and gender bias did not exist during that time in our history.

The Tuskegee Airmen story is about how a group of individuals were able to achieve success in spite of obstacles placed in their way. The story of the WASP is a different story than that of the Tuskegee Airmen, but once again, our focus is on how young people can use those examples of how the Tuskegee Airmen and the WASPs overcame hardships and hindrances in order to accomplish their goals.

There are many stories from World War II that teach the kind of lessons we want kids to learn. Our goal is to continue to expand and grow the program to include more of these inspirational stories. We aren't adding stories to dilute the program -- we are adding them to enhance it. Multiple stories enable us to reach a broader range of kids.

What do we want kids to take away from these stories? Simply put, tools for life - among those are things like persistence, managing impulsivity, thinking flexibly, goal setting, becoming knowledge seekers and applying past knowledge to new situations - **Aim High, Believe in Yourself, Use Your Brain, Be Ready to Go, Never Quit, and Expect to Win.** So I would urge those of you who are long time supporters of the Rise Above educational initiative to keep an open mind and understand we have multiple stories to tell and many children from all walks of life to reach.

The RISE ABOVE program continues to grow because of your generosity. You will always have the option to direct your donation to exclusively support either the Red Tail or WASP initiative. I want you to know how much we appreciate your support. Thank you.

Tailwinds,

Doug Rozendaal
CAF RISE ABOVE Leader



Photo courtesy Derek Brown

In This Issue - March 2020

- [Tour schedule at a glance](#)
- [Event photos](#)
- [Greetings from the Ambassador team](#)
- [Volunteer Spotlight](#)
- [MN Aviation Hall of Fame Induction](#)
- [Essay winners](#)
- [Educational resources](#)
- [Congratulations Brigadier General McGee!](#)
- [Tuskegee Airmen: Did you know](#)
- [Profiles of Tuskegee Airmen: Frank Moody](#)
- [And then there where women! Janet Harmon Bragg](#)
- [NEW! POW research paper](#)
- [Blue Skies Theodore Johnson](#)
- [Shop with a purpose](#)
- [Join the Top Flight Club](#)
- [Tuskegee Airmen: Archive photos](#)
- [Tuskegee Airmen: Virtual Museum artifact spotlight](#)
- [Tuskegee Airmen: Quote of the month](#)
- [Profile of WASP: Hazel Ah Ying Lee](#)
- [WASP: Quote of the month](#)
- [WASP: Did you know](#)
- [WASP: Archive photos](#)
- [We need you!](#)
- [Thank you supporters](#)
- [National WWII Memorial World War II Registry](#)
- [For more information](#)



RISE ABOVE tour schedule at a glance

[PLEASE CHECK OUR SCHEDULE ONLINE FOR UPDATES!](#)

DATE	EVENT	LOCATION
March 17-22	Arizona CAF Museum RISE ABOVE Traveling Exhibit and P-51C Mustang	Mesa, AZ
March 24-26	Riverside Convention Center RISE ABOVE Traveling Exhibit	Riverside, CA
March 28-29	March Air Field Air & Space Expo RISE ABOVE Traveling Exhibit and P-51C Mustang	March AFB, CA
April 18-19	Joint Base Charleston Air Expo RISE ABOVE Traveling Exhibit and P-51C Mustang	Charleston, SC
April 25-26	Wings Over Columbus RISE ABOVE Traveling Exhibit and P-51C Mustang	Columbus AFB, GA
May 8	Arsenal of Democracy Fly-Over P-51C Mustang	Washington D.C.
May 30-31	Scott AFB Air Show RISE ABOVE Traveling Exhibit and P-51C Mustang	Scott AFB, IL
June 6-7	Selfridge ANG Air Show RISE ABOVE Traveling Exhibit and P-51C Mustang	Selfridge, MI
July 20-26	EAA AirVenture RISE ABOVE Traveling Exhibit, P-51C Mustang	Oshkosh, WI
August 1-2	Owls Head Air Show RISE ABOVE Traveling Exhibit and P-51C Mustang	Owls Head, ME
September 5-6	Kansas City Airshow RISE ABOVE Traveling Exhibit and P-51C Mustang	New Century, KS
September 12	Airport Day RISE ABOVE Traveling Exhibit and P-51C Mustang	Crawfordsville, IN
September 19	Dynamic Aviation Air Show RISE ABOVE Traveling Exhibit and P-51C Mustang	Bridgewater, VA
October 24-25	Thunder Over the Rock RISE ABOVE Traveling Exhibit and P-51C Mustang	Little Rock AFB, AR
November 7-8	Stuart Airshow RISE ABOVE Traveling Exhibit and P-51C Mustang	Stuart, FL



To book RISE ABOVE for your event contact
Kristi Younkin, Senior Logistics Coordinator, at
logistics@redtail.org or call (479) 228-4520

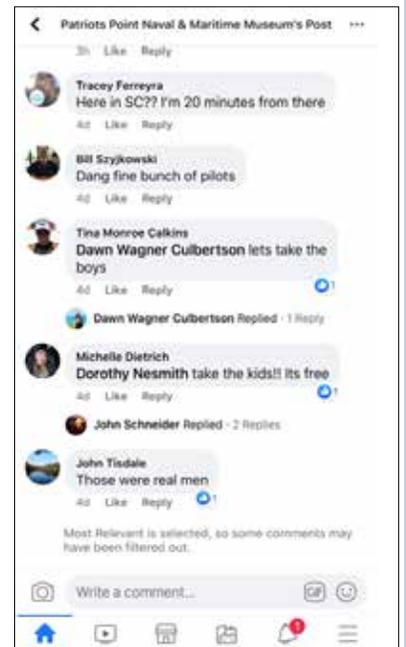
EVENT PHOTOS

To see more photos visit the [CAF Red Tail Squadron](#) and [CAF RISE ABOVE WASP](#) Facebook pages. Be sure to LIKE and SHARE!

A big shout-out of thanks to Dr. A.J. Brickler and everyone who helped sponsor and organize another great event at the Flightline Group Hangar at the Tallahassee Airport!



Patriots Point Naval and Maritime Museum. Mount Pleasant, SC



GREETINGS FROM THE AMBASSADOR TEAM!



*Volunteer Coordinator
Melanie Burden*

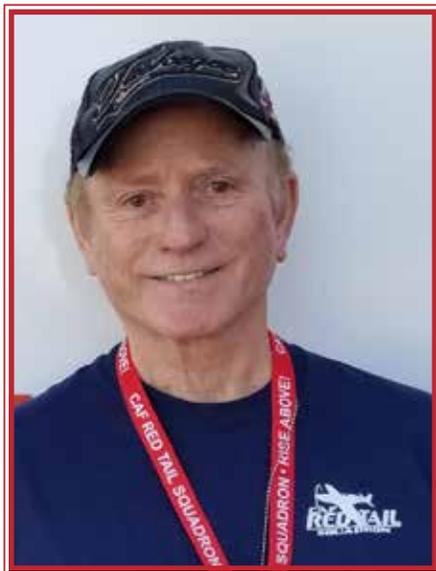
The 2020 season is well underway! We started the year off earlier than usual, and our first event was in Tallahassee, FL. Thank you to our first time Ambassador, Ken Daniel of Pensacola, FL for volunteering at the open house.

The CAF RISE ABOVE Traveling Exhibit, moved northbound to the Patriots Point Naval & Maritime Museum in Mt. Pleasant, SC. Thank you to our Ambassador, Tim Campbell of Fort Bragg, NC for helping out at this event.

We couldn't have done it without you guys!

If you would like to become a RISE ABOVE Ambassador and help out at these events, or any of the events we are scheduled to attend this year, [please complete the volunteer application online!](#)

We would love to have join the TEAM!



Ken Daniel



Tim Campbell

"My experience as a volunteer at the CAF Red Tail Squadron RISE ABOVE Traveling Exhibit was very rewarding and it is a memory I will always cherish. I really enjoyed helping to share the history and legacy of the Tuskegee Airmen and showing how their strength of character, courage and ability lead to triumph over adversity. They truly serve as inspiration to others to overcome challenges in their own lives and ultimately accomplish their personal and professional hopes and dreams.

I would highly recommend that you experience this volunteer role, as I did. Your appreciation and respect for the Tuskegee Airmen will increase tenfold and you will be enriched by the interaction with the visitors who come to see the exhibit. Their passion and love for the Tuskegee Airmen will amaze you. This story must continue to be told and what better way than through the Traveling Exhibit. I plan to participate again during the next tour season and I would recommend that the same be done by others. It is an experience I will forever hold dear I would encourage everyone to volunteer at CAF Red Tail Squadron RISE ABOVE Traveling Exhibit."

~Col Quentin Smith



VOLUNTEER SPOTLIGHT

Eric Richter



My first flight experience was with my father in a Cessna 170B taildragger. It was thrilling to go in the air with my family. My father became a private pilot after serving in the Navy Seabees during the Korean conflict. After my father sold the Cessna, he purchased a 1947 Navion. This had me hooked on aviation!

I was planning to enlist in the Navy after graduating high school in 1984, but my father talked me out of it. Instead, I was going to enroll in the Spartan School of Aeronautics and Technology to become an Airframe & Powerplant Technician (AMT), however due to family obligations I was unable to attend.

In 1999, I joined the Experimental Aircraft Association (EAA) and became a member of the local Chapter 1272. It was at one of the chapter meetings in Toledo, Ohio that I found an Adult Education Program to become an AMT. I enrolled in 2004 and finished my FAA testing in 2007 to become a certified AMT.

After joining EAA Chapter 1272, I volunteered to be the Young Eagles Coordinator. This was a very rewarding experience not only for myself, but also for the pilots. It is the only program of its kind, with the sole mission to introduce and inspire kids to the world of aviation. It was at one of these events where I was assisting the EAA Chapter 1247 with their Young Eagles paperwork, where I met CAF Red Tail pilot, Bill Shepard. Bill informed me of the CAF Red Tails mission, and when the travelling exhibit came to the airport in Port Clinton, OH, my wife and I watched the RISE ABOVE movie. I walked out of the exhibit inspired by the Six Guiding Principles the CAF is teaching the future generations. I knew I had to volunteer.

I volunteer when the travelling exhibit is in Ohio or other neighboring states when I am not working. I truly enjoy seeing the kids and the general public inspired too, after seeing the movie about the Tuskegee Airmen. Working alongside the Drive Team, Terry and Jeanette and other Red Tail Ambassadors, Pilots and most of all, the Tuskegee Airmen, is such a rewarding experience. I would recommend anyone interested in history and this inspirational story of overcoming adversity, to become a CAF RISE ABOVE Ambassador! You will not regret it!

Minnesota Aviation Hall of Fame 2020 Honors Original Tuskegee Airman Dr. Harold Brown and Dr. Marsha Bordner



The CAF RISE ABOVE is proud to announce that one of its principal advisers and supporters, Tuskegee Airman and Minneapolis native [Dr. Harold Brown](#), will be inducted into the Minnesota Aviation Hall of Fame on April 18, 2020.

Brown and his wife, Dr. Marsha Bordner, also received recognition as Writers of the Year for their book, [“Keep Your Airspeed Up: The Story of a Tuskegee Airman,”](#) a detailed account of Brown’s experience as one of the country’s first black military aviators.

“I was honored and privileged to record his story for posterity. I didn’t want his noble story to be lost to time,” said Bordner. “I am equally honored and privileged to have received recognition from the Minnesota Aviation Hall of Fame.”

Brown, 95, was a Tuskegee Airman, a member of a select group of African-American fighter pilots who broke down barriers and played a significant role in President Harry S. Truman’s decision to desegregate the Armed Forces in 1948 (the Air Force became integrated in 1949.) With the Tuskegee Airmen, Brown was a member of the 332nd Fighter Group. The fighter group protected bombers

with the 15th Air Force, and was one of six fighter groups charged with escorting the bombers into Germany, Austria and southern Europe. In his time overseas during the war, Brown’s service to his country included being held in a German prisoner of war camp after his P-51 Mustang was shot down over enemy territory.

Brown’s military career continued after World War II. He played an important role with the Strategic Air Command and flew more than 20 different types of aircraft. After 23 years of military service, he retired as a Lieutenant Colonel, USAF. He then moved on to a successful career in higher education.

“To be selected for membership in the 2020 Minnesota Aviation Hall of Fame, as well as to receive the Writer of the Year Award, is an honor and is very special to me,” said Brown in a news release. “It is recognition of my life’s career that began when I was a 17-year-old high school graduate with dreams of becoming a military fighter pilot. I sincerely appreciate the recognition I am receiving from my home state and want to thank those who nominated me.”

Register to attend at mnaviationhalloffame.org.



Read the top three winners of each grade group in [OUR MISSION IN ACTION](#)

PRIZES

- **FIRST PLACE** receives a brown leather jacket with full-color embroidered back featuring the P-51C Mustang *Tuskegee Airme*, a Squadron patch hat, a Rise Above lapel pin, Student Achievement Certificate, and dog tag!
- **SECOND PLACE** receives a P-51C Mustang *Tuskegee Airmen* model, a Student Achievement Certificate, and dog tag.
- **THIRD PLACE** receives a Student Achievement Certificate and dog tag.
- **All participants** will receive a dog tag featuring the Six Guiding Principles.

12 schools | 69 submissions

8 4-5 grade

54 6-8 grade

7 9-12 grade

Grades 4-5

The Tuskegee Airmen
by Caleb Bonner
Grade 5
Rose Acres Elementary School

Grades 4-5 winners

1st place Caleb Bonner
2nd place Talia Herman
3rd place Harry Vandernoot

When you think of the Tuskegee Airmen, an all-black squadron during World War II, you think of the pilots. But there is more to them than just the pilots there are engineer and stenographers. I think that the pilots are only half of what makes a group of pilots great. Here are the names of some of the support crew and their stories.

Callie O. Gentry was a stenographer at Lockbourne Air Force Base in Ohio she served in the group for about one year. As a stenographer she took notes in shorthand phonetic. For example, she remembers a time when a plane crashed at the base. She took deposition from the witnesses, the owners of the property and anything else necessary on the case. She then filled two shorthand books of information. George Johnson, James C. Howard, and an unidentified airman were mechanics and the planes they worked on, in total, shot down twelve Nazi fighter planes!! These stories and more show that it is not just the pilots who make a flight team great.

How were the Tuskegee Airmen so good at what they did? It's probably due to the Six Guiding Principles they followed. The first principle is AIM HIGH. They had to use this, or else they wouldn't have reached their high goal of becoming the first black squadron. The second principle is to USE YOUR BRAIN. They had to use their brains to be able to win battles and to figure out what to do next. The third principle is BE READY TO GO. The Tuskegee Airmen had to be ready to go so that they can be on the mission as quickly as possible. Next is BELIEVE IN YOURSELF. It may sound cheesy but if you didn't believe in yourself then you wouldn't have thought that you could complete your mission and would have given up and failed the mission that you might have completed otherwise. The fifth principle is NEVER QUIT because if you quit then you couldn't meet your goal. The sixth principle is EXPECT TO WIN. The effect of losing when in the military is death so with an expectation to win, they succeeded in their missions. Also, they not only won battles against the Nazis, they also used this to fight segregation and racism.

The lives of these people in the Tuskegee Airmen sadly were not the best they could be. There was racism, unkindness and segregation in the military. So, they had to fight multiple fights at once, one against the enemy pilots and one against racism. All in all, the Tuskegee Airmen helped in the fight against the Nazis and the fight against racism. In this they made their mark in history.

Now I, as an eleven-year-old fifth grader, have realized that I can use these principles in my own life as proof of this. I can AIM HIGH so that I can get the job of a world changing comedian instead of a "nonworld" changing person with a job where I can't choose my path in the job. I can also USE my BRAIN to figure out problems, to solve them and to teach others in a funny way. But I might be late for everything if I wasn't READY TO GO by laying things out the night before. I BELIEVE IN MYSELF by being confident that I can reach my goals. I can NEVER QUIT by remembering that my goals can help the world. I can EXPECT TO WIN by trying my absolute best to achieve my goals. So, using the principles that the Tuskegee Airmen used I can make the world better and live a happy life.

The Tuskegee Airmen
 by Shlomo Rabinowitz
 Grade 8
 Torah Academy of Jacksonville

Grades 6-8 winners
 1st place Shlomo Rabinowitz
 2nd place Zhariah-May Lewis
 3rd place Zev Shapiro



On August 28, 1963, Martin Luther King Junior gave an inspirational speech about the rights of African Americans. In fact, African Americans have been fighting for equal rights for many years. One of these times in history started in the early 1900s. In the 1900s there were very few black aviators. This was not because black people didn't want to fly; it was because they weren't allowed to.

In the early 1900s, Black people could not serve in the military as pilots. Racism was very common back then, and even if African Americans joined the army, the military would only allow them to have specific jobs; They could not be pilots. However, the Tuskegee Airmen were a group of African Americans that wanted to fight as pilots. But, despite the effort they made to be accepted as aviators in the military, the military rejected them. (Redtail.org) After many years of trying to be military pilots, the Tuskegee Airmen were finally accepted as pilots. In 1940, African Americans

were being accepted to the military as pilots, and eight years later, Harry S. Truman issued an executive order to abolish discrimination. The Tuskegee Airmen were finally allowed to fight as pilots.

The Tuskegee Airmen had Six Guiding Principles. The first one is "Aim high". The airmen had to go through discrimination because of the color of their skin. But that didn't stop them. They aimed high and made it into the military. The second guiding principle is "Believe in yourself". This is one of the most important guiding principles. Many times, people can reach great heights, but they don't believe in themselves. People harass them, discriminate against them, and make fun of them until they believe that they are worth nothing. They believe that they're not intelligent enough to be a military pilot. They believe that they aren't intelligent enough to be president of a school club. Yet some people believe in themselves and reach great heights. The next four guiding principles are "Use your brain, be ready to go, never quit and expect to win". This means that if you think about the consequences and benefits of all your actions, and make sure to prepare for whatever might come your way, you are likely to succeed. Just make sure not to quit and have the self-confidence that you'll succeed.

One goal I want to achieve is to go to Israel this summer. To achieve this goal, I need about one thousand dollars. There are a few people I know who will pay me to do certain jobs for them. Going to Israel and getting one thousand dollars is a very big goal; I am aiming high. After I set a goal, I need to make sure I believe in myself that I can achieve the goal. I also need to use my brain and make sure I am being practical. I can also use my brain by calculating how much money I need to make each month to have one thousand dollars this summer. I need to be ready to work all the time. If I quit, I can't go to Israel, and all the efforts will just be a waste. I have to expect to go to Israel and assume that it will happen.

I can use these principles in my daily life, too. I can follow the example of the Tuskegee Airmen and achieve my goals. The story of the Tuskegee Airmen is one that many people go through on a day-to-day basis. The lesson we learn from them is really powerful. Their Six Guiding Principles can help us get through any challenge that comes our way.

The Tuskegee Airmen
by Sanmathi Priya Abiram
Grade 10
John P Stevens High School

Grades 9-12 winners

1st place Sanmathi Priya Abiram
2nd place Blessing Anumba
3rd place Xavier Griffin



One extremely notable cause that shaped the current state of America can be identified by the accomplishments of the Tuskegee Airmen. The Tuskegee Airmen were the first African American airmen who served in the Air Force during World War II. They proved to be a cornerstone of American history and a spark of light for people of all races, and gender. They influenced the Air Force today as they thought man to put aside society's warped views, served as an inspiration for the nation and portrayed the idea of striving for excellence despite all circumstances.

The Tuskegee were not hindered by society's warped views, and instead convinced the nation to look beyond one's skin color, and consider merit. The Tuskegee were originally denied this position of being accepted to serve in the United States Army. However, with persistence help of external associations, they were given a chance to prove their capability in the 'Tuskegee Experiment'.

It was discovered that 27 bombers they escorted were shot down by enemy aircraft. On the contrary, the average number of bombers that was lost by the Air Force was nearly 46. This proved the Tuskegee Airmen worthy as they caused half the loss.

"We dispelled the biases... that the black population wasn't physically qualified to serve the country ..." said 97-year-old Charles McGee, who fought for the 302nd Fighter Squadron in WWII. Successfully breaking the stereotype that black men are incapable, Tuskegee constitute as an instigating metaphor for the struggle of black freedom.

At the onset, the Tuskegee Airmen served as symbols that acclaim relentless determination and persistent belief will help one overcome any hindrances on their path. Not only did more African Americans stepped up and aspire to be like the Tuskegee, but women also started to show their competence. "It was easiest to operate within ... limitations... You were afraid of doing something that would get you harmed even though you aren't breaking the law." explains Tuskegee Maj. George Boyd. The Tuskegee, now the first African American pilots that served in the military, started to paint the picture comprising the radical ideas of equality, opportunity and excellence.

Furthermore, the Tuskegee Airmen held consistent belief in themselves to always strive for excellence. Tuskegee Airman Charles McGee famously quotes, "I want to pass on to the young people of today that you can't let your circumstances be an excuse for not achieving." Every instance of their training, they stayed competitive despite all ruthless challenges. This is a key component not only for military training, but also a secret to success. The Tuskegee prove to show that consistent high hopes and striving for excellence will result in a favorable outcome.

Today, various exhibits are held across the nation in honor of Tuskegee Airmen's revolutionizing deeds. They serve as a great inspiration to the younger generations, proving those who are faced with constant defeat and oppression are the ones that eventually rise up to glory. Thus, America stands proud of the Tuskegee Airmen's achievements during black history month.



Looking for some guidance to integrate the lessons of the Tuskegee Airmen into your classroom or motivational program?

Download the free [RISE ABOVE Resource Kit!](#)

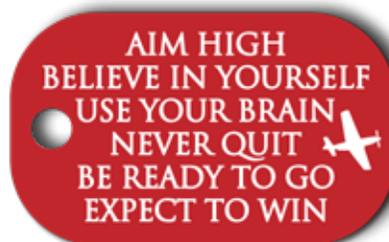
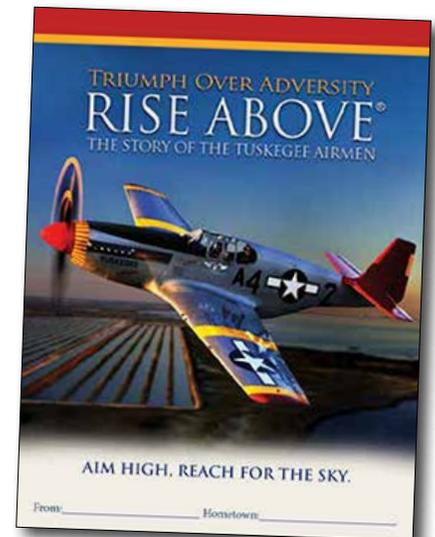
You'll get access to a treasure trove of digital materials to start using right away.

Want to go a step further? [Check out all the affordable supporting educational materials available!](#)

Look for the free RISE ABOVE: WASP Resource Kit in once the new website is launched!

Order a set of 20 [Triumph Over Adversity – RISE ABOVE: The Story of the Tuskegee Airmen](#) booklets for only \$20 or call (888) 928-0188 for custom quantities.

Also check out the [Inspiration Pack](#) to receive **50 dog tags and 50 Triumph Over Adversity – RISE ABOVE: The Story of the Tuskegee Airmen booklets** for only \$100!!!



What teachers and parents have to say:

Question

How did the materials from the CAF Red Tail Squadron or visiting the RISE ABOVE Traveling Exhibit benefit both you as a teacher and your students?

Answer

The students and myself found the entire experience educational and fascinating. If it had not been for your exhibit many would have never known the importance of the Tuskegee Airmen. .

~Rhonda Broiles

☆ *Congratulations, Sir!* ☆



With the approval from the Department of the Air Force, Sen Chris Van Hollen and Rep Anthony Brown sponsored, with bipartisan support, the National Defense Authorization Act of 2020 passed on December 20, 2019 authorizing [Charles McGee's](#) honorary promotion to Brigadier General. On February 4, 2020 McGee was officially pinned Brigadier General by President Trump in the oval office. "It's wonderful to be recognized for service and what it means to serve," McGee said. "Certainly, to receive that honorary rank is very meaningful."

[Watch this great video](#) by Juan Femath, Staff Sgt. Ashley Powell and Anthony Young.

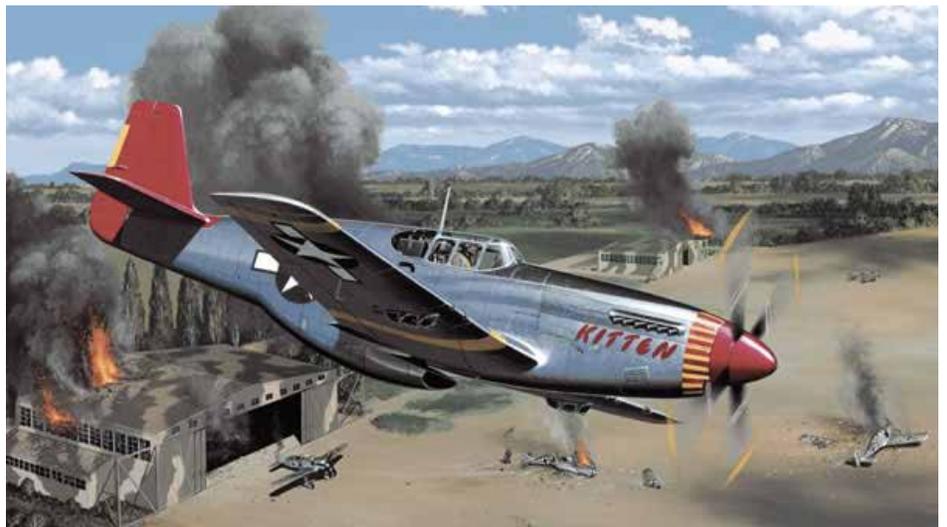
DID YOU KNOW?

On this date, the following Tuskegee Airmen events occurred:

3 March 1943: The War Department directed that there be "equal opportunity to enjoy recreational facilities at each post." The directive was largely ignored. (Noel Parrish thesis for Air Command and Staff College, "Segregation of Negroes in the Army Air Forces," 1947, AFHRA call number 239.04347).

3 March 1945: The 332d Fighter Group conducted a strafing mission against railroad targets between Maribor, Bruck, and Weiner-Neustadt. First Lieutenants Robert L. Martin and Alphonso Simmons, both P-51D pilots of the 100th Fighter Squadron, were reported missing on that mission after having been hit by anti-aircraft artillery fire at 1410 hours over Graz Airdrome, Austria. (332d Fighter Group mission report number 207 and Missing Air Crew Report Numbers 12827 and 12828) Simmons had been reported Missing in Action before, in August 1944, but had returned in September of that year. Martin later returned after his 3 March 1945 loss, after evading enemy forces in Yugoslavia for more than a month. (Escape, Evasion, and Repatriation Reports, 332d Fighter Group)

3 March 1945: Back in Alabama, transition flying training using P-40 airplanes ceased at Tuskegee Army Air Field. That training, and the 8 airplanes used for it, were transferred to Walterboro in South Carolina. For some time, Walterboro had been the airfield to which graduates from single engine flying training at Tuskegee Army Air Field had gone, to be replacement pilots for the 332nd Fighter Group and its four squadrons overseas. P-40s were more like the P-51s used in combat rather than the AT-6s used for the advanced single engine flying training. (History of Tuskegee Army Air Field, 2143rd AAFBU, Mar-Apr 1945, vol. 1, AFHRA call number 289.28-9).



Artwork: A Perfect Record by [Stan Stokes](#)



December 18, 1921 – April 11, 1944
Unit: 553rd Fighter Squadron, Selfridge Field, MI

Nobody ever thought they would find it: The P-39 Airacobra #42-21226 that [2nd Lt Frank Moody](#), originally of Oklahoma, was flying over Lake Huron when he crashed on April 11, 1944. The formation had just flown up to the gunnery range at 50 to 100 feet above the water. Moody had just fired two bursts into the water when small pieces were seen coming from the front right side of his ship. The ship gave off a trail of black smoke, raised its nose slightly, but then cartwheeled into the lake four miles north of Port Huron, Michigan.

Moody was killed and his body was never recovered.

But then, as luck or fate would have it, there was a bad storm on Lake Huron in April of 2015, a barge and tug went down, and a cleanup was scheduled. [The divers had found Moody's plane, 70 years to the date it crashed onto the lake's bottom on April 11, 1944.](#)

In August 2015, Wayne Lusardi, an archaeologist and diver with the Michigan Department of Natural Resource, led an expedition to lower Lake Huron where in 1944, a Bell P39 Airacobra flown by 22-year-old Tuskegee Airman 2nd Lt Frank Moody, crashed into the lake during a World War II training mission. Lusardi's team included divers from the Thunder Bay National Marine Sanctuary and Diving with a Purpose (DWP), a nonprofit dedicated to maritime history and archaeology involving African Americans.

Utilizing the skills and experiences of a variety of partners including law enforcement agencies, the State of Michigan, the National Oceanic and Atmospheric Administration, and members of the National Association of Black Scuba Divers and Diving with a Purpose. It was during this cleanup that a set of almost perfectly intact wings were found on the lake's floor in 30 feet of water.

A few hundred feet away, the engine was discovered.



Diver Wayne Lusardi approaches the wing of a fighter plane that crashed in Lake Huron during World War II.



The engine of the P-39 fighter plane.



The wreckage of the P-39 fighter plane.



The tail.



The cockpit.

Here's what Lusardi knows so far about the plane and its pilot.

1.) It's amazing the wings survived intact.

Lusardi said Moody crashed while flying in formation only about 100 feet above the water, hitting the lake at a high speed, killing Moody and wrecking the engine and scattering the guns. Moody was completing training out of Selfridge and Wurtsmith Air Force bases after enlisting to fight in the early years of World War II as a fighter pilot.

2.) Those wings carry a lot of history.

It's important that the tail section was painted red, the sign of the Tuskegee Airmen, confirming the plane belonged to a "Red-Tail," the nickname for the Airmen. The Tuskegee Airmen were the first commissioned officers of color in the United States armed forces. They flew successful missions over North Africa and Sicily during World War II.

3.) It was one of the most emotional wrecks Lusardi has ever worked on.

"It was a place where a moment in history occurred. And it was unfortunately a place where a man died," Lusardi said. "And although I've been working on shipwrecks for many many years, I've never really felt a connection with the site and the person that was last a part of that site. It was pretty emotional." He said many of the crew were African American, and some had direct personal experience with people who had known Moody.

4.) It won't be the last Tuskegee Airmen craft to find.

"There are more wrecks flown by Tuskegee Airmen that are still out in the lake, and we hope to find them in the coming field season." He said 18,000 Army air crews were killed during training in World War II. He predicts there are at least four more Tuskegee Airmen planes that are still hidden somewhere out on the Great Lakes.

The recovered artifacts from 2nd Lt Moody's site will be displayed in memorial exhibition in the National Tuskegee Airmen Museum in Detroit.

The Tuskegee Airmen Memorial Campaign will fund the design and installation of a memorial recognizing the bravery, conviction, patriotism and sacrifice of the Tuskegee Airmen that died in service to their country, culminating in an unveiling ceremony in the Flag Plaza along the beautiful St Clair River in Port Huron during the summer of 2020.

Sources:

[MICHIGAN RADIO NPR](#)

[Diving With A Purpose And Development Group Inc findagrave.com](#)

[Listen to the full conversation](#) of Stateside staff's conversation with Wayne Lusardi, an archaeologist and diver with the Michigan Department of Natural Resources.



Janet Harmon Waterford Bragg (born Jane Nettie Harmon)
March 24, 1907 — April 11, 1993

Janet Harmon Bragg is one of the first female black aviators and the first to hold a commercial pilot's license. She faced adversity nearly all her life not only because she was black but also because she was a woman.

Life

Janet Harmon was born on March 24, 1907, in Griffin, Georgia. She was the seventh child in a family with African and Cherokee ancestry. Harmon attended Episcopal schools and Spelman College in Atlanta, Georgia, and qualified as a registered nurse in 1929. Shortly after graduation she left Georgia for Illinois and was hired as a nurse by Wilson Hospital in Chicago. She married Evans Waterford; this first marriage fell apart in two years. After the divorce Harmon continued to work as nurse, this time for practicing doctors, and attended the Loyola University. In 1941–51 she worked as a health inspector for an insurance company. In 1953 she married Sumner Bragg;

together the Braggs managed nursing homes for the elderly in Chicago until their own retirement in 1972. Sumner died in 1986 and Janet survived him until 1993.

Aviation

In 1928, Bragg became the first black woman to enroll in the Curtiss Wright School of Aeronautics in Chicago. In 1933 Janet (then Waterford) enrolled at Aeronautical University, a segregated black aviation school managed by John C. Robinson and Cornelius Coffey. She was the only woman in a class with 24 black men. In 1934 she provided \$600 of her own money to buy the school's first airplane, and helped in building the school's own airfield in Robbins, Illinois. In the summer she learnt flying and obtained her private pilot's license. In 1943 she applied to join the Women Airforce Service Pilots (WASP) program. When she went in for an interview, Ethel Sheehy, assistant to the head of WASP, denied her an interview because she was black. A few weeks later, she received a rejection letter from Jacqueline Cochran, head of WASP, for the same reason. Her application to the military nurse corps was rejected, also on racial grounds. She then travelled to a flight school in Tuskegee, Alabama, and completed the Civilian Pilot Training Program. She was denied a pilot's license in Alabama, for being a "colored girl", but managed to receive a license at Pal-Waukee Field, Illinois.

Bragg was involved in the inception of the National Association of American Airmen, designed to represent the nascent profession to the government.

Sources:

[Wikipedia](#)

[Smithsonian Institution Archives](#)

[View an interview with her!](#)



Visit [Profiles of Tuskegee Airmen](#) and take a closer look at the lives and accomplishments of some of the famed Tuskegee Airmen. New profiles are added regularly and will grow as the staff and volunteer of the CAF Red Tail Squadron continue their tireless efforts to research and share the remarkable stories of these important American figures.

We invite you to share stories and photos with us to feature! Contact LaVone info@redtail.org, by calling (888) 928-0188, or by mail at:

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Download our newest research paper: [Tuskegee Airmen Prisoners of War](#)

During the Tuskegee Airmen's years of operation from 1941 to 1949, 996 pilots were trained at Tuskegee Army Air Field. 355 were deployed overseas and 81 lost their lives during that period. Sixty-six pilots were killed in action or accidents and 32 were captured and held as prisoners of war.

Thank you to Dr. Daniel Haulman, PhD, retired Air Force historian, and Craig Huntly, Tuskegee Airmen Subject Matter Expert, for their expertise in helping to compile this information.



Lt. William Griffin of the 99th Fighter Squadron crash-landed his plane in enemy territory after it was hit by enemy fire on Jan. 15, 1944. Griffin was captured and held at Stalag Luft I until the end of the war with other prisoners of war; he is standing in the back row, fourth from the left.

Blue skies...Theodore Johnson

March 22, 1924 - February 16, 2020



Theodore Johnson made a mark on history as a Tuskegee Airman, but he didn't talk much about his experiences until later in life. "I said my dad was a man of few words, especially when it came to himself," said his daughter, Muriel Johnson.

He was a man of few words, but his life spoke for itself.

Mr. Theodore Johnson was born March 22, 1924 and attended School Mobile from First Grade through High School graduating from Dunbar High School June 6, 1941. He was inducted through selective service in 1943 and sent to Fort Benning, GA. After three days of processing and classified as general service, he was sent home for 21 days in reserve status until new recruits could be accommodated.

Upon returning for active duty, he was sent to St. Louis, MO, Jefferson Barracks, for basic training. After training, he was sent to a Replacement Depot at Fresno, CA followed by Tenopah, NV, and on to Camp Kilmer, NJ.

On Easter Sunday, April 1944, he was sent on a nine-day voyage to Europe and debarked at Glasgow, Scotland. His group boarded a train to Bristol Area for three weeks and on to the Canterbury area. At the end of July, he was sent to Omaha Beach on an LST (Landing Ship, Tank) journeying across France, Belgium, Holland, and Germany.

Read his story at [PROFILES OF TUSKEGEE AIRMEN](#)



Theodore Johnson, left, Dr. Eugene Derricotte and James Bynum, original Tuskegee Airmen, pose for a photo in front a T-1 Jayhawk aircraft, during the Tuskegee Airmen Tribute 2015, June 11, at Joint Base San Antonio-Randolph, Texas. (U.S. Air Force photo by Joel Martinez)

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ARCHIVE PHOTOS - TUSKEGEE AIRMEN

UNLESS NOTED ALL PHOTOS ARE COURTESY OF THE AIR FORCE HISTORICAL RESEARCH AGENCY, MAXWELL AFB, ALABAMA



Tuskegee Airmen, left to right, Roscoe C Brown, New York, NY, Class 44-C, Marcellus G Smith, Louisville, KY, Col Benjamin O Davis, Ramitelli, Italy.

Photo by Toni Frissell, March 1945



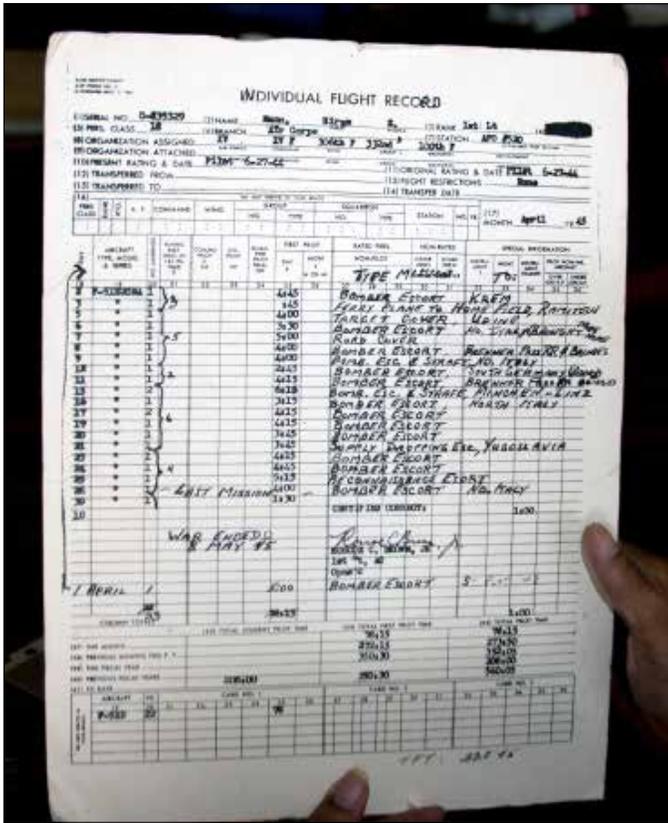
Louis H. Anderson



A Tuskegee Airman of the 477th Bombardment Group inspects the engine of an E-25 airplane, Fort Knox's Godman Field, Louisville, Kentucky, December 13, 1944

CAF Red Tail Squadron Virtual Museum Artifact Spotlight

The [CAF Red Tail Squadron Virtual Museum](#) is a community collaborative effort, made up of photos and information of artifacts pertaining to the Tuskegee Airmen submitted from all around the country. Anyone with an item of significance to the Tuskegee Airmen, or has visited the location of a memorial in tribute to the Tuskegee Airmen, can share their knowledge by [submitting to the Virtual Museum](#).



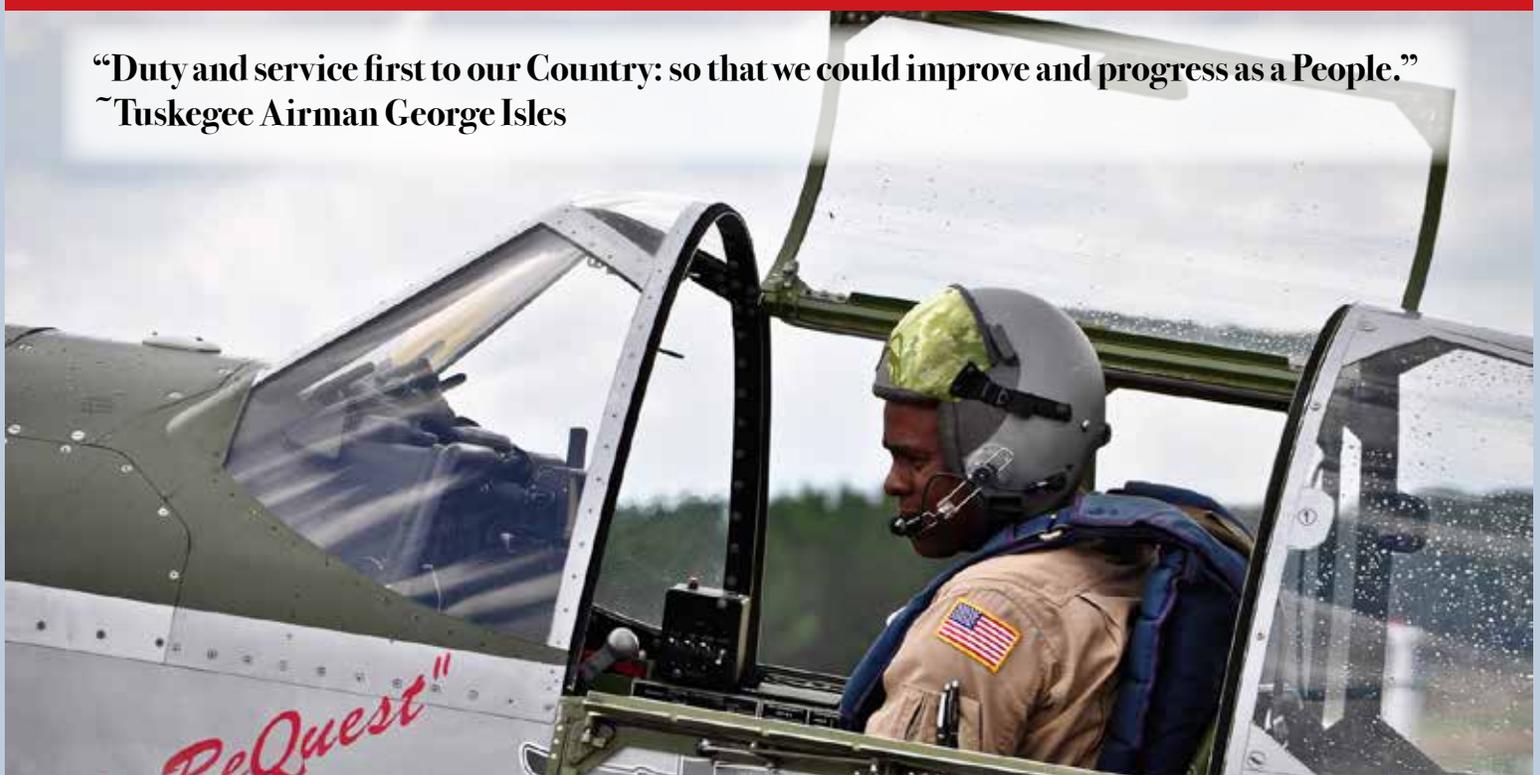
[Tuskegee Airman Hiram Mann's flight log](#)

An image of Tuskegee Airman Hiram Mann's flight log from April 1945 photographed at the July 2013 Air Expo in Eden Prairie, MN.

Read his story at [PROFILES OF TUSKEGEE AIRMEN](#)

QUOTE OF THE MONTH

“Duty and service first to our Country: so that we could improve and progress as a People.”
~ Tuskegee Airman George Isles





First Chinese-American Woman Aviator!

Hazel Ah Ying Lee was born in Portland, Oregon on August 24, 1912 to Chinese immigrant parents. Hazel learned to fly when she was a teenager working as an elevator operator in Oregon to earn money to pay for her lessons. She received her pilot certificate at age 19. In 1933 Hazel went to China where she had hopes of flying for the Chinese Air Force. She was rejected because she was female. Her diligence paid off, however, and she soon began to fly for a Chinese airline. Japan invaded China in 1937 and Hazel again applied to the Chinese Air Force and was rejected. She escaped to Hong Kong and then New York where she worked to procure military assets for China.

In 1942 she learned about the Women's Flying Training Detachment and was accepted into their program. Soon after graduating from that program in 1943, the Women's Flying Training Detachment (WFTD) merged with the Women's Air Ferrying Service (WAFS) forming the Women Airforce Service Pilots (WASP). Lee's first post was at the Air Transport Command's 3rd Ferrying Squadron at Romulus Army Air Base near Detroit. There she flew Stearman PT-17s, North American T-6 Texans and the Boeing C-45. From there she moved on to Pursuit school in Brownsville, Texas where she became one of the select few who qualified to fly the high powered fighter aircraft such as the P-51 Mustang. After that training she returned to Michigan where she delivered aircraft to their points of embarkation to ship to Europe and the Pacific. The job was intense, sometimes requiring seven-day work weeks with little time off.

Lee was described by her fellow pilots as calm, fearless and willing and able to deliver any aircraft to any location. During this time, Lee had two forced landings. One of those landings occurred in a Kansas farm field where a farmer, with pitchfork in hand, chased her around the airplane declaring to his neighbors that the Japanese had invaded Kansas. On November 10 in 1944 Lee received orders to report to the Bell Aircraft Factory at Niagara Falls, New York and deliver a P-63 to Great Falls, Montana. Bad weather near Fargo, North Dakota delayed the mission. The weather cleared on Thanksgiving morning and Lee was able to depart Fargo. As a large number of P-63s approached Great Falls there was some confusion in the control tower. Lee's plane collided with another P-63 on the runway and the aircraft was engulfed in flames. Lee was pulled from the wreckage and died two days later from the burns she received.



Hazel Ying Lee reviews her performance after a session in a Link trainer.

Lee's family learned of her death and, three days later, the death of Hazel's brother, Victor, who was serving in the U.S. Tank Corps in France. The family wished to bury their two children in a cemetery in Oregon, but cemetery policy restricted "non-white" burials. The family persevered and eventually prevailed after a lengthy battle. Lee and her brother were laid to rest in River View Cemetery overlooking the Willamette River in Oregon.

Hazel Ah Ying Lee exhibited tremendous courage and perseverance overcoming both gender and racial bias to serve her country during World War II.

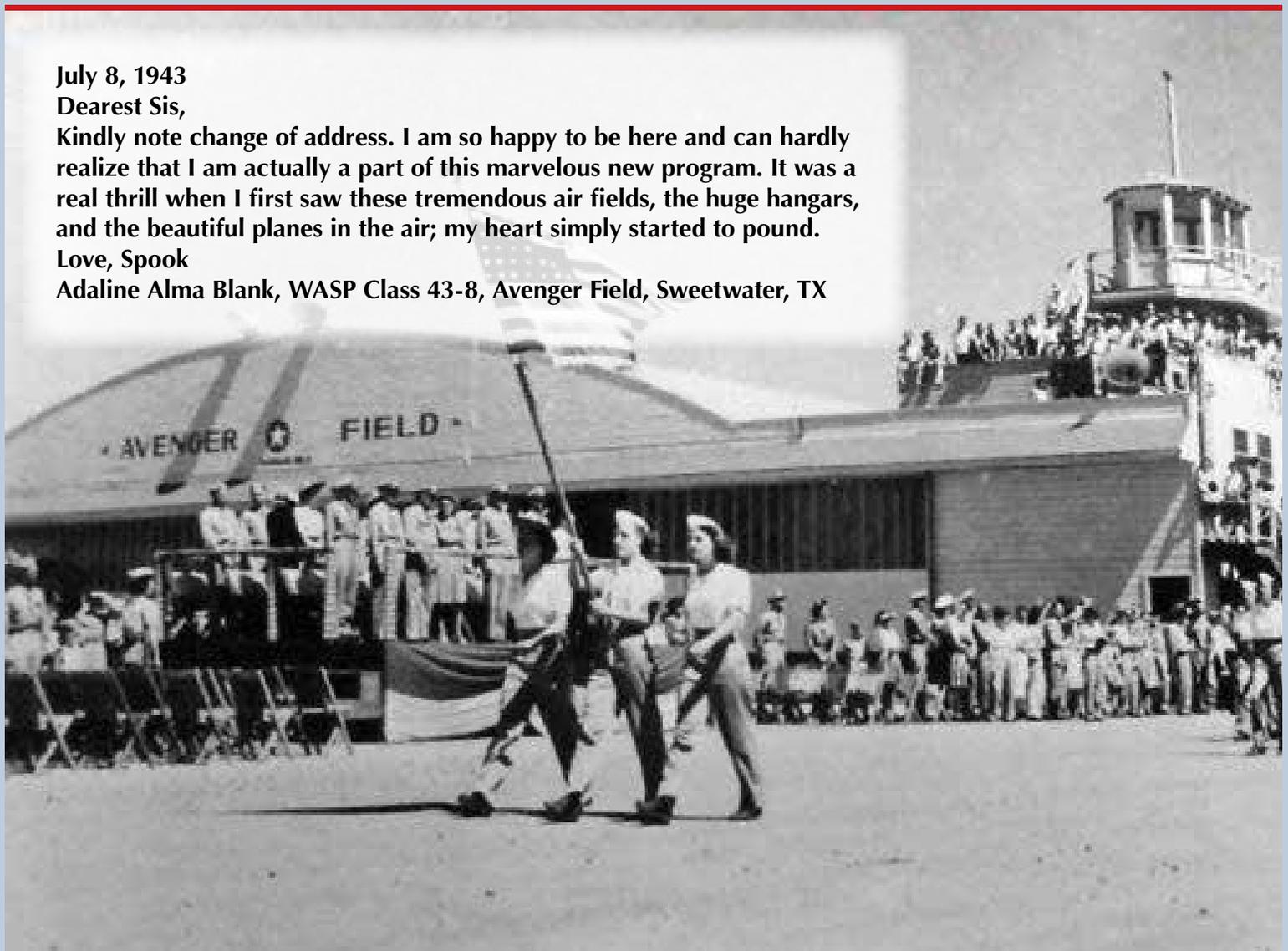
July 8, 1943

Dearest Sis,

Kindly note change of address. I am so happy to be here and can hardly realize that I am actually a part of this marvelous new program. It was a real thrill when I first saw these tremendous air fields, the huge hangars, and the beautiful planes in the air; my heart simply started to pound.

Love, Spook

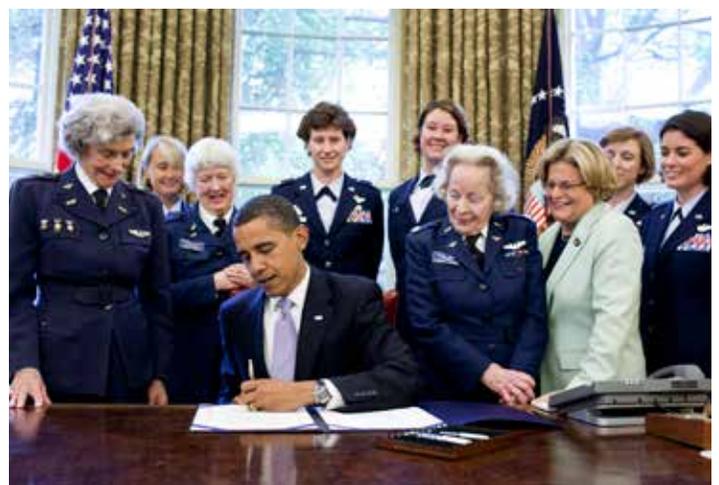
Adaline Alma Blank, WASP Class 43-8, Avenger Field, Sweetwater, TX



DID YOU KNOW?

Fighting for Military Status

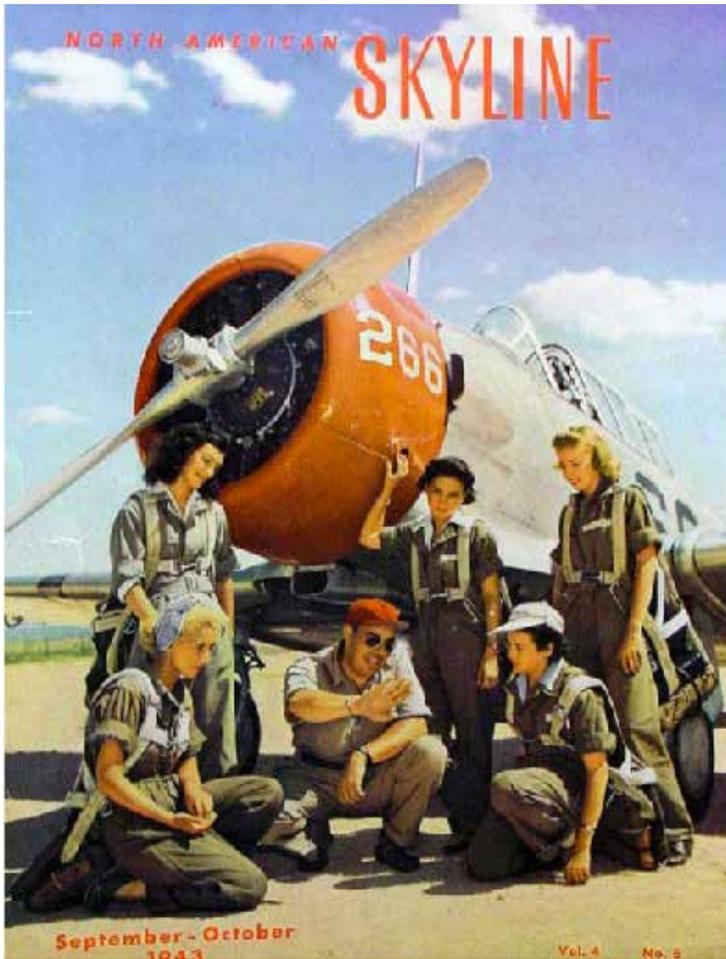
The WASPs continued to advocate for official military status. In the 1970s, they pushed legislation into Congress, calling for the full militarization of the Women Airforce Service Pilots. On November 23, 1977, more than 30 years after the WASP program started, President Jimmy Carter signed Public Law 95-202 giving the women who served as civilian Airforce pilots during WWII veteran status. In 2009, President Barack Obama signed a bill to award the WASPs Congressional Gold Medals, one of the highest civilian honors awarded by the United States Congress.



President Barack Obama signs S.614 in the Oval Office July 1 at the White House which will award the WASP the congressional Gold Medal into Law in the Oval Office. The medal was designed to reflect the service of all those who were part of the WASP Program. It identifies the WASP as the First Women in History to Fly American Military Aircraft.

ARCHIVE PHOTOS - WASP

COURTESY OF THE TWU LIBRARIES' WOMAN'S COLLECTION, TEXAS WOMAN'S UNIVERSITY, DENTON, TEXAS



The September-October 1943 issue of North American Aviation's Skylines Company Magazine used one of the only color photos of the WASP for its front cover. Women in the factories enjoyed hearing about the world of possibilities that had opened for women in other areas.



Ether Meyer Finley (43-W-5) as a trainee wearing her oversized "zoot suit" Avenger Field; Sweetwater, Texas

Famously in July of 1943 Life Magazine ran a feature article about the young women who were risking life and limb to shore up a critical shortage of pilots here in the United States. The image depicts Woman-trainee Shirley Slade sitting on the tail of her BT-13.

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*Thank you to the donors who have joined us at the supporter level of \$100 or more.
Pledge your support and join the ranks! Names are listed in the online [Honorary Flight Log](#).*

* denotes a new [Top Flight Club](#) member of the CAF Red Tail Squadron

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*H. Patricia Blackshire in honor of father, Mack C. Blackshire and brother, Walter J. Blackshire	James Harris	Anna Mae Moore
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Celestein L Twining
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