

“It was a love of the air and sky and flying, the lure of adventure, the appreciation of beauty. It lay beyond the descriptive words of men – where immortality is touched through danger, where life meets death on equal plane; where man is more than man, and existence both supreme and valueless at the same time.”

- Charles Lindbergh, Goodwill Tour 1927

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Charles Lindbergh Remembrance Goodwill Tour 2003

Proposal

To help celebrate the centennial anniversary of the Wright Brothers historic first powered flight of 1903, 3 college students from Greensboro, North Carolina, would like to recreate the Charles Lindbergh transcontinental "Goodwill Tour" of 1927 (**See Exhibit 1**), across 48 states and 80 cities (**See Exhibit 2**). In order to be able to perform this feat, we are seeking funding and support from the community.

We will notify in advance all news agencies in the area of each city, to maximize public exposure all over the country while promoting our goal. The purpose of the original tour was to stimulate interest in aviation and demonstrate the safety and punctuality of professional flying. As its goal, The Remembrance Goodwill Tour is again attempting to stimulate interest in aviation and create awareness of the centennial anniversary of first flight. In addition to our main objective, our sponsor(s) will have visibility all over the country with newspaper and television attention at every destination along the tour.

There has been an overwhelming interest in the media. To date, either a local newspaper or news affiliate in over 30 cities along the route, have expressed an enthusiastic interest in covering the tour when we arrive their city (**See Exhibit 3**). For the 2003 Remembrance Goodwill Tour to have maximum exposure beyond the media coverage, additional measures are in progress (**See Exhibit 4**).

Who We Are

Our group consists of college students, ages 18 and up, who attend Guilford Technical Community College (**See Exhibit 5 and 6**). Each member of the group has aspirations of becoming a professional pilot or involved with the aviation industry as a

career. All students flying on the tour will have a private pilot rating minimum, and pilot-in-command will have an instrument-rating minimum.

The Cost

During the original tour, two planes covered the continental United States over a three-month period, with just over 260 hours of flight time. An advance plane was used for preparing the airport and news media of Lindbergh's Spirit of St. Louis. The crew plans to take a team of 3 pilots, covering the same route in 7 to 8 weeks, and flying the distance in 170 hours in one plane **(See Exhibit 7)**.

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| Plane (1 C-182 at FBO retail) | \$27,200 (170 hours x \$160 per hour) (See Exhibit 8) |
| Lodging (1 double bed room) | \$ 5,002 (56 days x \$89.31) (See Exhibit 9) |
| Food (3 x 3 meals x 56 days) | \$ 4,200 ((3 x \$25) meals x 56 days) |
| <u>Miscellaneous</u> | \$ 3,270 (See Exhibit 10) |
| Estimated Total | \$39,672 |

Safety

Safety is the first priority during the Remembrance Goodwill Tour. No action or decision will be made which would compromise the safety of the tour's crew or the public. Since safety is our main concern, a tentative schedule has been established. Flights will be made on schedule only if safety permits the execution of the flight, by adhering to established mission minimums **(See Exhibit 11)**. For any circumstance where safety would be compromised from departure, the flight will be postponed and the schedule will be adjusted accordingly.

Greg Maryniak, executive director of the X-prize Foundation and flight director of Erik Lindbergh's 2001 Transatlantic flight to Paris stated in a telephone conversation,

“There should not be a set schedule that should be met...there are many mission goals (*mission flight condition minimums*) that must be met before each flight’s departure.”

Weather is a major concern in insuring the safety of this trip. Although forecasts issued by the FAA weather advisories are extremely accurate, there are instances in which the safety of the flight could be compromised. In the event that weather compromises the safety of a flight en route, the flight will be postponed and will only resume when weather conditions permit.

Flight safety is an issue, but the safety on the ground is just as important. The safety and responsibility of the crew will be priority in scheduling any events away from the airport environment. Effort has been made to ensure the crew will be staying in safe lodging, convenient to each airport. Any excursion made away from the airport environment will be carried out with safety in mind.

As in any situation, emergencies have the possibility of arising. Acts of God, the actions of others outside the tour’s influence, illness, and any other circumstances beyond our control may occur, and provisions will be made to the best of our ability. We will not hesitate to modify the tour’s schedule in the event we should have to wait out any emergency that should arise. The well being of the crew and anyone associated with the Remembrance Goodwill Tour is paramount.

Educational Benefits

The commemoration and reenactment of Charles Lindbergh’s “Goodwill Tour” of 1927 will create vast educational benefits. From a pure flying aspect this would provide a tremendous experience of flying in and out of many different airport terminals and control zones. It would require impeccable preflight planning discipline for each day’s flight. Logging flight time, experiencing the myriad of airport procedures, and executing all of the planning requirements would all enhance the career of any aspiring pilot.

However, even more valuable will be the intangible benefits: namely teamwork, responsibility, problem solving, and the ability to adapt to changing situations.

From the beginning, each pilot has been assigned specific tasks in various areas to complete the project proposal. Participants were required to complete each of their assignments (i.e. contacting news media for coverage and arranging hotel accommodations). During the Tour, teamwork will be tested each day and will be vital to the success of the Tour.

It will be of critical importance for each pilot not only to perform his task in a responsible and professional manner so that he can be relied upon, but that responsible behavior be exhibited throughout the Tour's duration. The professionalism and responsibility necessary will be a reflection of the individual and a reflection of the group as a whole. The credibility and integrity of the project depends upon each pilot displaying his responsibility and professionalism at all times.

As in the case of Charles Lindbergh, the Tour will inevitably be faced with unforeseen problems and challenges. In fact, several already surfaced in the preparation of the project, which have been successfully worked out. Through teamwork, communication, maintaining safety, and problem-solving, the successful completion of the Tour will provide real world experience that few classrooms could ever provide.

Finally, all pilots must be able to adapt to changing environments and situations (bad weather or problems at airports). This Tour will provide the opportunity and challenge to face many situations that were not planned. Like problem solving, this experience will have educational benefits that could last a lifetime.

“The entire journey had been made in 260 flying hours, or the equivalent of eleven flying days. During this time we had flown through fog, rain, snow and darkness, as well as in clear weather. We had seen each of the forty-eight states, and had peeped across the borders into our neighboring countries on the north and on the south. We had flown along the coasts of the Atlantic and the Pacific Oceans, and had gazed down upon the sunny Gulf of Mexico. Best of all, we had seen the wonderlands of America, and had viewed them from the vantage point of the birds, free to drop down for a longer glimpse of some unusually beautiful spot if so desired.”

- Donald Keyhoe

an excerpt from “Flying with Lindbergh”
reflecting on the completion of the Goodwill Tour of 1927

Exhibit 1

The following is an excerpt from www.charleslinbergh.com, designed by webmaster Patrick Ranfranz. The detailed layout was organized from Charles Lindbergh's actual logbook. It explains each day's flight plans, his exact route between each city and the length of flight.

| Date | Flight Information | Hours | |
|----------------|--|----------------------------------|--|
| July 20, 1927 | Mitchell Field, L.L., to Hartford, Connecticut (Flew via Niantic, Conn.) | 1 hr. 35 min. | |
| July 21, 1927 | Hartford to Providence, Rhode Island (Flew via Springfield, Mass.) | 1 hr. 35 min. | |
| July 22, 1927 | Providence to Boston, Massachusetts (Flew via Bristol, Conn.; Pawtucket, Woonsocket, R.I.; Worcester, Mass.) | 1 hr. 35 min. | |
| July 23, 1927 | Boston to Concord, New Hampshire (Flew via Lynn, Lowell, Mass.; Nashua, N.H.; Portland, Me. Cirled vicinity of Portland for two and a half hours, in fog, attempting to find flying field.) | 5 hrs. 00 min. | |
| July 24, 1927 | Concord, NH to Portland, Maine (Cirled vicinity of Portland for one and half hours, in fog, hunting for flying field. Finally landed on Orchard Beach.) | 2 hrs. 45 min. | |
| July 25, 1927 | Orchard Beach to Portland Airport (Flew via Portland) Portland to Concord, NH: (Flew via South Poland, ME; Mt. Hope, White Mountains, Lake Winnepesaukee, Manchester, NH.) | 0 hrs. 30 min. 2 hrs. 20 min. | |
| July 26, 1927 | Concord to Springfield, Vermont (Flew via Lebanon, Hanover, N.H.; Rutland, Vt.; Claremont, N.H.) | 2 hrs. 10 min. | |
| July 27, 1927 | Springfield to Albany, N.Y. (Flew via Plymouth, Vt.; Kenne, N.H.; Brattleboro, Bennington, Vt.; Catskill Mountains, N.Y.) | 2 hrs. 45 min. | |
| July 28, 1927 | Albany to Schenectady, N.Y. (Flew via Troy, Glen Falls, Lake George, N.Y) Schenectady to Syracuse, N.Y. (Flew via Little Falls, Utica, Rome, N.Y.) | 1 hr. 45 min. 2 hrs. 15 min. | |
| July 29, 1927 | Syracuse to Rochester, N.Y. Rochester to Buffalo, N.Y. (Flew via Batavia, Lockport, Niagara Falls, N.Y.; Niagara Falls, Ont.) | 1 hr. 15 min. 2 hrs. 00 min. | |
| August 1, 1927 | Buffalo to Cleveland, Ohio (Flew via Jamestown, Chatauqua, N.Y.; Erie, Pa.) | 2 hrs. 15 min. | |
| August 3, 1927 | Cleveland to Pittsburgh, Pennsylvania (Flew via Gates Mills, Akron, Massillon, Canton. Alliance, Youngstown, Ohio; Newcastle, Pa.) | 2 hrs. 30 min. | |
| August 4, 1927 | Pittsburgh to Wheeling, West Virginia | 1 hr. 45 min. | |

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| | (Flew via East Liverpool, Steubenville, Ohio) | | |
| August 5, 1927 | Wheeling to McCook Field, Dayton, Ohio (Flew via Columbus, Ohio) McCook Field to Wilbur Wright Field Wilbur Wright Field to McCook Field | 2 hrs. 25 min. 0 hrs. 10 min. 0 hrs. 15 min. | |
| August 6, 1927 | McCook Field, Dayton, to Cincinnati, Ohio (Flew via Franklin, Middletown, Hamilton, Ohio). | 1 hr. 15 min. | |
| August 8, 1927 | Cincinnati to Louisville, Kentucky (Flew via Lawrenceburg, Aurora, Rising Sun, Vevay, Inc.) Lieutenant Philip R. Love piloted the Spirit of St. Louis on one flight in the vicinity of the field | 1 hr. 35 min. 0 hrs. 10 min. | |
| August 9, 1927 | Louisville to Indianapolis, Indiana (Flew via Camp Knox, Ky.) | 2 hrs. 25 min. | |
| August 10, 1927 | Indianapolis to Ford Airport, Detroit, Michigan (Flew via Kokomo, Ft. Wayne, Ind.; Toledo, Ohio). | 4 hrs. 10 min. | |
| August 11, 1927 | Ford Airport One flight, carrying Henry Ford (This was Henry Ford's first flight in an airplane.) One flight, carrying Edsel Ford | 0 hrs. 10 min. 0 hrs. 10 min. | |
| August 12, 1927 | Ford Airport, Detroit, to Grand Rapids, Mich. (Flew via Saginaw, Lansing, Ionia, Mich.) One flight, carrying Mother | 2 hrs. 05 min. 0 hrs. 20 min. | |
| August 13, 1927 | Grand Rapids to Chicago, Illinois (Flew via Kalamazoo, Benton Harbor, St. Joseph, Mich.) | 2 hrs. 15 min. | |
| August 15, 1927 | Chicago to Springfield, Ill. (Flew via Moosehart, Aurora, Joliet, Peoria, Ill). Springfield to St. Louis, Mo. | 2 hrs. 35 min. | |
| August 17, 1927 | St. Louis to Kansas City, Mo. (Flew via Chamois, Jefferson City, Mo.) | 3 hrs. 45 min. | |
| August 18, 1927 | Kansas City to Wichita, Kansas (Flew via Osawatomie, St. Scott, Girard, Chanute, Kan.) | 3 hrs. 15 min. | |
| August 19, 1927 | Wichita to St. Joseph, Mo. (Flew via Junction City, Ft. Riley, Ft. Leavenworth, Kan.) St. Joseph to Moline Airport, Tri-Cities (Flew via Ottumwa, Muscatine, Ia.) | 3 hrs. 10 min. 3 hrs. 30 min. | |

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| August 20, 1927 | Moline Airport to Milwaukee, Wisconsin (Flew via Dixon, Rockford, Ill.; Beloit, Wis.) | 2 hrs. 35 min. | |
| August 22, 1927 | Milwaukee to Madison, Wis. (Flew via Waukesha, Fond du Lac, Oshkosh, Wis.) | 2 hrs. 50 min. | |
| August 23, 1927 | Madison to Minneapolis, Minnesota (Flew via Portage, La Crosse, Wis.; Winona, Red Wing, Minn.) | 4 hrs. 00 min. | |
| August 25, 1927 | Minneapolis to Little Falls, Minn. (Flew via Savage, Shakopee, St. Cloud, Melrose, Sauk Center, Minn.) | 2 hrs. 20 min. | |
| August 26, 1927 | Little Falls to Fargo, North Dakota (Flew via Lake Itasca, Minn.) | 2 hrs. 50 min. | |
| August 27, 1927 | Fargo to Sioux Falls, South Dakota (Flew via Aberdeen, Redfield, Huron, Mitchell, S.D.) Sioux Falls to Sioux City, Iowa | 4 hrs. 30 min. 1 hr. 15 min. | |
| August 29, 1927 | Sioux City to Des Moines, Iowa (Flew via Battle Creek, Ia.) | 2 hrs. 20 min. | |
| August 30, 1927 | Des Moines to Omaha, Nebraska (Flew via Ft. Des Moines, Ia.) | 2 hrs. 00 min. | |
| August 31, 1927 | Omaha to Denver, Colorado (Flew via Columbus, Lincoln, Hastings, Kearney, Lexington, McCook, Neb.; Bird City, Kan.; Imperial, Neb.) | 7 hrs. 45 min. | |
| September 1, 1927 | Denver to Pierre, S.D. (Flew via Rocky Mountain National Park, Long's Peak, Creeley, Col.; Scotts Bluff, Neb.) | 6 hrs. 35 min. | |
| September 2, 1927 | Pierre to Cheyenne, Wyoming (Flew via Philip, Hermosa, President Coolidge's summer home, Rapid City, Spearfish, Deadwood, S.D.) | 5 hrs. 30 min. | |
| September 3, 1927 | Cheyenne to Salt Lake City, Utah (Flew via Laramie, Parco, Rawlins, Wy.; Craig, Col.; Mt. Pleasant, Ut. Took plane up to 19,800 feet indicated altitude, en route.) | 7 hrs. 35 min. | |
| September 4, 1927 | Salt Lake City to Boise, Idaho (Flew via Bingham, Ogden, Ut.; Oakley, Twin Falls, Id.) | 4 hrs. 30 min. | |
| September 5, 1927 | Boise to Butte, Montana | 3 hrs. 35 min. | |
| September 6, 1927 | Butte to Helena, Mont. (Flew via Swan Lake Camp, Highgate, Mt. Cleveland, Glacier National Park, Blackfoot, Sweetgrass, Mon.; Milk River, Alb.; Great Falls, Mon.) | 6 hrs. 45 min. | |

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| September 7, 1927 | Helena to Butte, Mon. (Flew via Billings, Mon.; Yellowstone Lake, Old Faithful Geyser, Wy.) | 6 hrs. 05 min. | |
| September 12, 1927 | Butte to Spokane, Washington (Flew via Anaconda, Bonner, Missoula, Mon.; Wallace, Id.) | 3 hrs. 50 min. | |
| September 13, 1927 | Spokane to Seattle, Wash. (Flew via Walla Walla, Pasco, Yakina, Renton, Wash.) | 5 hrs. 15 min. | |
| September 14, 1927 | Seattle to Portland, Oregon (Flew via Tacoma, Ft. Lewis, Olympia, Aberdeen, Centralia, Chehalis, Home Valley, Wash.) | 4 hrs. 45 min. | |
| September 16, 1927 | Portland to San Francisco, Cal. (Flew via Vancouver, Wash.; Silverton, Chemawa, Salem, Corvallis, Eugene, Crater Lake, Medford, Ore.; Mt. Shasta's Peak, Anderson, Red Bluff, Cal.) One flight, around Mills Field | 7 hrs. 05 min. 0 hrs. 05 min. | |
| September 17, 1927 | San Francisco to Oakland, Cal. (Flew via Mt. Tamalpais; Golden Gate.) Oakland to Sacramento, Cal. (Flew via Livermore, Lathrop, Stockton, Cal.) | 1 hr. 25 min. 1 hr. 35 min. | |
| September 19, 1927 | Sacramento to Reno, Nevada (Flew via Livermore, Cal.) | 3 hrs. 35 min. | |
| September 20, 1927 | Reno to Los Angeles, Cal. (Flew via Carson City, Nev.; Yosemite Park, Death Valley, Cal.) | 7 hrs. 00 min. | |
| September 21, 1927 | Los Angeles to San Diego, Cal. (Flew via Pomona, Cal.) | 2 hrs. 25 min. | |
| September 23, 1927 | One flight, carrying B. Franklin Mahoney San Diego to Tucson, Arizona (Flew via El Centro, Cal.; Mexicali, Mexico; Yuma, Ariz.) | 0 hrs. 05 min. 5 hrs. 05 min. | |
| September 24, 1927 | Tucson to Lordsburg, New Mexico (Flew via Silver City, Ft. Bayard, N.M.) Lordsburg to El Paso, Texas (Flew via Chihuahua, Mexico.) | 3 hrs. 10 min. 2 hrs. 25 min. | |
| September 25, 1927 | El Paso to Santa Fe, New Mexico (Flew via Las Cruces, Albuquerque, N.M.) | 4 hrs. 05 min. | |
| September 26, 1927 | Santa Fe to Abilene, Tex. (Flew via Crosbyton, Roaring Springs, Stamford, | 5 hrs. 45 min. 2 hrs. | |

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| | Tex.) Abilene to Ft. Worth, Tex. (Flew via Jacksboro, Bridgeport, Tex.) | 50 min. | |
| September 27, 1927 | Fort Worth to Dallas, Tex. (Flew via Alvarado, Hillsboro, Waxahachie, Tex.) | 2 hrs. 00 min. | |
| September 28, 1927 | Dallas to Oklahoma City, Oklahoma (Flew via Denton, Tex.; Ardmore, Sulphur, Pauls Valley, Okla.) | 3 hrs. 00 min. | |
| September 30, 1927 | One flight, carrying Donald E. Keyhoe Oklahoma City to Tulsa, Okla. (Flew via Stillwater, Pawhuska, Okla.) | 0 hrs. 05 min. 2 hrs. 35 min. | |
| October 1, 1927 | Tulsa to Muskogee, Okla. Muskogee to Little Rock, Arkansas (Flew via Ft. Smith, Van Buren, Booneville, Ark.) | 1 hr. 00 min. 2 hrs. 40 min. | |
| October 3, 1927 | Little Rock to Memphis, Tennessee (Flew via Pine Bluff, Helena, Ark.) | 3 hrs. 00 min. | |
| October 4, 1927 | One flight, carrying Earl C. Thompson | 0 hrs. 25 min. | |
| October 5, 1927 | Memphis to Chattanooga, Tenn. (Flew via Florence, Muscle Shoals, Sheffield, Tuscumbia, Ala.) Chattanooga to Birmingham, Alabama | 4 hrs. 40 min. 2 hrs. 30 min. | |
| October 7, 1927 | Birmingham to Jackson, Mississippi (Flew via Columbus, Starkville, Maben, Mathiston, Miss.) | 3 hrs. 35 min. | |
| October 8, 1927 | Jackson to New Orleans, Louisiana (Flew via Columbia, Miss.; Franklinton, La.) | 2 hrs. 55 min. | |
| October 10, 1927 | Two flights, searching for Navy pilot, near New Orleans flying field New Orleans to Jacksonville, Florida (Flew via Pensacola, Tallahassee, Fla.) | 0 hrs. 40 min. 5 hrs. 30 min. | |
| October 11, 1927 | Jacksonville to Atlanta, Georgia (Flew via McRae, Vidalia, Millen, Ga.) | 5 hrs. 45 min. | |
| October 12, 1927 | Atlanta to Spartanburg, South Carolina (Flew via Athens, Ga.; Greenwood, S.C.) | 2 hrs. 40 min. | |
| October 14, 1927 | Spartanburg to Greensboro, North Carolina (Flew via Gaffney, S.C.; Kings Mountain, Salisbury, and Lexington, N.C.) Greensboro to Winston-Salem, N.C. | 2 hrs. 25 min. 0 hrs. 45 min. | |

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| October 15, 1927 | Winston-Salem to Richmond, Virginia (Flew via Danville, South Boston, Va.) | 2 hrs. 50 min. | |
| October 16, 1927 | Richmond One flight, carrying Governor Harry R. Byrd One flight, carrying Harry F. Guggenheim One flight, carrying C. C. Maidment (Whirlwind expert) | 0 hrs. 10 min. 0 hrs. 10 min. 0 hrs. 05 min. | |
| October 17, 1927 | Richmond to Washington, D.C. | 1 hr. 15 min. | |
| October 18, 1927 | Washington to Baltimore, Maryland | 0 hrs. 55 min. | |
| October 19, 1927 | Baltimore to Atlantic City, N.J. | 2 hrs. 00 min. | |
| October 21, 1927 | Atlantic City to Wilmington, Delaware (Flew via Mays Landing, Salem, N.J.) | 1 hr. 50 min. | |
| October 22, 1927 | Wilmington to Philadelphia, Pa. (Flew via Chester, Media, Pa.) | 0 hrs. 55 min. | |
| October 23, 1927 | Philadelphia to Mitchell Field, L.I. (Flew via Trenton, N.J.; New York City, N.Y.) | 1 hr. 50 min. | |

Exhibit 2

The following map represents the actual flight path of Charles Lindbergh's Goodwill Tour of 1927. It displays the route from city to city, including the deviation within each flight path. The Goodwill Tour began in Long Island, NY (denoted as New York) and traveled to each of the 80 cities and return to Long Island.

Map Key

- Red City: indicates an overnight stop
- White City: indicates a touch-and-go stop

Exhibit 3

The following reflects the media research conducted to determine if the recreation of the Goodwill Tour is newsworthy to the 80 cities along the route. A mass email was sent to each newspaper and any local affiliates of ABC, CBS, NBC or Fox News that covers each city's viewing area. An extensive list of each city's news media was made and emails were sent to the newsroom, news director, or reporter of each city. The chart shows which cities have expressed an interest in covering the tour when arriving in their city. Each news media was given a brief explanation of the tour and was asked to express their interest in covering the story, thus deeming the Remembrance Goodwill Tour newsworthy to its readers or viewers. The media in each city voiced a common reaction to the email/fax; they will not guarantee coverage, however expressed an interest in covering the Remembrance Goodwill Tour under normal news day conditions.

Exhibit 4

The webmaster and designer of www.charleslindbergh.com, Patrick Ranfranz, will donate his services to aid in developing and maintaining a web site for the 2003 Remembrance Goodwill Tour. He will design a visually appealing and easy to navigate web page, with the capabilities for the crew to submit daily reflections of the days events.

For the 2003 Remembrance Goodwill Tour to have maximum exposure beyond the media coverage, additional measures are in progress. Since the Tour will only last for 7 to 8 weeks, a permanent record of our events will be documented for the possibility for a cable network to utilize. The Discovery Channel, The Wings Channel (an aviation based network), The Learning Channel, and the National Geographic Channel are all being contacted to potentially use our footage of the Tour. We propose to videotape all aspects of our venture, including takeoff and landings, our visits to major museums, and the pilots view inside the aircraft. To document all phases of our daily routine, certain video clips can be uploaded to our website and can be stored for any of the above networks to use for a 30 minute or hour long documentary of the Tour. These cable networks are currently being approached for the use of their equipment, and in return, having exclusive rights to all footage of the Tour.

Exhibit 5



The Group: (left) **Andy Wheeler**, (center) **Justin McKeithan** and (right) **Dan'I Murray**

The crew of the Remembrance Goodwill Tour are students at Guilford Technical Community College. Since all of the crew are aviation students, each has set goals in the aviation field. Each crew member is a participant in the school's aerospace club, as well as elected officers to the start-up chapter of Alpha Eta Rho, an aviation fraternity. The knowledge obtained through the completion of the tour will not only be valuable to the general public, but also to the crew members. Each crew member will have an extensive understanding of the original Goodwill tour, such as events of the tour and background information. In addition, Donald Keyhoe's book, "Flying with Lindbergh" will be read by each member. The first-hand accounts from Donald Keyhoe will be invaluable information the crew will use while on the trip. Also, there will be an understanding of the Wright Brothers and events leading up to Lindbergh's transatlantic crossing. Our group is currently applying to become a non-profit organization under the 501 c(3) guidelines.

Exhibit 5

Name: Daniel Lawrence Murray, Jr.

Birthday: November 25, 1980

Age: 22

Hometown: Greensboro, North Carolina

High School: Page High School (1999)



Dan'l Murray was born in Jacksonville, FL where his father was stationed as a Naval Aviator. He was exposed to aviation at an early age and has had an enthusiastic interest in all aircraft. He is currently working on his private pilot certificate. Dan'l is a member of a start-up chapter of Alpha Eta Rho fraternity, and acting as president-elect.

Also, he is actively involved as a member of the Aerospace Club at Guilford Technical Community College located in the T.H. Davis Aviation Center.

After receiving an associate degree in GTCC's career pilot option, he plans to attend a four year college to double major in Aerospace Engineering and Aerospace Science. His ultimate goal in the aviation industry is to become either a professional airline pilot or a corporate pilot.

What tasks he completed:

- organized and led all group meetings
- assigned tasks to each group member
- researched and contracted all media agencies in each city
- researched the history of original tour
- researched Cessna 182 aircraft locations
- contacted Greg Maryniak (Executive Director of X-Prize Foundation)

What responsibilities he will have during the tour:

- Public Relations Director

Exhibit 5

Name: Andrew Morgan Wheeler

Birthday: February 5, 1979

Age: 24

Hometown: Greensboro, North Carolina

High School: Northeast High School (1997)



Andy was born and raised in Meridian, Mississippi. He has always expressed an interest in flying. Andy began his flight training in January 2002, and as of February 28, 2003, he has accumulated 150 total hours of flight time. He is currently attending Guilford Technical Community College with the intention of receiving an Associate's Degree after completing the fall 2003 semester. At this time, he plans to transfer to Middle Tennessee State University which is located in Murfreesboro, Tennessee. He plans to attend MTSU in pursuit of a Bachelor of Aeronautical Science Degree.

His goal is to have a career in the aviation industry, but currently is undecided as to the particular field of interest. He is considering the commercial airline industry, the freight industry as well as the corporate industry. While attending Guilford Technical Community College, he has become a member of the Aerospace Club. He is also a charter member of GTCC's chapter of Alpha Eta Rho, where he serves as Treasurer.

What tasks he completed:

- researched Cessna 182 information
- researched all aviation museums in each city
- research airport information
- calculated projected flight time
- established weather minimums

What responsibilities he will have during the tour:

- Tour Financial Officer

Exhibit 5

Name: Justin Daniel McKeithan

Birthday: June 20, 1984

Age: 19

Hometown: Salisbury, NC

High School: East Rowan High School
(2002)



Justin McKeithan was born into a military family in Portsmouth, VA. His family moved to Naval Air Station Alameda, in Oakland, CA. Justin lived on the Air base until it was closed down in 1991. Justin at a young age was exposed to Military Aviation, not only through his family, but from the very area he lived in. In 2001, Justin moved to North Carolina to go to college on the East Coast.

While in High School, Justin was the Assistant Editor of his Yearbook, NC State Scholastic Scholar, and graduated with honors. All four years he participated in the Varsity swim teams at both of his high schools, and placed at the state level his senior year.

Currently, Justin has 45 hours of flight time and should have an instrument rating by June. Justin's future goals in aviation are to graduate with a bachelor's degree in engineering and pursue either a military or commercial flying career.

What aspects of the project he worked on:

- Researched Hotel and Lodging
- Estimated Distance and Time Calculations
- Data Compilation

What responsibilities he will have during the tour:

- Activities Director
- Ground Activity Director

Exhibit 7

Values expressed on the spreadsheet are approximate. Schedule is tentative, and can be changed by weather. Flight times are calculated using 100 knot ground speed on shorter legs, and 120 knot ground speed for longer distances. Ground speeds were reduced to compensate for climb out, descent, and any pattern flying included in the leg. Time added to the flight time totals reflect ground maneuvers and run-up, which will be included on the Hobb's meter of the aircraft.

Mileage expressed in nautical miles. All figures obtained using straight-line distances. Mileage figure is a minimum, and actual mileage flown will be greater. Increases in mileage will be during VOR tracking, ATC vectors, and any stops made outside of the intended course route (i.e. weather, museums, etc.).

Any media contacts within the destinations, especially with agencies interested in interviewing, will add time on to the total time spent traveling. Museum stops, breaks, and any travel within cities not intended to be a lay-over will also increase time spent traveling.

Exhibit 8

A price of **\$160.00** per hour was obtained by comparing various (30) rental rates of various models (3) of the Cessna 182 from different FBO are located throughout the country. The **\$160.00** figure is for a Cessna aircraft, between 2000 and 2002 year models, equipped with state of the art avionics. Avionics included are a Global Positioning System (GPS system); weather storm scope, live weather updates, and advanced flight instruments (moving card ADF, HSI, etc...).

The 170 hour figure is the estimated time used in figuring the final cost. This includes the minimum time required to fly from city to city, to fly the aircraft from its home base to Long Island and then return the plane, sightseeing (i.e. Grand Canyon), and any diversions due to weather or holding.

Exhibit 9

All hotel information was obtained from www.sixcontinentshotels.com. Holiday Inn, Holiday Inn Express, and Holiday Inn Select were the hotels of choice, however a minimum of five hotels have been located in the event of any unforeseen circumstances. Each city planned as a stop over has an estimate of the rates expected at the time of stay, and an overall estimate of the average cost of the rooms is used to compute the hotel budget. Holiday Inn information has been gathered for each city, including phone numbers, addresses, and amenities that each hotel offers.

Total Average Cost of 78 cities = \$ 6,966.54

\$ 6,966.54 / 78 cities = \$ 89.31 (Average Hotel City Rate)

56 Days x \$89.31 = **\$ 5,002.00** (Total Estimated Cost)

Exhibit 10

100 Hour Inspection: After every 100 hours of flying time logged on the Hobb's meter in the aircraft, an inspection of the aircraft is due. The cost varies depending on where the inspection is done. Since the aircraft is going to be flown constantly, it is possible that the inspection may be waived. (\$1500)

Supplemental Oxygen: Flight at higher altitudes requires oxygen for the pilots. While flying in the terrain of the Rocky Mountains, it may be necessary to use oxygen to comply with Federal Aviation Regulation. (\$530)

Cell Phone Plan: Communication between the crew of the tour and the destinations along the route is vital to ensure plans are kept and the schedules are to some extent followed. One cell phone is required to keep track of reservations, keep in touch with FBO's, update and maintain all contacts with various media groups, and to obtain weather briefings from the FSS. In order to have no restrictions on phone calls, an unlimited three month plan would be contracted through an already existing contract with a crew member. (\$300 with Sprint)

Approach Plates, En Route Charts, AFD's, and Sectionals: Each item listed is required for navigation on cross-country routes. The items listed are important for safe, quick, and efficient flights, especially in instrument conditions or elevated terrain. (\$940)

Total Miscellaneous Costs: \$3270

Exhibit 11

Physical Minimums:

1. No alcohol consumed during the dates of the trip, plus 3 days prior to leaving Long Island, NY.
2. Pilot in command must be free of any medication that can cause drowsiness, disorientation, or nausea as prescribed by the FAA.
3. Pilot in command must have at least 8 hours of continuous sleep.

Weather Minimums:

1. In cases of IFR flight, departures will be made only if ceilings are 700 feet AGL or better. In Class C or Class B airports, departures can be made if ceilings are better than 500 feet AGL.
2. Departures will not be made if sustained winds are greater than 15 knots, or gusting to more than 30 knots. Landings will not be made if sustained winds are greater than 15 knots, or gusting to more than 20 knots. Demonstrated crosswind components for the Cessna 182 will be followed.
3. Any flight that may encounter convective activity (depending on severity) will be scrapped until forecasts indicate otherwise.
4. If convective activity is encountered en route, and vectors are not available around the activity, a landing will be made at the nearest airport away from the activity, and flight will resume only after the danger has past.
5. Departures in visibilities of less than 1 mile (RVR 6000ft) will not be made.

Other minimums:

1. No departure will be planned if the landing is not assured before sunset.