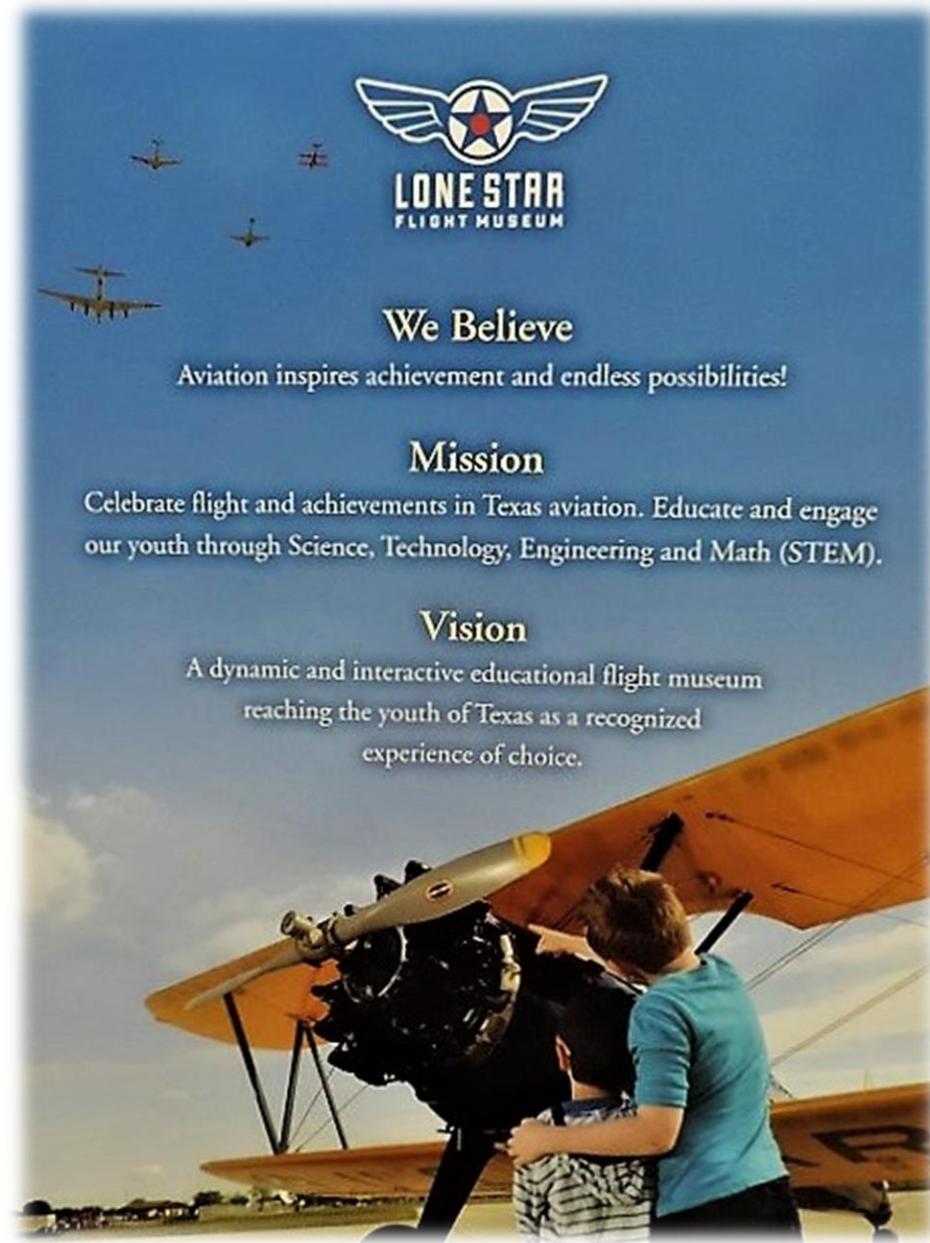


LEOH Trip

March 13, 2019

Lone Star Flight Museum





Upon arrival, we were met by our guide Cyndi Maurstad

Retired Lt. Col. Don Houd (seen at the bottom of a picture of the renowned Jimmy Doolittle) gave a thrilling account (as if he were there) of actions taken following the bombing of Pearl Harbor as they related to Jimmy Doolittle. His talk included slides of pictures from that time, truly making history come alive for us.



Honors & Awards

- Presidential Medal of Freedom
- Master of Science Degree, MIT
- Doctorate of Science Degree, MIT
- Schneider Marine Cup, 1925
- Mackay Trophy, 1925
- Spirit of St. Louis Award, 1929
- Harmon Trophy, Ligue des Aviateurs, 1930
- Bendix Trophy, 1931
- Thompson Trophy, 1932
- International Harmon Trophy, 1940
- Guggenheim Trophy, 1942
- Wright Brothers Trophy, 1953
- Federation Aeronautique Internationale Gold Medal, 1954
- Silver Quill, 1959
- International Aerospace Hall of Fame, San Diego, California, 1966
- Aviation Hall of Fame, Dayton, Ohio, 1967
- Thomas D. White National Defense Award, 1967
- Horatio Alger Award, 1972
- Conservation Hall of Fame, 1973
- Wings of Man Award, Society of Experimental Test Pilots, 1973
- Bishop Wright Air Industry Award, 1975
- Sylvanus Thayer Award, U. S. Military Academy, 1983



To the left are lists of the Honors, Awards, and Military Decorations awarded to Jimmy Doolittle.



Below is the audacious and seemingly impossible mission objective of striking back by attacking Tokyo.

Military Decorations

- ▣ Congressional Medal of Honor
- ▣ Distinguished Service Medal, with Oak Leaf Cluster
- ▣ Silver Star
- ▣ Distinguished Flying Cross, with two Oak Leaf Clusters
- ▣ Bronze Star
- ▣ Air Medal, with three Oak Leaf Clusters
- ▣ Order of the Condor (Bolivia)
- ▣ Yon-Hwei, Class III (China)
- ▣ Knight Commander, Order of the Bath (Great Britain)
- ▣ Grand Officer of the Legion d' Honneur & Croix de Guerre, with Palm (France)
- ▣ Grand Order of the Crown, with Palm, and Croix de Guerre, with Palm (Belgium)
- ▣ Grand Commander (Poland)
- ▣ Abdon Caldeeron, First Class (Ecuador)

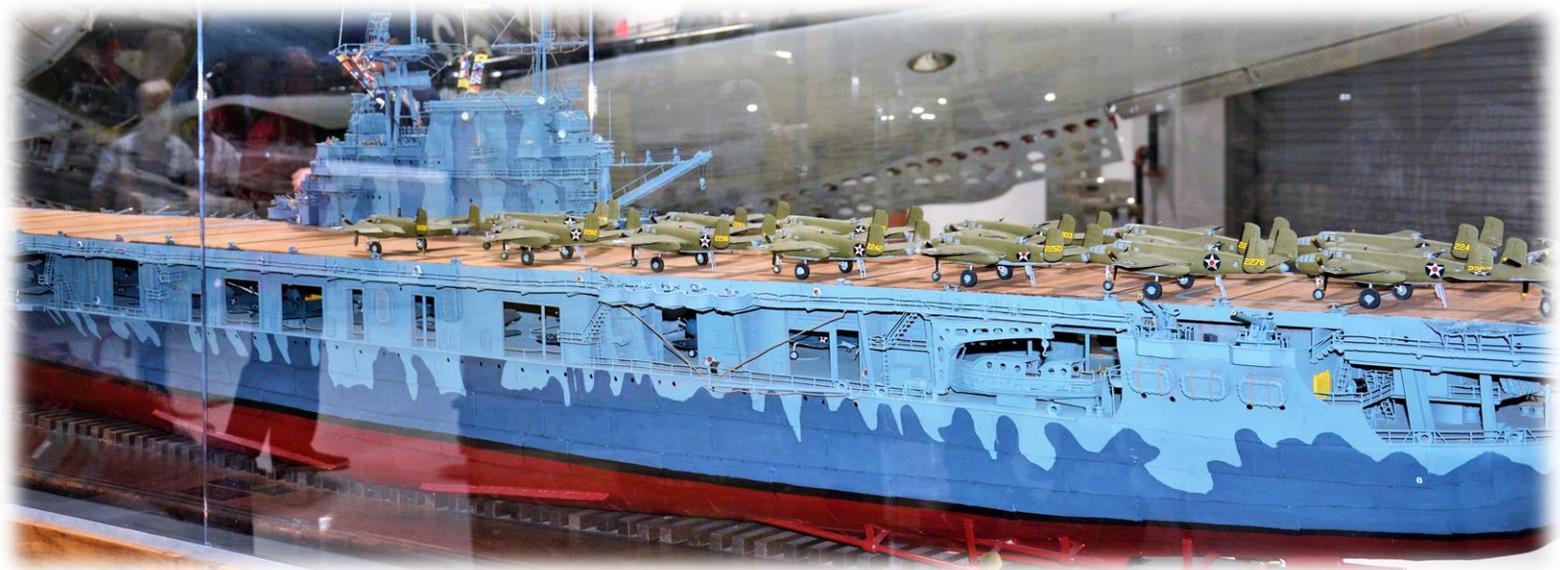
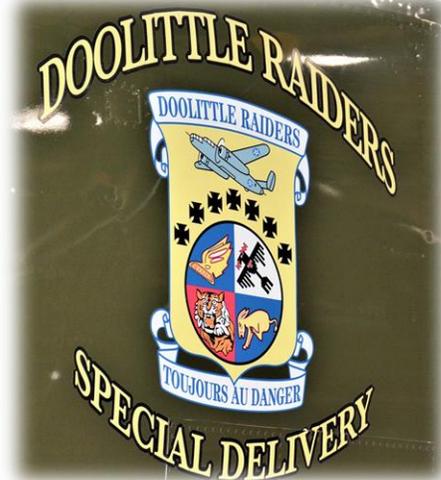
The Mission Special Aviation Project #1

☞ Use the new aircraft carrier "Hornet"

- Board 16 B-25 Mitchell medium bombers.
- Launch at 450 nautical miles from Japan.
- Bomb Tokyo and 4 surrounding cities.
- Proceed to friendly bases in China for refueling.
- Deliver aircraft to newly formed 10th Air Force at Chungking, China.

• *All Highly classified!!*

- ★ Below is a replica of the carrier and the 16 B-25's that carried out the mission on April 18, 1942. Planes had never been launched from a carrier before this. The feeling was that this would likely be a suicide mission.
- ★ The mission was a success. Tokyo and other intended targets were hit. Out of 80 crewmen (5 per plane), 77 initially survived the mission. Of the 16 planes, 15 made it to friendly territory in China with the intent of refueling; however, all 16 crashed.
- ★ Jimmy Doolittle thought the mission was a failure, because he lost all 16 planes. He was prepared to be court-martialed. Instead, he was promoted to Brigadier General, and received the Medal of Honor.
- ★ The successful mission was not just retaliation for Pearl Harbor. It proved to be a morale booster for Americans and gave notice to Japan that their country was vulnerable to air attacks.





WOMEN PILOTS IN WORLD WAR II

In 1938, Amelia Earhart, an extraordinary female pilot and racer, lobbied to recruit and train women to fly military aircraft. Initially her efforts were unsuccessful. However, soon after the United States entered World War II, the country faced a shortage of combat pilots, which strengthened her case. In 1942, General Henry "Hap" Arnold authorized her to form the Women's Flying Training Detachment. Meanwhile, Nancy Harkness Love, another accomplished female pilot, had created the Women's Auxiliary Ferrying Squadron. In 1943 General Arnold ordered the two groups to merge and the Women's Airforce Service Pilots (WASP) was born. Based at Avenger Field in Sweetwater, Texas, the program eventually trained 1,074 women to fly military aircraft and serve in various other roles. The WASP performed exceptionally and provided support to the war effort by serving as ferry pilots, flight instructors, target-tow pilots and cargo pilots. They delivered over 12,000 aircraft of 78 different types to air bases across the country.



"If ever there was any doubt in anyone's mind that women could become skilled pilots, the WASPs dispelled that doubt. I want to stress how valuable I believe the whole WASP program has been for the country."

—General Henry "Hap" Arnold to last WASP graduating class, 1944





- We saw and heard about many beautiful and innovative aircraft, from previous eras to the present.
- Above, note one of the first commercial planes, a Continental Airlines plane that was used for mail drops.
- The helicopter is the same model used to transport workers to and from offshore oil field platforms.



The museum keeps all aircraft well-maintained. Some are used in airshows, and a variety of aircraft are available to be booked for personal flights. Find out more at lonestarflight.org



Flight Simulator



Children and adults can enjoy indoor adventures flying drones, using the flight simulator, and/or immersing themselves in Virtual Reality

After a fine lunch at Kelly's Country Cookin', our next stop was the **Butler Longhorn Museum** in League City.



Our bus driver did a great job getting us safely from place to place.



MILBY BUTLER — SAVING THE LONGHORN

"I always picked out the big-horned ones."
— Henry Butler

Born in 1888, Milby Butler was the youngest of the Butler clan. His father wanted him to become a merchant and sent him to business school. But Milby had other ideas and began ranching on his own about 1914. After his father, George Washington Butler, died in 1921, Milby moved his ranch headquarters to League City and helped his mother Mary with her cattle. Milby became a leading breeder of Brahman cattle, but in 1923, with encouragement and assistance from his young son Henry, Milby recognized that the old Spanish longhorn cattle were rapidly disappearing and began to collect cows and bulls from various sources. He played a major role in saving the Longhorn breed.

It's the Horns!
Milby Butler grew up hearing stories from his parents about the tough longhorn cattle that would gain weight even while being trailed to market. Longhorns easily defended their calves with the use of their horns and they thrived on the salt grasses of coastal Texas. Milby also perhaps recognized that longhorns demonstrated high fertility rates, ease of calving, longevity, and resistance to disease. But it was the size and curl of the horns that fascinated both Milby and his son Henry. As a result, the Butler herd cattle for horns, and in later years, for color.

John Wayne Meets Miss John Wayne
Long before raising longhorns had become fashionable in Texas, Milby Butler had established by 1928 a small herd gleaned from scrounging the state for old "Spanish style" cattle. Milby's favorite cow was one of his best old producers that he later named Miss John Wayne. Butler used the bull calves from Miss John Wayne to improve the horn length and appearance of his herd. Within years, his herd began to attract the attention of Hollywood, and movie producers chose Butler stock for the 1959 John Wayne movie, *The Alamo*. Butler gave Wayne several longhorns, but would not part with Miss John Wayne, even though the actor offered him ten thousand dollars.

"Milby Butler has been a great friend as well as my best character study for the Texas men I portray in my films."
— John Wayne

THE ALAMO

Milby Butler was born in 1888. After his father's death in 1921, he joined his ranching business with his mother's in League City. He had always heard about the tough Texas Longhorns, a dying breed, and decided to breed them, as well as their Brahman cattle.



Our first longhorn to see was “Classic Ace”, a beloved Butler longhorn who died of natural causes at age 38. Look at his beautiful horns!

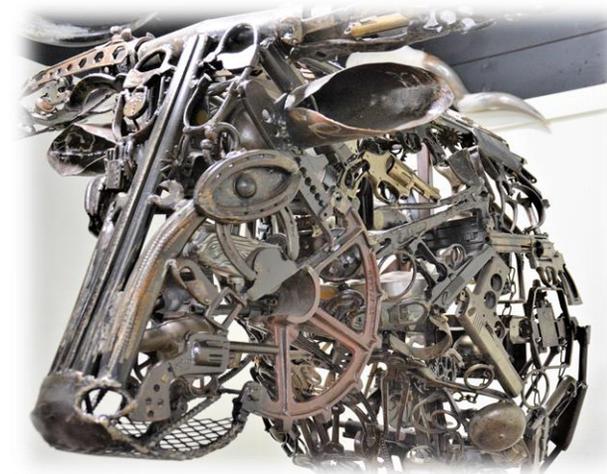
We learned from our guide that the Texas Longhorn originated from a Spanish breed. The quality and value of a true longhorn today is in their genetic makeup, not their horn length.

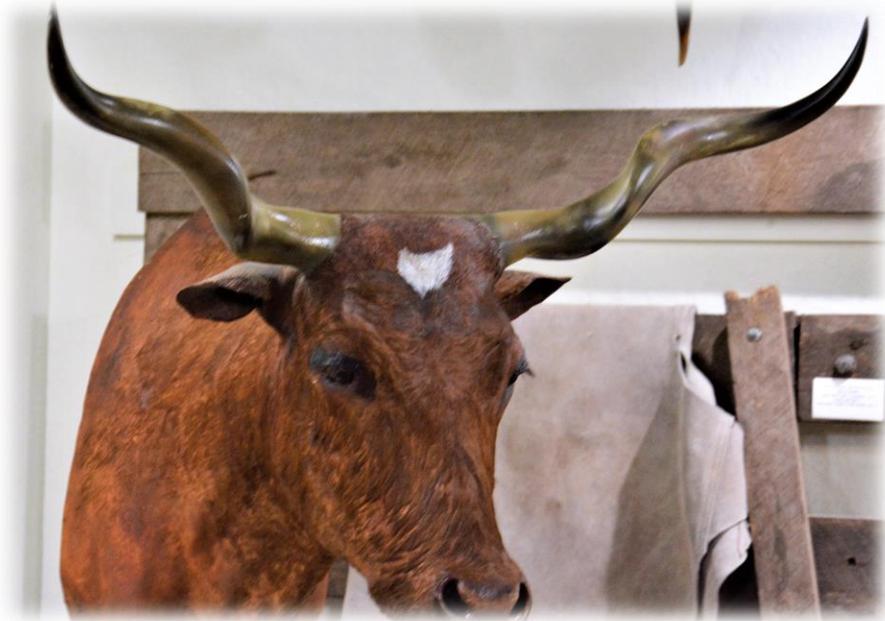
The Butlers strived to maintain the true breed, so thanks to them there are many purebred Texas longhorns around today.



Above is a ceiling full of longhorns. There was a wide variety of horn shapes and sizes to be seen, all fantastic! Our guide assured us that all animals on display died of natural causes.

To the right are two pictures of the same art piece. Note the detail in the bottom picture. A wide variety of metal objects were incorporated, including guns!





Meet “Miss John Wayne”. In 1959, the producers of the John Wayne film “The Alamo” loved the look of the longhorns, and she appeared in the movie. John Wayne became enthralled with her, and wanted to buy her, along with some other cattle. Milby Butler said NO. He needed to keep her for breeding purposes. (She was named Miss John Wayne following this.)



Our guide is with a small herd of cows. The original Bevo is on the far left.



The Cowboy's Psalm

Lord is my Range Boss, He stakes my grub.
Sets up my camp beside refreshing streams,
In grassy valleys and under starry skies.
He restores my soul.
He leads me along trails of righteousness for His name's sake.
Even though I ride through the shadows of the canyon of death,
I will fear no harm because You are with me,
Your lariat and peacemaker reassure me.
You prepare a chuck wagon before me in the presence of
rustlers and outlaws,
You bandage my wounds,
My canteen overflows.
Surely goodness and mercy shall follow me all the days of my life,
And I will ride the range of the Lord forever.

- Revised by Rev. W.E. Jenkins

Above, far left, is an example of a room in early ranching days; in the middle, an example of a later period in the Butler home.

Note the detail on the longhorn chair.

Find out more about Texas longhorns at
ButlerLonghornMuseum.com