

## **NJSLA Research Simulation Task**

### **Grade 10 Writing**

#### **Lesson 2: Modeling the Research Simulation Task**

##### **Rationale**

- ✚ Given the extreme difference in the testing layout and interface between NJ ASK and NJSLA, students should be guided through NJSLA's sample items on their website. This will also give the teacher an opportunity to model the approach and thought processes students should replicate to complete the Research Simulation Task.

##### **Goal**

- ✚ In modeling the process for completing the NJSLA Research Simulation Task, students will have a clear picture of what to expect on the assessment.

##### **Task Foci**

- ✚ **CCSS W.9-10.1**: Write arguments to support claims in an analysis of substantive topics or texts, using valid reasoning and relevant and sufficient evidence.
- ✚ **CCSS W.9-10.2**: Write informative/explanatory texts to examine and convey complex ideas, concepts, and information clearly and accurately through the effective selection, organization, and analysis of content.
- ✚ **CCSS W.9-10.10**: Write routinely over extended time frames (time for research, reflection, and revision) and shorter time frames (a single sitting or a day or two) for a range of tasks, purposes, and audiences.
- ✚ **CCSS RI.9-10.1**: Cite strong and thorough textual evidence to support analysis of what the text says explicitly as well as inferences drawn from the text.
- ✚ **CCSS RI.9-10.2**: Determine a central idea of a text and analyze its development over the course of the text, including how it emerges and is shaped and refined by specific details; provide an objective summary of the text.
- ✚ **CCSS RI.9-10.3**: Analyze how the author unfolds an analysis or series of ideas or events, including the order in which the points are made, how they are introduced and developed, and the connections that are drawn between them.

##### **Objectives**

- ✚ Students will be familiar with the format of the NJSLA Research Simulation Task prose constructed response.
- ✚ Students will observe the process for completing the prompt through teacher modeling.

## **Materials**

- ✚ Computer and Projector (for instructor to model activities)
- ✚ NJSLA's online test environment: <https://nj.mypearsonsupport.com/practice-tests/>
  - Note: NJSLA updates their sample item sets occasionally. References to the site in this lesson are based upon the March 2014 version. Attached to this lesson plan are texts that can be used to conduct the modeling activity on paper.
- ✚ Computers (optional) (one per student or student pairs)
- ✚ Sample Markup (for instructor)
- ✚ Note Taking Chart handout (per student)

## **Preparation**

- ✚ Take some time to navigate through NJSLA's test environment on your own to get comfortable with it before you show your students.
- ✚ Before class begins, navigate to NJSLA's online test environment. Select "Sample Items" from the menu bar at the top of the page. Select your grade span, then click through the questions until you reach the beginning of the RST.

## **Procedures**

- ✚ To begin the lesson, explain to students that today they will view the PCR prompt in its intended environment. If students have access to computers, guide them to the prompt on NJSLA's website.
- ✚ Show students the features of the test interface.
  - A purpose-setting statement and the texts are on the left side of the page.
  - You can flip through the three texts. Tabs near the top of the left side of the page are used to select which text to view.
  - The prompt and writing space are on the right.
  - There is a tool bar at the top of the writing space with basic word processing functions (bold, underline, copy, paste, undo, etc.)
- ✚ Ask students for their opinions, observations, and questions about the interface.
- ✚ Read the prompt to the class.
- ✚ Ask students: **"How do we begin answering this prompt? Keep this question in mind while you read and take notes."**
- ✚ Distribute the My Notes handout (and texts if not using computers).
- ✚ Have students read the texts and work on the My Notes handout.
- ✚ Bring the class back together.
- ✚ Lead the class through a discussion, using the attached Teacher Resource Markup as a guide.
- ✚ Address any questions students have.
- ✚ In closing, tell students that you will cover writing for a NJSLA prompt in thorough detail in upcoming lessons.

**Passage #1** Read the excerpt from “Biography of Amelia Earhart” and the text “Earhart’s Final Resting Place Believed Found” and answer the question that follows.

## Biography of Amelia Earhart

By Muriel Morrissey

When 10-year-old Amelia Mary Earhart saw her first plane at a state fair, she was not impressed. "It was a thing of rusty wire and wood and looked not at all interesting," she said. It wasn't until Earhart attended a stunt-flying exhibition, almost a decade later, that she became seriously interested in aviation. A pilot spotted Earhart and her friend, who were watching from an isolated clearing, and dove at them. "I am sure he said to himself, 'Watch me make them scamper,'" she said. Earhart, who felt a mixture of fear and pleasure, stood her ground. As the plane swooped by, something inside her awakened. "I did not understand it at the time," she said, "but I believe that little red airplane said something to me as it swished by." On December 28, 1920, pilot Frank Hawks gave her a ride that would forever change her life. "By the time I had got two or three hundred feet off the ground," she said, "I knew I had to fly."

Although Earhart's convictions were strong, challenging prejudicial and financial obstacles awaited her. But the former tomboy was no stranger to disapproval or doubt. Defying conventional feminine behavior, the young Earhart climbed trees, "belly-slammed" her sled to start it downhill and hunted rats with a .22 rifle. She also kept a scrapbook of newspaper clippings about successful women in predominantly male-oriented fields, including film direction and production, law, advertising, management, and mechanical engineering.

After graduating from Hyde Park High School in 1915, Earhart attended Ogontz, a girl's finishing school in the suburbs of Philadelphia. She left in the middle of her second year to work as a nurse's aide in a military hospital in Canada during WWI, attended college, and later became a social worker at Denison House, a settlement house in Boston. Earhart took her first flying lesson on January 3, 1921, and in six months managed to save enough money to buy her first plane. The second-hand Kinner Airster was a two-seater biplane painted bright yellow. Earhart named the plane "Canary," and used it to set her first women's record by rising to an altitude of 14,000 feet.

One afternoon in April 1928, a phone call came for Earhart at work. "I'm too busy to answer just now," she said. After hearing that it was important, Earhart relented though at first she thought it was a prank. It wasn't until the caller supplied excellent references that she realized the man was serious.

"How would you like to be the first woman to fly the Atlantic?" he asked, to which Earhart promptly replied, "Yes!" After an interview in New York with the project coordinators, including book publisher and

publicist George P. Putnam, she was asked to join pilot Wilmer "Bill" Stultz and co-pilot/mechanic Louis E. "Slim" Gordon. The team left

Trepassey harbor, Newfoundland, in a Fokker F7 named Friendship on June 17, 1928, and arrived at Burry Port, Wales, approximately 21 hours later. Their landmark flight made headlines worldwide, because three women had died within the year trying to be that first woman. When the crew returned to the United States they were greeted with a ticker-tape parade in New York and a reception held by President Calvin Coolidge at the White House.

From then on, Earhart's life revolved around flying. She placed third at the Cleveland Women's Air Derby, later nicknamed the "Powder Puff Derby" by Will Rogers. As fate would have it, her life also began to include George Putnam. The two developed a friendship during preparation for the Atlantic crossing and were married February 7, 1931. Intent on retaining her independence, she referred to the marriage as a "partnership" with "dual control." Together they worked on secret plans for Earhart to become the first woman and the second person to solo the Atlantic. On May 20, 1932, five years to the day after Lindbergh, she took off from Harbor Grace, Newfoundland, to Paris. Strong north winds, icy conditions and mechanical problems plagued the flight and forced her to land in a pasture near Londonderry, Ireland. "After scaring most of the cows in the neighborhood," she said, "I pulled up in a farmer's back yard." As word of her flight spread, the media surrounded her, both overseas and in the United States. President Herbert Hoover presented Earhart with a gold medal from the National Geographic Society. Congress awarded her the Distinguished Flying Cross—the first ever given to a woman. At the ceremony, Vice President Charles Curtis praised her courage, saying she displayed "heroic courage and skill as a navigator at the risk of her life." Earhart felt the flight proved that men and women were equal in "jobs requiring intelligence, coordination, speed, coolness and willpower."

In the years that followed, Earhart continued to break records. She set an altitude record for autogyros of 18,415 feet that stood for years. On January 11, 1935, she became the first person to fly solo across the Pacific from Honolulu to Oakland, California. Chilled during the 2,408-mile flight, she unpacked a thermos of hot chocolate. "Indeed," she said, "that was the most interesting cup of chocolate I have ever had, sitting up eight thousand feet over the middle of the Pacific Ocean, quite alone." Later that year she was the first to solo from Mexico City to Newark. A large crowd "overflowed the field," and rushed Earhart's plane. "I was rescued from my plane by husky policemen," she said, "one of whom in the ensuing melee took possession of my right arm and another of my left leg." The officers headed for a police car, but chose different routes. "The arm-holder started to go one way, while he who clasped my leg set out in the opposite direction. The result provided the victim with a fleeting taste of the tortures of the rack. But, at that," she said good-naturedly, "It was fine to be home again."

In 1937, as Earhart neared her 40th birthday, she was ready for a monumental, and final, challenge. She wanted to be the first woman to

fly around the world. Despite a botched attempt in March that severely damaged her plane, a determined Earhart had the twin engine Lockheed

Electra rebuilt. "I have a feeling that there is just about one more good flight left in my system, and I hope this trip is it," she said. On June 1st, Earhart and her navigator Fred Noonan departed from Miami and began the 29,000-mile journey. By June 29, when they landed in Lae, New Guinea, all but 7,000 miles had been completed. Frequently inaccurate maps had made navigation difficult for Noonan, and their next hop—to Howland Island—was by far the most challenging. Located 2,556 miles from Lae in the mid-Pacific,

Howland Island is a mile and a half long and a half mile wide. Every unessential item was removed from the plane to make room for additional fuel, which gave Earhart approximately 274 extra miles.

The U.S. Coast Guard cutter Itasca, their radio contact, was stationed just offshore of Howland Island. Two other U.S. ships, ordered to burn every light on board, were positioned along the flight route as markers. "Howland is such a small spot in the Pacific that every aid to locating it must be available," Earhart said.

At 10am local time, zero Greenwich time on July 2, the pair took off. Despite favorable weather reports, they flew into overcast skies and intermittent rain showers. This made Noonan's premier method of tracking, celestial navigation, difficult. As dawn neared, Earhart called the ITASCA, reporting "cloudy, weather cloudy." In later transmissions Earhart asked the ITASCA to take bearings on her. The ITASCA sent her a steady stream of transmissions but she could not hear them. Her radio transmissions, irregular through most of the flight, were faint or interrupted with static. At 7:42 A.M. the Itasca picked up the message, "We must be on you, but we cannot see you. Fuel is running low. Been unable to reach you by radio. We are flying at 1,000 feet." The ship tried to reply, but the plane seemed not to hear. At 8:45 Earhart reported, "We are running north and south." Nothing further was heard from Earhart.

A rescue attempt commenced immediately and became the most extensive air and sea search in naval history thus far. On July 19, after spending \$4 million and scouring 250,000 square miles of ocean, the United States government reluctantly called off the operation. In 1938, a lighthouse was constructed on Howland Island in her memory. Across the United States there are streets, schools, and airports named after her. Her birthplace, Atchison, Kansas, has been turned into a virtual shrine to her memory. Amelia Earhart awards and scholarships are given out every year.

Today, though many theories exist, there is no proof of her fate. There is no doubt, however, that the world will always remember Amelia Earhart for her courage, vision, and groundbreaking achievements, both in aviation and for women. In a letter to her husband, written in case a dangerous flight proved to be her last, this brave spirit was evident. "Please know I am quite aware of the hazards," she said. "I want to do it because I want to do it. Women must try to do things as men have tried. When they fail, their failure must be but a challenge to others.

## Passage #2

### Earhart's Final Resting Place Believed Found

Legendary aviatrix Amelia Earhart most likely died on an uninhabited tropical island in the southwestern Pacific republic of [Kiribati](#), according to researchers at The International Group for Historic Aircraft Recovery (TIGHAR).

Tall, slender, blonde and brave, Earhart disappeared while flying over the Pacific Ocean on July 2, 1937 in a record attempt to fly around the world at the equator. Her final resting place has long been a mystery.

For years, Richard Gillespie, TIGHAR's executive director and author of the book "*Finding Amelia*," and his crew have been searching the Nikumaroro island for evidence of Earhart. A tiny coral atoll, Nikumaroro was some 300 miles southeast of Earhart's target destination, Howland Island.

A number of artifacts recovered by TIGHAR would suggest that Earhart and her navigator, Fred Noonan, made a forced landing on the island's smooth, flat coral reef.

According to Gillespie, who is set to embark on a new \$500,000 Nikumaroro expedition next summer, the two became castaways and eventually died there.

"We know that in 1940 British Colonial Service officer Gerald Gallagher recovered a partial skeleton of a castaway on Nikumaroro. Unfortunately, those bones have now been lost," Gillespie said.

The archival record by Gallagher suggests that the bones were found in a remote area of the island, in a place that was unlikely to have been seen during an [aerial search](#).

A woman's shoe, an empty bottle and a sextant box whose serial numbers are consistent with a type known to have been carried by Noonan were all found near the site where the bones were discovered.

"The reason why they found a partial skeleton is that many of the bones had been carried off by giant coconut crabs. There is a remote chance that some of the bones might still survive deep in crab burrows," Gillespie said.

Although she did not succeed in her around-the-world expedition, Earhart flew off into the legend just after her final radio transmission.

Books, movies and television specials about her disappearance abound as well as speculation about her fate. Theories proliferated that she was a spy, that she was captured by the Japanese, that she died in a prisoner-of-war camp, and that she survived and returned to live her life as a New Jersey housewife.

A new biopic about Earhart's life, starring Hilary Swank and Richard Gere, opens this weekend.

### Passage #3

## Amelia Earhart

Hosted by Rebecca Brayton

<http://www.watchmojo.com/index.php?id=9083> (Movie)

### The Life and Accomplishments of Amelia Earhart

Born July 24th, 1897, in Atchison, Kansas, Earhart first became interested in air travel after witnessing a flying exhibition by an ace pilot in her late teens. In 1920, she and her father took a trip to an airfield for a 10-minute flight. Following this, she took odd jobs to earn the money for flying lessons, which she finally began on January 3rd, 1921.

### Setting Records

To fit in with other female pilots, Earhart chopped off her hair and donned a worn leather jacket which fit her tomboy image. Within six months she had bought her own plane, a yellow vessel which she called "The Canary." By October of 1922, she was already setting records, becoming the first woman to fly to fourteen thousand feet. Finally on May 15th, 1923, she was issued her pilot's license, making her only the sixteenth woman to have one.

### A Famed Female Pilot

While she was admired by some as a preeminent female pilot, others merely qualified her skill as adequate. Either way, she had amassed an impressive 500 unaccompanied flying hours by 1927.

### Bringing Air Travel into the Public Eye

After Charles Lindbergh flew solo across the Atlantic in 1927, Earhart was approached to be the first woman to do so. Though she did not actually pilot the plane, her trip was successful and she and her team were greeted with great fanfare upon their return to the United States. Following this triumph, Earhart's celebrity grew, and she signed on to write a book, go on speaking tours and endorse various products. She

even became associate editor at *Cosmopolitan* magazine, using it to promote the sport and the inclusion of women, as well as commercial air travel.

### **First Woman to Fly across North America**

In August of 1928, she became the first woman to fly across North America and back. It was also around this time Earhart was proposed to by George P. Putnam, who had helped plan and promote her trans-Atlantic flight. The two were finally married on February 7th, 1931.

### **Round-the-World Flight**

It was the next year at the age of 34 that she successfully flew solo non-stop across the Atlantic. She set a number of other records, both as a woman and as a pilot. But her biggest triumph was to be a flight across the world in 1937. After a first attempt in March failed, a second attempt was planned for June. Earhart and navigator Fred Noonan departed on the first of the month, finally arriving in New Guinea on June 29th. Seven thousand miles remained on the flight, all of it over the Pacific Ocean.

### **Earhart is Lost**

Departing from New Guinea three days later, the aviators planned to land on Howland Island. However upon their approach, the pair was unable to locate the island and was running low on gas. After a number of voice transmissions from the aircraft, contact was eventually lost. An official search began almost immediately, and Putnam also funded a search of the area, but ultimately she remained lost. On January 5th, 1939, Amelia Earhart was declared legally dead.

### **Myth, Legend, Legacy**

For years, mystery has surrounded Earhart's disappearance. Conspiracy theorists have suggested the possibility that she was a spy, or assumed a new identity. She may have crashed in the ocean, or she may have landed on a different island and ultimately perished. No matter what her fate, her legacy lives on as a central figure in the effort to bring air travel into the public consciousness, and as a pioneer for women's issues.

### Prose Constructed Response

You have read three texts describing Amelia Earhart. All three include the claim that Earhart was a brave, courageous person. The three texts are:

- “Biography of Amelia Earhart”
- “Earhart's Final Resting Place Believed Found”
- “Amelia Earhart’s Life and Disappearance”

Consider the argument each author uses to demonstrate Earhart’s bravery.

Write an essay that analyzes the strength of the arguments about Earhart’s bravery in at least two of the texts. Remember to use textual evidence to support your ideas.

	Text 1	Text 2	Text 3

### Prose Constructed Response (Sample Mark-up)

You have read three texts describing Amelia Earhart. All three include the claim that Earhart was a brave, courageous person. The three texts are:

- “Biography of Amelia Earhart”
- “Earhart's Final Resting Place Believed Found”
- “Amelia Earhart’s Life and Disappearance”

Consider the argument each author uses to demonstrate Earhart’s bravery.

Write an essay that analyzes the strength of the arguments about Earhart’s bravery in at least two of the texts. Remember to use textual evidence to support your ideas.

	Biography	Article	Movie
What it says about bravery	There are statements, descriptions, and examples that show Earhart's bravery. Doesn't show only the fact that she is brave about flying, but that she is unafraid to go against social conventions.	Earhart's bravery is only described in one passing argument.	There are suggestions about Earhart's bravery, but not much in the text.
Strength of arguments	Strong	Weakest	Weak

#### TIPS

- Point out that some information must be inferred from what is in the texts, and that Cornell notes, or some note taking scheme, can help them keep track. (An example markup follows.)
- Also point out that some information is not there (for example, people call Earhart brave, but she never says that about herself) but you can get the rest of the answer from other parts of the text. Sometimes what is not said is as important as what is said.
- Have students highlight the passage to find information to place in the chart. Note that they should only transfer the MOST RELEVANT highlighted info to the chart.

**Passage #1** Read the excerpt from “Biography of Amelia Earhart” and the text “Earhart’s Final Resting Place Believed Found” and answer the question that follows.

## Biography of Amelia Earhart

By Muriel Morrissey

When 10-year-old Amelia Mary Earhart saw her first plane at a state fair, she was not impressed. "It was a thing of rusty wire and wood and looked not at all interesting," she said. It wasn't until Earhart attended a stunt-flying exhibition, almost a decade later, that she became seriously interested in aviation. A pilot spotted Earhart and her friend, who were watching from an isolated clearing, and dove at them. "I am sure he said to himself, 'Watch me make them scamper,'" she said. Earhart, who felt a mixture of fear and pleasure, stood her ground. As the plane swooped by, something inside her awakened. "I did not understand it at the time," she said, "but I believe that little red airplane said something to me as it swished by." On December 28, 1920, pilot Frank Hawks gave her a ride that would forever change her life. "By the time I had got two or three hundred feet off the ground," she said, "I knew I had to fly."

Although Earhart's convictions were strong, challenging prejudicial and financial obstacles awaited her. But the former tomboy was no stranger to disapproval or doubt. Defying conventional feminine behavior, the young Earhart climbed trees, "belly-slammed" her sled to start it downhill and hunted rats with a .22 rifle. She also kept a scrapbook of newspaper clippings about successful women in predominantly male-oriented fields, including film direction and production, law, advertising, management, and mechanical engineering.

After graduating from Hyde Park High School in 1915, Earhart attended Ogontz, a girl's finishing school in the suburbs of Philadelphia. She left in the middle of her second year to work as a nurse's aide in a military hospital in Canada during WWI, attended college, and later became a social worker at Denison House, a settlement house in Boston. Earhart took her first flying lesson on January 3, 1921, and in six months managed to save enough money to buy her first plane. The second-hand Kinner Airster was a two-seater biplane painted bright yellow. Earhart named the plane "Canary," and used it to set her first women's record by rising to an altitude of 14,000 feet.

One afternoon in April 1928, a phone call came for Earhart at work. "I'm too busy to answer just now," she said. After hearing that it was important, Earhart relented though at first she thought it was a prank. It wasn't until the caller supplied excellent references that she realized the man was serious.

"How would you like to be the first woman to fly the Atlantic?" he asked, to which Earhart promptly replied, "Yes!" After an interview in New York with the project coordinators, including book publisher and publicist George P. Putnam, she was asked to join pilot Wilmer "Bill" Stultz and co-pilot/mechanic Louis E. "Slim" Gordon. The team left

She "stood her ground." She was afraid, but she was brave in the face of her fear.

This paragraph doesn't show that she is brave, but that she has strong convictions - she knew that she wanted to show the world what a woman could do.

This shows she is brave - she didn't even consider the risks, but just jumped right in!

Trepassey harbor, Newfoundland, in a Fokker F7 named Friendship on June 17, 1928, and arrived at Burry Port, Wales, approximately 21 hours later. Their landmark flight made headlines worldwide, because three women had died within the year trying to be that first woman. When the crew returned to the United States they were greeted with a ticker-tape parade in New York and a reception held by President Calvin Coolidge at the White House.

From then on, Earhart's life revolved around flying. She placed third at the Cleveland Women's Air Derby, later nicknamed the "Powder Puff Derby" by Will Rogers. As fate would have it, her life also began to include George Putnam. The two developed a friendship during preparation for the Atlantic crossing and were married February 7, 1931. Intent on retaining her independence, she referred to the marriage as a "partnership" with "dual control." Together they worked on secret plans for Earhart to become the first woman and the second person to solo the Atlantic. On May 20, 1932, five years to the day after Lindbergh, she took off from Harbor Grace, Newfoundland, to Paris. Strong north winds, icy conditions and mechanical problems plagued the flight and forced her to land in a pasture near Londonderry, Ireland. "After scaring most of the cows in the neighborhood," she said, "I pulled up in a farmer's back yard." As word of her flight spread, the media surrounded her, both overseas and in the United States. President Herbert Hoover presented Earhart with a gold medal from the National Geographic Society. Congress awarded her the Distinguished Flying Cross—the first ever given to a woman. At the ceremony, Vice President Charles Curtis praised her courage, saying she displayed "heroic courage and skill as a navigator at the risk of her life." Earhart felt the flight proved that men and women were equal in "jobs requiring intelligence, coordination, speed, coolness and willpower."

In the years that followed, Earhart continued to break records. She set an altitude record for autogyros of 18,415 feet that stood for years. On January 11, 1935, she became the first person to fly solo across the Pacific from Honolulu to Oakland, California. Chilled during the 2,408-mile flight, she unpacked a thermos of hot chocolate. "Indeed," she said, "that was the most interesting cup of chocolate I have ever had, sitting up eight thousand feet over the middle of the Pacific Ocean, quite alone." Later that year she was the first to solo from Mexico City to Newark. A large crowd "overflowed the field," and rushed Earhart's plane. "I was rescued from my plane by husky policemen," she said, "one of whom in the ensuing melee took possession of my right arm and another of my left leg." The officers headed for a police car, but chose different routes. "The arm-holder started to go one way, while he who clasped my leg set out in the opposite direction. The result provided the victim with a fleeting taste of the tortures of the rack. But, at that," she said good-naturedly, "It was fine to be home again."

In 1937, as Earhart neared her 40th birthday, she was ready for a monumental, and final, challenge. She wanted to be the first woman to fly around the world. Despite a botched attempt in March that severely damaged her plane, a determined Earhart had the twin engine Lockheed

She says this like she wasn't afraid, but the cows were.

This shows that other people thought she was brave.

This shows how calm and collected she was flying alone on a long journey.

This shows that even though she had accomplished so much, she sought more challenges.

Electra rebuilt. "I have a feeling that there is just about one more good flight left in my system, and I hope this trip is it," she said. On June 1st, Earhart and her navigator Fred Noonan departed from Miami and began the 29,000-mile journey. By June 29, when they landed in Lae, New Guinea, all but 7,000 miles had been completed. Frequently inaccurate maps had made navigation difficult for Noonan, and their next hop—to Howland Island—was by far the most challenging. Located 2,556 miles from Lae in the mid-Pacific,

Howland Island is a mile and a half long and a half mile wide. Every unessential item was removed from the plane to make room for additional fuel, which gave Earhart approximately 274 extra miles.

The U.S. Coast Guard cutter Itasca, their radio contact, was stationed just offshore of Howland Island. Two other U.S. ships, ordered to burn every light on board, were positioned along the flight route as markers. "Howland is such a small spot in the Pacific that every aid to locating it must be available," Earhart said.

At 10am local time, zero Greenwich time on July 2, the pair took off. Despite favorable weather reports, they flew into overcast skies and intermittent rain showers. This made Noonan's premier method of tracking, celestial navigation, difficult. As dawn neared, Earhart called the ITASCA, reporting "cloudy, weather cloudy." In later transmissions Earhart asked the ITASCA to take bearings on her. The ITASCA sent her a steady stream of transmissions but she could not hear them. Her radio transmissions, irregular through most of the flight, were faint or interrupted with static. At 7:42 A.M. the Itasca picked up the message, "We must be on you, but we cannot see you. Fuel is running low. Been unable to reach you by radio. We are flying at 1,000 feet." The ship tried to reply, but the plane seemed not to hear. At 8:45 Earhart reported, "We are running north and south." Nothing further was heard from Earhart.

A rescue attempt commenced immediately and became the most extensive air and sea search in naval history thus far. On July 19, after spending \$4 million and scouring 250,000 square miles of ocean, the United States government reluctantly called off the operation. In 1938, a lighthouse was constructed on Howland Island in her memory. Across the United States there are streets, schools, and airports named after her. Her birthplace, Atchison, Kansas, has been turned into a virtual shrine to her memory. Amelia Earhart awards and scholarships are given out every year.

Today, though many theories exist, there is no proof of her fate. There is no doubt, however, that the world will always remember Amelia Earhart for her courage, vision, and groundbreaking achievements, both in aviation and for women. In a letter to her husband, written in case a dangerous flight proved to be her last, this brave spirit was evident. "Please know I am quite aware of the hazards," she said. "I want to do it because I want to do it. Women must try to do things as men have tried. When they fail, their failure must be but a challenge to others."

Amelia Earhart TM/® is a trademark of Amy Kleppner, as heir to the Estate of Muriel Morrissey, licensed by CMG Worldwide. [www.AmeliaEarhart.com](http://www.AmeliaEarhart.com)

Even though she was nearly lost, she kept her head.

She knew the risks and was ready to die - this shows how brave she was.

## Passage #2

### Earhart's Final Resting Place Believed Found

Legendary aviatrix Amelia Earhart most likely died on an uninhabited tropical island in the southwestern Pacific republic of [Kiribati](#), according to researchers at The International Group for Historic Aircraft Recovery (TIGHAR).

Tall, slender, blonde and brave, Earhart disappeared while flying over the Pacific Ocean on July 2, 1937 in a record attempt to fly around the world at the equator. Her final resting place has long been a mystery.

For years, Richard Gillespie, TIGHAR's executive director and author of the book "*Finding Amelia*," and his crew have been searching the Nikumaroro island for evidence of Earhart. A tiny coral atoll, Nikumaroro was some 300 miles southeast of Earhart's target destination, Howland Island.

A number of artifacts recovered by TIGHAR would suggest that Earhart and her navigator, Fred Noonan, made a forced landing on the island's smooth, flat coral reef.

According to Gillespie, who is set to embark on a new \$500,000 Nikumaroro expedition next summer, the two became castaways and eventually died there.

"We know that in 1940 British Colonial Service officer Gerald Gallagher recovered a partial skeleton of a castaway on Nikumaroro. Unfortunately, those bones have now been lost," Gillespie said.

The archival record by Gallagher suggests that the bones were found in a remote area of the island, in a place that was unlikely to have been seen during an [aerial search](#).

A woman's shoe, an empty bottle and a sextant box whose serial numbers are consistent with a type known to have been carried by Noonan were all found near the site where the bones were discovered.

"The reason why they found a partial skeleton is that many of the bones had been carried off by giant coconut crabs. There is a remote chance that some of the bones might still survive deep in crab burrows," Gillespie said.

This states that she was brave, but there is not much else in this article that supports the claim that she was brave.

Although she did not succeed in her around-the-world expedition, Earhart flew off into the legend just after her final radio transmission.

Books, movies and television specials about her disappearance abound as well as speculation about her fate. Theories proliferated that she was a spy, that she was captured by the Japanese, that she died in a prisoner-of-war camp, and that she survived and returned to live her life as a New Jersey housewife.

A new biopic about Earhart's life, starring Hilary Swank and Richard Gere, opens this weekend.

### Passage #3

## Amelia Earhart

Hosted by Rebecca Brayton

<http://www.watchmojo.com/index.php?id=9083> (Movie)

### The Life and Accomplishments of Amelia Earhart

Born July 24th, 1897, in Atchison, Kansas, Earhart first became interested in air travel after witnessing a flying exhibition by an ace pilot in her late teens. In 1920, she and her father took a trip to an airfield for a 10-minute flight. Following this, she took odd jobs to earn the money for flying lessons, which she finally began on January 3rd, 1921.

### Setting Records

To fit in with other female pilots, Earhart chopped off her hair and donned a worn leather jacket which fit her tomboy image. Within six months she had bought her own plane, a yellow vessel which she called "The Canary." By October of 1922, she was already setting records, becoming the first woman to fly to fourteen thousand feet. Finally on May 15th, 1923, she was issued her pilot's license, making her only the sixteenth woman to have one.

### A Famed Female Pilot

While she was admired by some as a preeminent female pilot, others merely qualified her skill as adequate. Either way, she had amassed an impressive 500 unaccompanied flying hours by 1927.

### Bringing Air Travel into the Public Eye

After Charles Lindbergh flew solo across the Atlantic in 1927, Earhart was approached to be the first woman to do so. Though she did not actually pilot the plane, her trip was successful and she and her team were greeted with great fanfare upon their return to the United States. Following this triumph, Earhart's celebrity grew, and she signed on to write a book, go on speaking tours and endorse various products. She even became associate editor at *Cosmopolitan* magazine, using it to

This shows that she was brave enough to fly at a time when airplanes were not extremely reliable.

This shows she was brave.

promote the sport and the inclusion of women, as well as commercial air travel.

### **First Woman to Fly across North America**

In August of 1928, she became the first woman to fly across North America and back. It was also around this time Earhart was proposed to by George P. Putnam, who had helped plan and promote her trans-Atlantic flight. The two were finally married on February 7th, 1931.

### **Round-the-World Flight**

It was the next year at the age of 34 that she successfully flew solo non-stop across the Atlantic. She set a number of other records, both as a woman and as a pilot. But her biggest triumph was to be a flight across the world in 1937. After a first attempt in March failed, a second attempt was planned for June. Earhart and navigator Fred Noonan departed on the first of the month, finally arriving in New Guinea on June 29th. Seven thousand miles remained on the flight, all of it over the Pacific Ocean.

### **Earhart is Lost**

Departing from New Guinea three days later, the aviators planned to land on Howland Island. However upon their approach, the pair was unable to locate the island and was running low on gas. After a number of voice transmissions from the aircraft, contact was eventually lost. An official search began almost immediately, and Putnam also funded a search of the area, but ultimately she remained lost. On January 5th, 1939, Amelia Earhart was declared legally dead.

### **Myth, Legend, Legacy**

For years, mystery has surrounded Earhart's disappearance. Conspiracy theorists have suggested the possibility that she was a spy, or assumed a new identity. She may have crashed in the ocean, or she may have landed on a different island and ultimately perished. No matter what her fate, her legacy lives on as a central figure in the effort to bring air travel into the public consciousness, and as a pioneer for women's issues.

[The images in the movie do show that she was unafraid of crowds or publicity, as well as unafraid to fly.]

This shows that people thought she was brave and bold enough to have lived on and found a new identity.