

American Adventures

CHAUTAUQUA FESTIVAL JUNE 17-26

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2 weekends
3 cities
30 shows

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for each performer*

*All characters perform
both weekends*

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fun!

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*Amelia Earhart, Mark Twain,
Matthew Henson, Wernher von Braun*

Presented by:

Greenville Chautauqua Society, Greenville SC
Buncombe County Chautauqua Committee, Asheville, NC
Spartanburg County Public Libraries, Spartanburg SC



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American Adventures

Buckle up – we’re adventure bound! Some wildly courageous characters are coming to Chautauqua to tell you tales of great American Adventures.

There have always been those who have a burning desire to know what lies in the unknown – in that frontier just beyond the back fence. And when it is reached and explored, that frontier just moves a little farther.

When Western Virginia was the West, men (and women) were drawn there. When it became the Ohio Valley, they headed for it. After President Jefferson made the audacious Louisiana Purchase, the West kept moving westward until the Pacific Ocean was reached. While mountains were climbed and rivers were run, death was defied at nearly every turn and new frontiers were found.

By the dawn of the 20th century, there were few land areas left unexplored. So Man turned to the skies and mastered flight, that age-old quest to fly like the birds. In the sixties President Kennedy proposed another bold challenge – to put a man on the moon!

What kept our characters going when the going got tough? What mental and physical stamina did it take? This June you can ask them!

Why are we still so fascinated with **Amelia Earhart**? Beyond the records she set and the mystery of her death, Earhart is a stirring example of what it means to journey beyond society’s expectations. She and other female flyers were crucial in convincing the American public that aviation was no longer just for daredevils and supermen. It was Earhart’s raw courage and plucky personality that encouraged women to soar.

How did **Matthew Henson** and **Robert Peary** find their way 500 miles across a drifting ice cap without a GPS and no one to ask directions? Why was the North Pole so important 100 years ago? Why did so many risk and lose their lives to get there? You will experience a North Pole adventure without getting your toes frozen!

Everyone knows **Mark Twain** wrote the adventures of two boys: Tom Sawyer and Huckleberry Finn. It is not well known that he lived the separate lives of two men: Samuel Clemens and Mark Twain. Who would have thought that Sam Clemens was even more adventurous than that steamboat-piloting, yarn-telling, wily intellectual Mark Twain? You will laugh out loud with this intrepid world traveler whose tales inspired America’s spirit of adventure.

What was the greatest and grandest adventure quest to date? The Space Race. Blast into space with **Wernher von Braun**, the German-born American rocket scientist and charismatic visionary, who pioneered our entry into the Space Age and took America where no man had ever gone before – to the Moon! ■

FROM THE EDITOR

Come to Chautauqua this June. Come for a day, a weekend, or a week. You can meet all four characters on either weekend or throughout the week. But don’t miss it!

Note: This original production can be seen only in Greenville, Asheville and Spartanburg – this June!

Sincerely,
Sally Potosky,
President



Funded in part by the Metropolitan Arts Council, which receives funding from the City of Greenville, BMW Manufacturing Company, Michelin North America, Inc, and the South Carolina Arts Commission.

FESTIVAL SCHEDULE June 17-26

GREENVILLE, SC

FRI	6/17	7:30p	Mark Twain Tent at Greenville Tech
SAT	6/18	9:00a	Coffee/Discussion - Twain Upcountry History Museum
		2:00p	Matthew Henson* Greenville Tech, Bldg 104
		7:30p	Wernher von Braun Tent at Greenville Tech
SUN	6/19	2:00p & 3:30p	Adventures Tom Sawyer Fine Arts Center at WHHS
		7:30p	Amelia Earhart Tent at Greenville Tech
MON	6/20	9:00a	Coffee/Discussion - von Braun Upcountry History Museum
		11:30a	Amelia Earhart* Younts Center, Fountain Inn
		11:30a	Matthew Henson Phillis Wheatley Center
TUE	6/21	9:00a	Coffee/Discussion - Henson Upcountry History Museum
		11:30a	Wernher von Braun Centre Stage
WED	6/22	11:30a	Amelia Earhart The Kroc Center
		7:30p	Wernher von Braun Trailblazer Amphitheater TR
THU	6/23	11:30a	Matthew Henson The Kroc Center
FRI	6/24	7:30p	Amelia Earhart Falls Park, bring lawn seating
SAT	6/25	9:00a	Coffee/Discussion - Earhart Upcountry History Museum
		2:00p	Mark Twain* Greenville Tech, Bldg 104
		7:30p	Matthew Henson Tent at Greenville Tech
SUN	6/26	2:00p & 3:30p	Talk on Huckleberry Finn Fine Arts Center at WHHS
		7:30p	Wernher von Braun* Tent at Greenville Tech



* Sign interpreted shows

SPARTANBURG, SC

Headquarters Library
151 South Church Street, Spartanburg, SC 29306

MON	6/20	7:00p	Wernher von Braun
TUE	6/21	7:00p	Matthew Henson
WED	6/22	7:00p	Mark Twain
THU	6/23	7:00p	Amelia Earhart

ASHEVILLE, NC

A-B Technical Community College, Ferguson Auditorium
340 Victoria Rd, Asheville, NC 28801

MON	6/20	7:00p	Mark Twain	\$5
TUE	6/21	7:00p	Amelia Earhart	\$5
WED	6/22	7:00p	Matthew Henson	\$5
THU	6/23	7:00p	Wernher von Braun	\$5

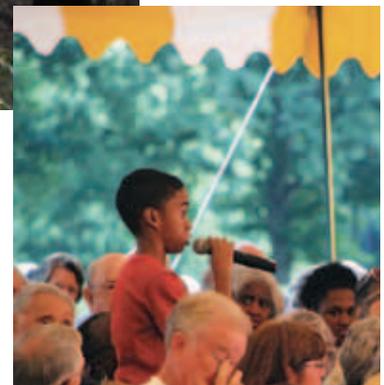
So many ways to experience Chautauqua

- Shows in Greater Greenville, Spartanburg and Asheville.
- Each show can be seen multiple times.
- Bring a picnic and enjoy the evening outdoor shows
- Or enjoy shows indoors
- Meet a performer for coffee and discussion in Greenville



*It is only in
adventure that
some people
succeed in
knowing
themselves –
in finding
themselves.*

- Andre Gide



Some shows in Greenville will be sign-interpreted.



Under the Chautauqua tent (Greenville evenings)

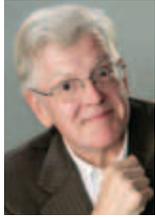
Photo credits - Top: Bob Howell. Middle photos: Christa Hansen. Bottom: Susan Gray.

Maps and info on our website or scan this code.



Scholar Performers

LARRY BOUNDS (Wernher von Braun) Greer SC



Larry has appeared as a Chautauqua scholar since 2005 in memorable presentations as Houdini, Churchill, Einstein, Davy Crockett and Walt Disney. He is a National Certified Teacher of AP high school English. When not reading about the lives and works of America's most intriguing citizens or teaching at the award winning Wade Hampton High School, Larry also serves on the Executive Committee of Piedmont Area Mensa. Since 1973 he has performed as a professional magician including 8 years with Ripley's Believe It or Not! larrycrystal.com

GEORGE FREIN (Mark Twain) Fort Worth, TX



George has had many adventures as a Chautauqua scholar. He wrote Moby-Dick as Herman Melville; analyzed the human psyche as Carl Jung; argued for American independence as John Adams; learned political philosophy to "give'm hell" as Truman. He studied medieval architecture as Henry Adams; defined the meaning of the Civil War as Lincoln; studied ornithology as John James Audubon. As Father De Smet, missionary in the American West, he studied comparative religion; as Orson Welles he confronted mortality. As Dr. Seuss, George found just the right word to rhyme with cat.

LESLIE GODDARD (Amelia Earhart) Chicago IL

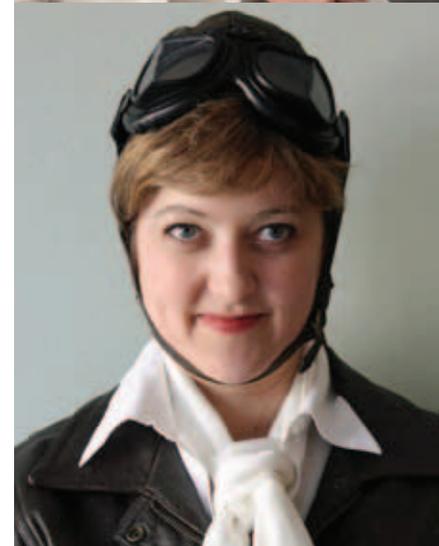


Leslie is a full-time historical interpreter and public speaker, portraying famous women of the past. Her roster of notable women includes more than a dozen figures, including Bette Davis, Jane Austen, Clara Barton, Amelia Earhart, and Jackie Kennedy. She holds a Ph.D. from Northwestern University in U.S. history and American studies and a master's degree in theater from the University of Illinois. A former museum director, she is the author of two books on Chicago history and presents more than 240 programs annually for museums, libraries, schools, clubs, and other organizations. lesliegoddard.info

KEITH HENLEY (Matthew Henson) Camden NJ



Keith is a professional actor, historical interpreter, playwright, director, and choreographer. He has performed with Historic Philadelphia, American Historical Theater, History First Hand, Smithsonian Teaching American History, Historic Germantown and Philadelphia Academy of Natural Sciences. He created the Black Heritage History Series program at the LaUnique African American Cultural Arts Center in Camden, NJ. He wrote and directed "If These Stones Could Talk," a play about William Still. Among his characters are William "Box" Brown (mailed himself to freedom) and Hercules (George Washington's chef).



The Characters

AMELIA EARHART

Thrust into fame in 1928 after becoming the first woman to cross the Atlantic Ocean by airplane, she used her celebrity to encourage other women to fly. Constantly pushing at boundaries, she journeyed far beyond expectations. Then, in 1937, her disappearance over the Pacific Ocean ignited a mystery that endures today.

MATTHEW HENSON

On April 6, 1909, Robert Peary, Matthew Henson, and four Eskimos arrived at the North Pole. Only Peary received the credit for the discovery. This is a story of courageous men persevering against nature and journeying into the unknown and of the world to which they returned.

WERNHER VON BRAUN

As a child in Germany, von Braun attached fireworks to his little red wagon. In his twenties he headed his country's rocket development program. Operation Paperclip brought him to America. By age sixty he landed a dozen men on the moon and brought them home. When he died at sixty-five he was developing satellites, space stations, and missions to Mars.

MARK TWAIN

Sam Clemens carefully cultivated an additional public persona, the one he exhibited as a writer, lecturer, culture critic, and America's first celebrity. He named him "Mark Twain," and it was as Mark Twain that he had the greatest adventures of his life. In Greenville, there will be additional sessions by George Frein on Mark Twain:

- "Adventures of Tom Sawyer" – the youthful adventures of Tom and Huck
- "Talk on Huckleberry Finn" – older now, Huck faces a society that is hostile to his ideas about slavery and race.



Photo by Greg Peters





"Everyone has oceans to fly if they have the heart to do it"

Amelia Earhart (1897-1937)

1897 born in Atchison, Kansas

1921 takes first flying lessons

1922 sets women's altitude record of 14,000 feet

1928 becomes first woman to cross the Atlantic Ocean as a passenger in the plane, *Friendship*

1929 takes third place in first Women's Air Derby, aka the "Powder Puff Derby"

1931 marries George Putnam

1932 records –

- First woman to fly solo across the Atlantic
- First woman to fly solo nonstop across the U.S.
- Fastest women's non-stop transcontinental flight

1935 First person to fly solo from Hawaii to California

1937 disappears over the Pacific Ocean during attempted around-the-world flight

Amelia Earhart

by Leslie Goddard

Why are we still so fascinated with Amelia Earhart? Why is interest in her life and disappearance as prevalent today as it was when she vanished nearly eighty years ago?

More than a hundred books have been written about her life. Her name is plastered on schools, parks, festivals, museums, and bridges. She has appeared on the covers of magazines ranging from *Ms.* to *Smithsonian*. *Gap* featured her in an advertisement for khaki pants, and *Apple* in its "Think Different" campaign. Just last year, a moon crater was named for her.

Earhart herself probably never dreamed of such fame, at least not in 1928, when she was chosen to become the first woman to journey across the Atlantic Ocean in an airplane. At the time, she was a \$60-a-month settlement house worker in Boston who flew airplanes as a hobby. She had taken her first airplane ride in 1920 and began flying lessons soon after. Her instructor, Neta Snook, charged her \$1 a minute.

Still, Earhart had no public reputation in 1928. What she had was impeccable credentials. Tall and lanky, she bore an uncanny resemblance to Charles Lindbergh, the first man to fly solo across the Atlantic. A native of Atchison, Kansas, Earhart had a down-to-earth, Midwestern appeal. Her short

hair and love for adventure seemed masculine, but her humbleness and shy smile gave her an appealing femininity.

The Atlantic flight was grueling, as pilot Wilmer Stultz, mechanic Louis Gordon and Earhart battled fog, snow, and ice. When they landed in Wales some 20 hours later, Earhart earned the title of first woman to cross the Atlantic in an airplane and became a media sensation. She soon was lecturing and cranking out books and magazine articles, most of them organized by her publisher, G. P. Putnam. As successful as he was aggressive, Putnam eventually became her full-time promoter and, in 1931, he became her husband.

Earhart was eager to set records of her own. In 1928, she became the first woman to make a round-trip solo flight across the United States. In 1932, she set a women's transcontinental speed record, and then broke her own record the following year. Her greatest achievement came in May 1932, when she became the first woman – and only the second aviator ever – to fly solo across the Atlantic. Her fame now extended around the world.

Earhart used her celebrity to speak out for her favorite causes, especially women's equality and commercial aviation. She helped establish the *Ninety-Nines*, an organization for



Earhart in an autogiro – had rotor blades for vertical takeoff and propellers for flying. On a cross country trip, she landed at the Greenville Airport in November 1931.

women in aviation, and joined the faculty of Purdue University as a career counselor for women.

To maintain her status, Earhart knew she had to keep setting records and meeting new challenges. Lectures, magazine articles, and product endorsements for everything from luggage to coffee paid for those efforts. Contemporary pilots – and historians since then – have criticized her for a writing and speaking schedule that made it difficult for her to stay on top of advancements in aviation and aircraft technology. As one biographer put it, “Earhart’s



In 1932 Amelia flew her Lockheed Vega solo across the Atlantic and then nonstop across the U.S.

It is true that there are no more geographical frontiers to push back, no new lands flowing with milk and honey this side of the moon ... But there are economic, political, scientific, and artistic frontiers of the most exciting sort awaiting faith and the spirit of adventure to discover them.

courage was greater than either her knowledge of aircraft or of navigation.” But at a time when flying took plenty of courage – especially for girls – her courage and determination were notable in themselves.

As her fortieth birthday approached, Earhart announced she would undertake one last challenging journey before retiring. She would fly around the world as close to the equator as possible. Putnam worked with Purdue University to supply her with an \$80,000 twin-engine Lockheed Electra, equipped with cutting-edge equipment.

Earhart’s first attempt ended almost as soon as it began.

Taking off from Honolulu, her plane skidded, sustaining serious damage. Undeterred, she repaired the Electra and started again, taking off from Miami on June 1, 1937. Over the next month, Earhart and her navigator Fred Noonan journeyed from South America to Africa, across the Arabian Peninsula, through Southeast Asia, and on to Australia. On July 2, they roared off from New Guinea, headed for tiny Howland Island, some 2,556 miles away. Unfortunately, they never arrived.

The U.S. government immediately organized the most extensive search ever undertaken for a single aircraft. For sixteen days, ten ships and more than sixty airplanes searched an area of the Pacific about the size of Texas. They found nothing.

Historians today agree that misunderstandings or complications regarding radio navigation and timing were the real problems. But to this day, no one knows exactly what happened. Perhaps Earhart and Noonan landed on another island and perished from lack of food and water. Perhaps they were captured by the Japanese. Perhaps they were doing secret reconnaissance work. In more than 75 years of searching, no researcher has uncovered any indisputable hard evidence to solve the mystery. In the absence of verifiable facts, most Earhart biographers assume, as did Putnam that the pair ran out of fuel, crashed, and sank.

Will the Electra ever be found? Most likely. Whatever we find, however, it’s hard to escape a hope that she died as she wanted to – in her plane, quickly, and while undertaking another pioneering adventure. ■

GOOD READS

The Fun of It by Amelia Earhart (1932). Her second memoir, still in print. Earhart describes her life as an aviator up through her 1932 Atlantic solo and gives advice to girls. It’s a great insight into her attitudes about flying and her admiration for other female pilots.

The Sound of Wings by Mary S. Lovell (1989). The best of the biographies to date, well-researched and readable. It’s the one I recommend for those who know little about her.

East to the Dawn: The Life of Amelia Earhart by Susan Butler (1997). An exhaustive biography. I recommend it for those who already know something about Earhart and want more.

Amelia Lost: The Life and Disappearance of Amelia Earhart by Candace Fleming (2011). A great biography for kids 8 and up. It is the story of the crew waiting for her plane in 1937, with flashbacks from Earhart’s life and good photographs.

Still Missing: Amelia Earhart and the Search for Modern Feminism by Susan Ware (1993). The author argues that fixation on Earhart’s disappearance obscures the more interesting story of how she skillfully crafted her public image and used her popularity to broaden horizons for women.

Amelia Earhart: The Thrill of It. by Susan Wels (2009). Glossy, coffee table book. It’s a good, popular biography, but most notable for the excellent photographs that show how Earhart’s visual image made as powerful an impact as her achievements.



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Matthew Henson

(1866-1955)

1877-1884 runs away from home. Travels the world as a cabin boy

1887 leaves for Nicaragua as Robert Peary's valet

1891 marries Eva Flint. Henson and Peary leave on expedition to North Greenland

1893-1895 2nd Arctic expedition

1897 3rd Arctic expedition; Eva and Henson divorce

1898-1902 4th Arctic expedition

1905-1906 5th Arctic expedition

1907 marries Lucy Jane Ross

1908-1909 6th Arctic expedition Finally reaches North Pole

1909 unsuccessful lecture tour

1912 publishes *A Negro Explorer at the North Pole*. Sales are poor

1937 invited to join The Explorers Club. 1947 Honorary Member

1944 receives the Peary Polar Medal from U.S. Congress

1947 *Dark Companion* a success

1954 invited to the White House by President Eisenhower

1988 His body is reburied in Arlington National Cemetery

Matthew Henson

"The wind would find the tiniest opening in our clothing and pierce us with the force of driving needles. Our hoods froze to our growing beards and when we halted we had to break away the ice that had been formed by . . . our breaths."

- from *A Negro Explorer at the North Pole*

Adventure and curiosity have always fueled man's obsession with the exploration of unknown seas and lands, but by the start of the 20th century most of the earth had been mapped and explored. Only a few unknown lands remained. The North Pole was as mysterious and unattainable as the moon. For almost a century, Americans, Italians, Norwegians and others risked danger and death to get there first. Among those was an African-American: Matthew Henson.

Born just after the Civil War to a family of freeborn sharecroppers, he was orphaned as a child. On his 11th birthday, he ran away and found work at Janey's Cafe in Washington DC. There, a local sailor, Baltimore Jack, filled him with stories of the sea. With dreams of becoming a sailor, young Matthew left Washington and walked 40 miles to Baltimore, where Captain Childs of the *Katie Hines* took him on as cabin boy. As Matthew mastered the skills of a mariner, Childs personally taught him math, geography and the Bible. At 20, Henson had sailed the

world to exotic lands. Then Captain Childs died.

Without his mentor, Henson returned to land. Robert E. Peary, about to embark on an expedition to Nicaragua, happened go to the store where Henson had found a job. Peary hired him on the spot as his valet. In Nicaragua, Peary found Henson's skills so valuable, he promoted him to a full member of the expedition. From then on, Henson's destiny was joined to Peary's.

Over the next 18 years, Henson accompanied Peary on six expeditions, determined to reach the North Pole. On these arduous Arctic travels, Henson served as a navigator, craftsman and interpreter. Of Peary's crew, only Henson became fluent in Inuit. He embraced the Inuits and could drive a sledge and handle dog teams with native prowess. Henson became indispensable to Peary, who said, "I can't make it there without him."

For the 1909 expedition, Peary had a new plan. On each leg of the journey, a select team took the difficult trail blazing position, then one team was turned back, leaving igloos and supplies for others' return trips. For the final assault, Peary chose Henson and four Inuit men to accompany him. Why?

Unlike the South Pole, the North Pole is not an actual spot on land, but is an elusive location in the midst of a moving and drifting sea of ice. On the journey they had to haul the sledges across steep ridges of ice – yet be wary of falling through thin ice, where they



Ooqueah, Ootah, Henson, Egingwah, Seegloo at the Top of the World, the North Pole. Photo credit: Peary



Donald MacMillan, George Borup, Thomas Gusher, Matthew Henson. photo Library of Congress

could freeze to death in minutes. One night Bartlett's team nearly floated out to sea as the ice floe underneath them broke apart. The final assault was a grueling, five day, 150 mile march, hoping they'd make it before their stamina or luck ran out – and then return back, 450 more miles.

"Henson was of more real value to our Commander than (expedition members) Bartlett, Marvin, Borup, Goodsell and myself all put together. Matthew Henson went to the Pole with Peary because he was a better man than any one of us."

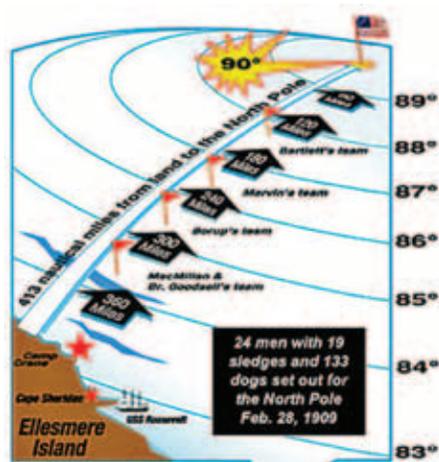
- Donald MacMillan, team member

On April 6, Henson was expected to take the lead but to stop short of the Pole to let Peary reach it first. Instead, his team arrived before realizing their mistake. When Peary found out, he was so angry that he refused to speak to Henson on the return trip and thereafter maintained a distant relationship more common between blacks and whites of that era.

The expedition returned triumphant only to find that Frederick A. Cook claimed to have reached the North Pole a year earlier, by another route. The question, "Who was first?" is still debated. However, soon Peary received honors, though Henson did not. Between expeditions, Peary returned home to hobnob with rich friends to raise money for his next mission – Henson returned home to menial jobs or no job. When Peary died, he was buried with honors in Arlington National Cemetery – Henson died in virtual poverty.

Matthew Henson again and again had to prove that he was not inferior, that an African-American had what it took to conquer the frozen North. He was an intrepid explorer, yet at home he was a victim of racism. When he planted the American flag on Top of the World – it was a double victory: a triumph over both the frozen North and prejudices of white society.

Fortunately, Henson lived long enough to receive some honors in his lifetime: membership in the Explorers Club at age 70 and a Congressional medal at 77. Then in 1988, 33 years after his death, through the efforts of S. Allen Counter and by Ronald Reagan's presidential order, the remains of Matthew Henson and his wife Lucy were reinterred at Arlington National Cemetery – a short distance from Robert and Josephine Peary. ■



GOOD READS

A Negro Explorer at the North Pole, a memoir by Matthew Henson (1912). Well written, very readable journal.

Dark Companion, the Story of Matthew Henson with Bradley Robinson (1947). A collaboration with the 81 year old Henson – has personal details and reflections.

Onward : a photobiography of African-American polar explorer Matthew Henson by Dolores Johnson (2005). National Geographic Photographer Series. A well-written story with effective photography.

North Pole Legacy, Black, White and Eskimo by S. Allen Counter (2001). African American scientist goes to Greenland to find the offspring of Henson and Peary.

True North, Peary, Cook, and the Race to the Pole by Bruce Henderson (2006). A fun read about the Cook and Peary feud. [Sides with Cook]

To the End of the Earth, our epic journey to the North Pole and the legend of Peary and Henson by Tom Avery (2010). In 2005 Avery and his team covered 413 nautical miles to the North Pole in thirty-seven days to prove that - yes - Peary could have done it.

In the Kingdom of Ice (USS Juanita) by Hampton Sides. Not about Matthew Henson – but a nail-biting adventure about the survival of the 1879 polar voyage, trapped in ice for two years.



Wernher von Braun

by Larry Bounds



"I have learned to use the word 'impossible' with the greatest caution."

Wernher von Braun (1912-1977)

1925 reads Hermann Oberth book that excites him about science

1930 joins German Society for Space Travel (a rocket club)

1934 earns Ph.D. in physics after a B.S. in aeronautical engineering

1940 works on long range missiles, the V-2, in Peenemunde

1945 surrenders to American military

1952 becomes technical head of U.S. Army Ordinance Guided Missile Project

1953 authors *Conquest of the Moon*

1958 launches America's first artificial earth satellite, Explorer One

1969 is chief architect of Saturn V rocket that lands first man on the moon

1972 leaves NASA to become VP of aeronautic firm Fairchild Industries

Wernher Von Braun turned his childhood dream of exploring outer space into the 36-story, 6-million pound, spaceship – the Saturn V – that carried men to the moon and back to earth safely.

In his lifetime he rubbed shoulders with presidents, dictators, and celebrities. He spoke passionately of space exploration as an honored physicist and engineer and as a devoted Christian. His epitaph would be: "The heavens declare the glory of God; the skies proclaim the work of his hands" (Psalms 19:1)

Yet this scientific celebrity lived a life of controversies that trouble us even today. The man who got the Apollo XI to the moon also rained the V-2 down on the streets of London. The man who guided the team to achieve President Kennedy's dream to "put a man on the moon by the end of this decade" also guided a team to realize Adolf Hitler's dream to reek vengeance on the British Isles.

How can we reconcile these two sides of von Braun's life? How can we ever reconcile the lives of any researchers who develop miraculous cures AND deadly, contagious, weaponized viruses? Engineers who build nuclear power plants to heat, cool, and light our homes AND nuclear bombs that can lay waste to entire cities in a single searing flash?

Chemists who create compounds that form new materials for our safety and comfort AND toxic gasses that choke the last breaths from civilian women and children?

The life of von Braun offers us a starting point to gain a perspective on the role of conscience in pure and applied science. What price are citizens willing to pay to expand across new horizons? To seek new discoveries? To create a new future for us all? What threats are we willing to abide? What rewards do we insist upon to justify the dangers inevitably created?

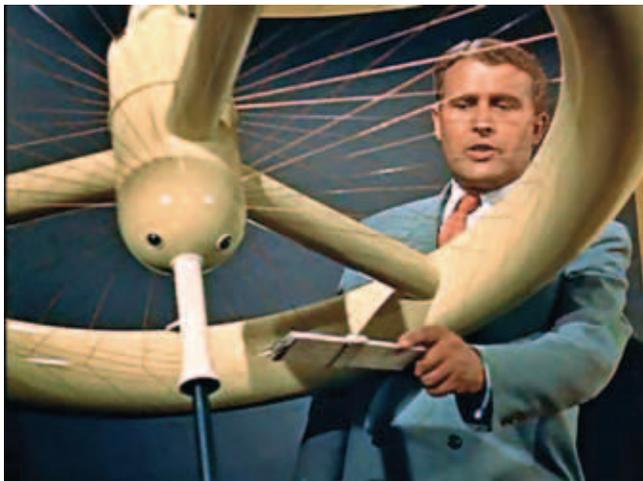
Born in 1912, the older son of a wealthy and socially and politically prominent German family, von Braun became fascinated by the potential to travel into space from reading the science fiction of Jules Verne and watching the German cinema. In his teens he joined a rocket club and decided to study physics and engineering for the sole purpose of designing and building spacecraft to carry men beyond the earth. The rise of the Nazi party brought an end to his father's political career, but young Wernher used the expanding military's growth to his advantage to take flight training. Soon he was leading the German rocket development program.

By 1943 his team at the Peenemunde research facility had created a missile capable of leaving the earth's atmosphere, but von Braun and his team realized that it was only a matter of time until Russian and American forces would arrive. To continue on his course to conquer space, he would be far better off in the hands of the American military than the Soviets. Securing rocket-making materials and secreting research data and plans, he led a hundred German rocket scientists across Germany and into American hands. At the end of the Second World War he was sent to the American Southwest, as a leader of military missile research for the USA. Then, in Huntsville, Alabama, his team refined the V-2 rocket to create the Redstone intercontinental Ballistic Missile which was the cornerstone of America's nuclear missile defense system.





Time magazine Feb 17, 1958



Von Braun with his model of an atomic space station, in Disneyland's 1955 "Man in Space" TV series.

Von Braun still longed to create rockets for space travel as he had since childhood. To this end he began writing a series of books and articles for the popular press about the benefits of space exploration. He travelled widely as a public speaker arguing for the need to develop tools to carry humans to other worlds. He inspired and intrigued his audiences with the beauty of space, the wonders of nature that lay just beyond



John F. Kennedy and Wernher von Braun

our grasp, and the promise of other scientific benefits that would be a blessing to a presently earthbound humanity.

In the mid-1950s his campaign caught the interest of another American dreamer, Walt Disney, who devoted three of his Sunday evening TV shows to the potentials of space exploration. Von Braun appeared on air before millions of Americans. Using models and animation to imbue the space program with a sense of grand adventure and possibility, the popular interest in America's destiny as a space-faring nation grew.

With the launching of the Soviet satellite Sputnik and President Kennedy's challenge to land a man on the

moon before 1970, the nation mobilized behind a newly created National Aeronautics and Space Administration (NASA). Von Braun now headed the Marshall Space Flight Center in Huntsville. His army of engineers and technicians stepped America through the Mercury, Gemini, and Apollo programs. Their crowning achievement was the launch of the Saturn V rocket - the most powerful rocket ever created before or since.

With the success of the Apollo program and the footsteps of a dozen astronauts on the surface of the moon, America seemed to lose interest in the potential of travel to other worlds. Von Braun retired from NASA in 1972 to pursue private corporate development of satellites, shuttles, space stations, and bases for Mars. Diagnosed with cancer shortly after retirement he died at the age of 65 in 1977. Most of his dreams for human space travel are still incomplete nearly 40 years later.

Perhaps it was von Braun's passion and single-minded determination more than anything else that led a boy who strapped firework rockets to his little red wagon to become the man who led America's most spectacular adventure into outer space. Without him, America's progress into space has slowed and at times seems abandoned.

Is it enough today to enjoy space travel created by computer generated graphics, or will the American public once again embrace the idea of really taking mankind on voyages of discovery to the stars? It is the voice of the people that will decide when the countdown to return man to deep space will, if ever, begin. ■

GOOD READS

Dark Side of the Moon: Wernher von Braun, the Third Reich, and the Space Race by Wayne Biddle (2009). A look at von Braun's work during WWII.

Project Paperclip: German Scientists and the Cold War by Clarence G. Lasby (1971). How America in the 1950's used elements of a previous conflict to rally against a new one.

The Rocket and the Reich: Peenemünde and the Coming of the Ballistic Missile Era by Michael J. Neufeld (1994). How the V-2 became the Redstone missile defense system.

Von Braun: Dreamer of Space, Engineer of War by Michael J Neufeld (2007). The dichotomy between peaceful and non-peaceful applications of pure science.

Wernher von Braun: Crusader for Space by Ernst Stuhlinger (1996). How von Braun rallied support for a national space exploration program.

Written by von Braun:

First Men to the Moon, (1958). Written for a general audience to show the possibility of landing on the moon.

Daily Journals of Werner von Braun, May 1958 – March 1970. Reveals the day-to-day coordination and politics required for launching the space program.

History of Rocketry & Space Travel, (1975). With Frederick I. Ordway III. An illustrated history of the development of the modern rocket.

Project Mars: A Technical Tale, (2006). A space fiction tale previously unpublished.

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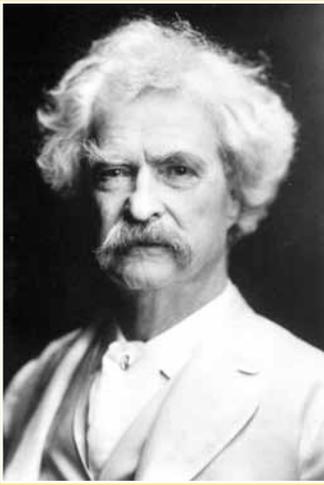
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"Broad, wholesome, charitable views of men and things cannot be acquired by vegetating in one little corner of the earth all one's lifetime." -Innocents Abroad

Mark Twain (1835-1910)

1844 Sam Clemens has an adventure with the measles

1848 begins working as a printer

1857 begins piloting on Mississippi

1861 goes West to Nevada and California

1863 takes the pen name Mark Twain on Feb 2

1867 tours Europe and the Holy Land

1869 publishes first book, *The Innocents Abroad*

1876 *The Adventures of Tom Sawyer*

1883 *Life on the Mississippi*

1885 *Adventures of Huckleberry Finn*

1897 *Following the Equator*

Mark Twain

by George Frein

Mark Twain became a writer because he got the measles when he was 12 years old.

Mark Twain told that story in a piece he wrote for Harper's Bazaar titled "The Turning Point of My Life." Looking back over his long life, Twain wrote: "The most important feature of my life is its literary feature." And the first step toward his becoming a writer, he said, was to get the measles.

The year he was 12, and still known only as Sam Clemens, an epidemic of measles swept through Hannibal, Missouri and a child was buried almost every day. Parents were terrified and kept their kids indoors where there was nothing to do but pray, sing hymns, and fret. "I was a prisoner," Twain recalled. "Life on these terms was not worth living and I made up my mind to get the disease and have it over with one way or another." So he escaped, went to the house of a neighbor boy who had the measles, and crept into bed with him. He was discovered, of course, and sent home. But he had the measles and almost died.

"It was the turning point of my life," Twain wrote. His mother was tired of trying to keep him out of mischief, he said. "The adventure of the measles decided her to put me into more masterful hands than hers." She apprenticed him to a printer. He said: "One isn't a printer for ten years without setting up acres of good and bad literature, and learning to discriminate between the two." The literary feature of his life had begun. All he needed was something to write about.

I suggest that the story Twain told about getting the measles also identifies the chief topic of his writing. Notice what he wrote: that his mother put him in stronger hands than hers "after the adventure of the measles." Mark Twain's great topic would be: adventure.

The first thing he did after his apprenticeship was to read a book about travels in the Amazon. Immediately, he found a \$50 bill on the street. He recalled, "I advertised the find, and left for the Amazon the same day."

Twain did not get to the Amazon. He got as far as New Orleans only to find that no ships ever sailed from there to the Amazon. But in New Orleans he talked a steamboat pilot, Horace Bixby, into teaching him the river. He wrote: "Piloting on the Mississippi River was not work to me; it was play – delightful play, vigorous play, adventurous play – and I loved it." He turned his play into the book *Life on the Mississippi*.

To his disappointment, those adventures did not last long. The Civil War put an end to commercial river traffic and Twain did not want any adventures piloting war boats. He took the stagecoach to Nevada Territory where adventures would be less life-threatening.

The book he made from his western travels is *Roughing It*. Adventure was the book's only plot. Twain scholar Henry Wonham rightly called the book "a wildly humorous adventure yarn." The adventures were ordinary-appearing events, until Twain enlarged them in his extravagant style - as when an ordinary buffalo hunt came to include, in his telling of it, a buffalo that climbed a tree to get at one of the hunters!

As soon as Twain got back East he booked passage on the Quaker City, going to Europe and the Holy Land with pious parishioners of Rev. Henry Ward Beecher's Brooklyn Church. Daily life on board the ship, he said, consisted of "solemnity, decorum, dinner, dominoes, devotions, and slander." He concluded, "It was not lively enough for a pleasure trip; but if we had only had a corpse along it would have made a noble funeral excursion."

But out of this "funeral excursion," Mark Twain created a hilarious account of the adventures innocent Americans had traveling abroad: at museums, monuments, theaters, and ruins. Twain's travelogue became an immediate best seller. More importantly, *The Innocents Abroad* taught him to find adventure in seemingly ordinary events and experiences.



Be good and you will be lonesome– Mark Twain

Famous voyages of discovery, he thought, were not as great as people imagined. About Columbus, Twain said, “It was wonderful to find America, but it would have been more wonderful to miss it.” Why? America stretched from North Pole to South Pole: Columbus couldn’t miss it! All he had to do was to keep sailing west.

Twain had shown that ordinary people could have adventures worthy of literary attention. But what about children? Children’s literature in Twain’s time had to be morally instructive. The rule was: no bad kids should appear in books intended for young people. Mark Twain disagreed.

He thought: “There comes a time in every rightly-constructed boy’s life when he has a raging desire to go somewhere and dig for hidden treasure.” By the time he was finished with that idea he had written *The Adventures of Tom Sawyer*, a story that proved conclusively that kids too, even poor kids on the frontier, led lives of adventure.

But Mark Twain wanted something more than the merely mischievous Tom Sawyer could give him. So he took Huck Finn, the “bad” kid in *The Adventures of Tom Sawyer*, and made him the main character and narrator in the sequel. Twain wanted to show readers what one had to do to live out the American idea of equality at a time when Abraham Lincoln’s call for “a new birth of freedom” was being rejected in both the North and the South. On the surface, *Adventures of Huckleberry Finn* is about travel on the Mississippi. But at its inner core the travel takes place in a boy’s conscience, Huck Finn’s conscience. By thinking through the meaning of his friendship with the runaway slave, Jim, Huck has an adventure in what it means to be a human being.

When 12 year old Sam Clemens’ adventure with the measles finally came to an end at age 74, America’s leading literary critic, William Dean Howells, called him the “Lincoln of our literature.” ■

GOOD READS

The best place to start is with *The Adventures of Tom Sawyer* and *Adventures of Huckleberry Finn*. Both are still good reads, even for oldsters who read them as youngsters. They are very different books, however. *Tom Sawyer* deals with youthful adventures in a society that generally supports Tom. *Huckleberry Finn* describes adventures that nearly get Huck killed in a society that is positively hostile to him and his ideas about slavery and race.

After that I recommend two quasi-autobiographical books by Twain. *Life on the Mississippi* and *Roughing It*. Both were written while the author was trying as best he could to live a life of eastern respectability – and not entirely succeeding at it.

Finally, for readers with time on their hands, I recommend his autobiography. It is truly great to spend so many hours in Twain’s company.

Books about Mark Twain are perhaps best read after one has gotten to know the man through his own writing.

Dangerous Water: A Biography of the Boy who Became Mark Twain by Ron Powers (1999)

Mark Twain, a Life by Ron Powers (2005)

Mark Twain, a Literary Life by Everett Emerson (2000)

Mark Twain: The Adventures of Samuel L. Clemens by Jerome Loving (2010)

Mark Twain: Man in White Suit – The Grand Adventure of His Final Years by Michael Shelden (2010)



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The Art of Tom Chalkley

by Sally Potosky

Like our historic interpreters, caricatures are not exact images, but they convey an interpretation of a person. George Frein saw the caricatures Tom Chalkley had done for Maryland Chautauqua and asked to use them to promote Greenville's first Chautauqua Festival in 1999. Since then, his work has been a part of our shows.

What's the difference between Cartoons and Caricatures?

A caricature is a stylized or exaggerated likeness of a person. Tom feels a mysterious pleasure in gently exaggerating a likeness, then tweaking it so that it reveals the character of the subject, not just a visual image. He feels it's important that it says something about the person. A cartoon, on the other hand, is "a stylized drawing that communicates an idea, story or joke. It's like writing with pictures." They're not the same, but a caricature could be used in a cartoon. For example, political cartoons often use an exaggerated likeness to express an idea.

Before Tom starts to draw, he has to decide what he wants his drawing to "say." He likes the research that makes him read and get to know more about the character. But times have changed. 15 years ago, research meant a trip to the library to find books

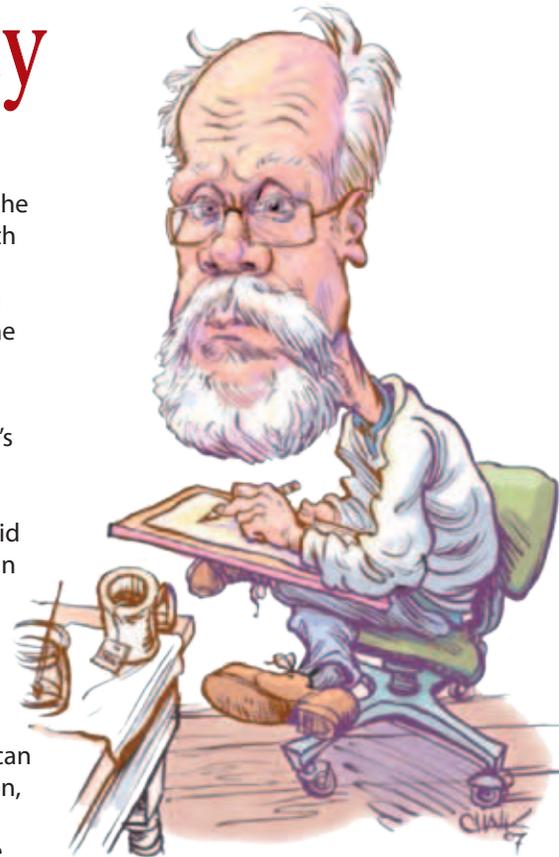
that had bios and illustrations. Now he can find more information faster with the internet. Of all the characters he has drawn for us, his favorite is John Muir. "I like the way he belongs to the rock!" says Tom. (pictured bottom left)

Caricature Styles

At one extreme are Al Hirschfeld's Broadway stars – minimalist reductions of a celebrity's likeness. Other artists are more detailed, which David Levine calls "falling on their victims in a storm of cross hatches that reveal every fold and crease." Tom's work takes a middle ground – a more sensitive look. When drawing live subjects, he adds another element: the feelings of the person. Then he can create a work of art – with the person, not just his own view of them.

In addition to traveling across the country to draw caricatures at events, Tom has created coloring books, cartoon maps of cities, wall murals, and even wallpaper.

If you like Tom's work, contact him at: tomchalkley@gmail.com or go to his Facebook page: Tom Chalkley View more of his work at tomchalk.com



I like drawing Chautauqua caricatures because, at heart, I'm a history buff.

- Tom Chalkley

How many characters can you identify?



Ideas That Changed America



They Came To America



Tom hails from Baltimore MD where he is a free lance artist: illustrator, cartoonist, caricaturist, writer of satirical verse, and harmonica player! The book *Charmed Life* contains articles about back-water Baltimore, taken from a column written for the *Baltimore City Paper* by Chalkley, Charles Cohen, and Brennen Jensen. For 26 years Tom has taught a cartooning class at Johns Hopkins University. ■

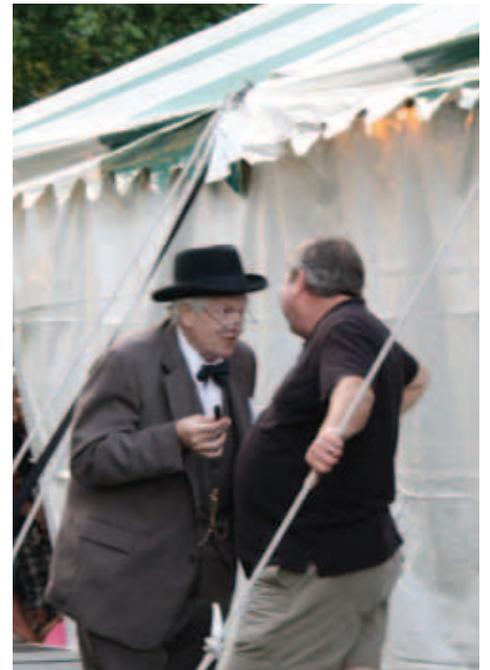
To see all Greenville Chautauqua caricatures from 1999-2016, visit: [greenvilleCHAUTAUQUA.org/about us/past seasons](http://greenvilleCHAUTAUQUA.org/about-us/past-seasons)

CHAUTAUQUA



“We like to laugh, to be challenged,
to be entertained, and delighted.”

-Dr. Seuss



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in their own words.



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1999 American Humorists
Will Rogers, James Thurber, Langston Hughes, Mark Twain, Dorothy Parker

2000 Southern Writers
Zora Neale Hurston, Katherine Anne Porter, Mark Twain, William Faulkner, Thomas Wolfe

2001 American Renaissance
Nathaniel Hawthorne, Herman Melville, Louisa May Alcott, Walt Whitman, Henry David Thoreau, Frederick Douglass

2002 Conceived in Liberty
Thomas Jefferson, Elizabeth Freeman, Alexander Hamilton, Henry Laurens, John and Abigail Adams

2003 American Autobiography
Benjamin Franklin, Henry Adams, Eleanor Roosevelt, Mark Twain, Pauli Murray, Andrew Carnegie

2004 American Visions
Martin Luther King, Jr, Eugene Debs, Elizabeth Cady Stanton, Thomas Paine, John Winthrop

2005 The Civil War
Ambrose Bierce, Mary Chesnut, Sam Watkins, John C. Calhoun, Frederick Douglass, Abraham Lincoln

2006 Great American Journeys
Mary Ingles, William Clark, Sequoyah, Herman Melville, Harriet Tubman

2007 The American Stage
Houdini, Paul Robeson, Lillian Hellman, Will Rogers, Mark Twain

2008 America: The Land
John J. Audubon, Teddy Roosevelt, James Beckwourth, Rachel Carson, Black Elk

2009 America in Crisis
George Washington, Rosa Parks, Franklin and Eleanor Roosevelt, Abraham Lincoln

2010 American Imagination
Ben Franklin, Thomas Edison, Emily Dickinson, Dr. Seuss, Langston Hughes

2011 Ideas that Changed America
John Muir, Frances Perkins, Albert Einstein, W.E.B. Du Bois, Mark Twain

2012 They Came to America
Winston Churchill, Golda Meir, Denmark Vesey, Carl Jung, Lafayette

2013 American Legends
Davy Crockett, Susan B. Anthony, Herman Melville, Malcolm X

2014 Rising to the Occasion
Clara Barton, Patrick Henry, Robert Smalls, Harry Truman

2015 America at the Movie
Walt Disney, Gordon Parks, Mary Pickford, Orson Welles

Greenville **CHAUTAUQUA**

We are grateful to all who have made Greenville Chautauqua possible: to the many generous sponsors and donors who enable us to keep our events free, and to the hard-working volunteers. And thanks to you, the audience, for your enthusiasm. It wouldn't be Chautauqua without you!

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