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1973

## **Jacqueline Cochran Aviation Hall of Fame Induction Script for Charles Yeager 1973**

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TENTATIVE ONLY

AVIATION HALL OF FAME SCRIPT - PART I

JACQUELINE COCHRAN ODLUM

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SEQUENCE INTRODUCTION OF JACQUELINE COCHRAN ODLUM BY RICHARD ARLEN

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SEQUENCE Acknowledgement of introduction by Miss Cochran, who then continues her remarks with:

Spot on lectern  
House lights  
fade to low

MISS COCHRAN: FIRST, LADIES AND GENTLEMEN, I WANT YOU TO KNOW THAT I AM TRULY AND GREATLY PROUD AND HONORED TO BE HERE TONIGHT. - - - AND TO SAY A FEW PERSONAL WORDS. AS SOME MAY RECALL, THIS IS THE THIRD TIME THAT I HAVE TAKEN PART IN AVIATION'S HALL OF FAME CEREMONIES. - - - THE FIRST TIME WAS IN 1968 - - - WHEN I CAME TO PRESENT ONE OF MY DEAREST AND CLOSEST PERSONAL FRIENDS, - - - AMELIA EARHART. - - - THAT OCCASION WAS A VERY EMOTIONAL AND TRYING EXPERIENCE FOR ME. - - - THERE WAS AN UNUSUAL BOND BETWEEN US, - - - SO MUCH SO THAT I COULD TELL WHERE SHE WAS AND WHAT SHE WAS DOING WHENEVER I TRIED. AS YOU MAY REMEMBER, JIM JACOBS CAME TO MY RESCUE THAT NIGHT - - - WHEN I SENSED AMELIA'S PRESENCE IN THAT BALLROOM FIVE YEARS AGO. - - - AND I AM GLAD THAT HE IS CLOSE BY NOW, - - - BECAUSE TONIGHT I COME TO PRESENT ANOTHER PERSON - - - WHO HAS BEEN A VERY DEAR AND PERSONAL FRIEND FOR MANY, MANY YEARS.

THE THRILL OF BEING ABLE TO TAKE PART IN THIS CEREMONY IS VERY REAL, - - - FOR I COME TO PRESENT THE ACHIEVEMENTS OF ONE OF THE GREATEST PILOTS OF ALL TIME. - - - I MUST ADMIT THAT I AM TREMENDOUSLY PLEASED

- - - THAT I HAVE BEEN SELECTED TO SERVE AS HIS PRESENTER TO AVIATION'S HALL OF FAME - - - AND THAT AT LONG LAST HE IS BEING FULLY RECOGNIZED FOR HIS OUTSTANDING CONTRIBUTIONS TO AVIATION AND THE SCIENCE OF FLIGHT. - - - THIS IS AN OCCASION THAT I HAVE LONG AWAITED, - - - FOR I TRULY BELIEVE THAT HE MADE ONE OF THE GREATEST BREAKTHROUGHS IN AVIATION - - - AND THAT HIS ACHIEVEMENT, - - - IN MY MIND, - - - EQUALS THAT OF THE WRIGHT BROTHERS, - - - AND MADE SPACE FLIGHTS POSSIBLE.

MY PLEASURE IS DOUBLY ENRICHED, - - - FOR THIS GREAT PIONEERING PILOT, - - - BLESSED WITH THE ENTHUSIASM OF YOUTH, - - - THAT SEEMS UNBOUND BY DIMENSION AND UNDIMINISHED BY TIME, - - - HAS ALSO BEEN A FLYING COMPANION - - - AND A SOURCE OF GREAT PERSONAL INSPIRATION AND HELP - - - IN MAKING SOME OF MY OWN AERONAUTICAL ACHIEVEMENTS - - - THAT RESULTED IN MY OWN INDUCTION INTO THE AVIATION HALL OF FAME TWO YEARS AGO. - - - I HAVE FLOWN WITH GENERAL CHARLES "CHUCK" YEAGER MORE THAN WITH ANY OTHER PERSON LIVING OR DEAD. - - - THESE FLIGHTS HAVE BEEN ALL OVER THE MOST OF THE UNITED STATES AND TO PRACTICALLY ALL COUNTRIES OF EUROPE - - - INCLUDING RUSSIA AND ALL OF THE "BACK OF THE IRON CURTAIN" COUNTRIES. - - - I ALWAYS LEARNED FROM HIS GREAT SKILL. - - - HE HAS FORGOTTEN MORE THAN MOST OF US KNOW ABOUT SUPERSONIC FLIGHT.

I MUST ADMIT THAT NO MAN HAS HAD ANY GREATER INFLUENCE UPON ME, - - - OTHER THAN MY OWN DEAR HUSBAND, FLOYD ODLUM, THAN "CHUCK" YEAGER. - - - HIS FAMILY SEEMS

AS IF A PART OF MY FAMILY - - - AND OUR RELATIONSHIP HAS BEEN ONE OF CONSTANT JOY AND REWARD - - - OVER THE PAST MORE THAN TWENTY-FIVE YEARS.

FEW COULD HAVE FORETOLD "CHUCK" YEAGER'S CONTRIBUTIONS TO AVIATION - - - AS THE WAR CLOUDS IN EUROPE THREATENED TO ENGULF OUR NATION, - - - AND WHEN, FRESH OUT OF HAMLIN, WEST VIRGINIA'S HIGH SCHOOL, - - - HE ENLISTED IN THE ARMY AIR CORPS IN SEPTEMBER 1941. - - - EVEN THEN HE HAD A DYNAMIC PERSONALITY, TREMENDOUS ENERGY AND A GREAT AMOUNT OF DETERMINATION. - - - IT WAS NOT LONG BEFORE HE PROGRESSED FROM AIRCRAFT MECHANIC TO CREW CHIEF ON AT-6 TRAINERS. - - - THEN IN JULY 1942, - - - HE BEGAN HIS PILOT TRAINING IN THE FLYING SERGEANTS PROGRAM - - - AND NINE MONTHS LATER RECEIVED HIS WINGS AND WAS APPOINTED A FLIGHT OFFICER.

IN LATE 1943, - - - "CHUCK" WENT TO EUROPE AS A FIGHTER PILOT - - - FLYING P-51'S FOR THE EIGHTH AIR FORCE. - - - IN MARCH 1944, - - - AFTER DESTROYING TWO GERMAN PLANES IN THE AIR, - - - HE WAS SHOT DOWN OVER OCCUPIED FRANCE. - - - BUT HE MANAGED TO ELUDE CAPTURE - - - AND MADE HIS WAY OVER THE PYRENEES INTO SPAIN. - - - AND FOR THE LAST FEW MILES OVER THE MOUNTAINS WAS HELPING A FELLOW AMERICAN WHO HAD BEEN SHOT IN THE LEG THE PREVIOUS DAY BY THE GERMANS DURING THE ESCAPE OF THE TWO THROUGH THE LAST STRETCH OF MOUNTAIN. - - - SEVEN WEEKS LATER, HE REJOINED HIS SQUADRON IN ENGLAND - - - AND RETURNED TO THE AIR WAR. - - - IN ALL, DURING HIS TOUR OF DUTY IN EUROPE, "CHUCK" DOWNED 13 ENEMY PLANES - - - IN 64 COMBAT MISSIONS. - - - HE BAGGED 5 IN ONE MISSION, - - - INCLUDING ONE OF GERMANY'S FIRST

JET FIGHTER, - - - AND HE BECAME A "DOUBLE ACE". - - -  
FOR HIS WAR SERVICE HE RECEIVED TWO SILVER STARS, - - -  
THREE DISTINGUISHED FLYING CROSSES, - - - THE BRONZE  
STAR, - - - SEVEN AIR MEDALS - - - AND THE PURPLE HEART!

AFTER "CHUCK" CAME HOME IN EARLY 1945, - - -  
HE MARRIED LOVELY GLENNIS FAYE DICKHOUSE, - - - WHO IS  
HERE WITH HIM TONIGHT. - - - THEN HE TOOK THE PILOT  
INSTRUCTOR'S COURSE AT <sup>P</sup>BERRIN FIELD, TEXAS.

THE DWIGHT EISENHOWER FAMILY AND THE "CHUCK" YEAGER  
FAMILY WERE SPENDING A CHRISTMAS AT MY RANCH. - - -  
"IKE" SAID TO ME HE THOUGHT HE HAD MET "CHUCK" BEFORE  
SOME PLACE. - - - I ASKED CHUCK IF IT WERE TRUE AND HE  
SAID - - - "YES, A PILOT WHO HAD BEEN SHOT DOWN COULD  
NOT FLY IN COMBAT AGAIN WITHOUT THE APPROVAL OF THE  
COMMANDING GENERAL. - - - I APPLIED TO FLY AGAIN ALL  
ALONG THE LINE OF AUTHORITY WITH NEGATIVE RESULTS, - - -  
BUT FINALLY GOT TO EISENHOWER AND OBTAINED MY RIGHT  
TO FLY AGAIN IN COMBAT!" - - - BUT ADDED "CHUCK" - - -  
"I'M SURPRISED EISENHOWER REMEMBERS ME." - - -  
CHUCK WAS THE FIRST SHOT DOWN PILOT WHO WENT BACK INTO  
COMBAT. - - - AND FLEW ON "D" DAY.

NOW I WOULD LIKE TO SHARE SOME SCENES FROM "CHUCK"  
YEAGER'S CAREER THAT FOLLOWED, - - - SCENES OF  
ACHIEVEMENTS WHICH JUSTLY EARN THE HONOR WE ACCORD  
HIM TONIGHT.

Spot off  
House lights off  
Roll Yeager film

Film time is approximately 8  
minutes. After film is over and  
house lights are up, continue  
as follows:

TENTATIVE ONLY

AVIATION HALL OF FAME SCRIPT - PART II

JACQUELINE COCHRAN ODLUM

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Spot on lectern  
House lights up to low

MISS COCHRAN:           YES, - - - IF WE ARE SEARCHING FOR MILESTONES - - -  
BY WHICH TO MEASURE MAN'S PIONEERING PROGRESS IN FLIGHT  
- - - AND IN REACHING THE MOON AND OUTER SPACE, - - -  
THE PRECEDENT-SHATTERING FIRST SUPERSONIC FLIGHT IS,  
- - - PERHAPS, - - - MORE MEANINGFUL THAN ALL OTHERS  
IN WINGED FLIGHT.

          BUT "CHUCK" WOULD BE THE FIRST TO SAY - - -  
THAT THIS GREAT MILESTONE - - - WAS THROUGH THE DEDICATED  
EFFORTS - - - OF THOUSANDS OF TALENTED DESIGNERS, - - -  
PAINSTAKING ENGINEERS, - - - SEARCHING SCIENTISTS - - -  
AND LITTLE-KNOWN TEST PILOTS WITH RAW, NAKED COURAGE  
- - - WHO SLOWLY BUT SURELY FACED AND IDENTIFIED - - -  
THE BATTLELINE OF THE SOUND BARRIER.

          THEY CALLED THESE NEW FOES BY STRANGE NAMES: - - -  
FLEXURE, - - - FLUTTER, - - - CREEP, - - - COMPRESSIBILITY,  
- - - BUFFETING, - - - SHOCK WAVES, - - - AND THEY KNEW  
FIRST HAND THAT THEIR RESULTS COULD BE, - - - AND OFTEN  
WERE - - - CATASTROPHIC. - - - BUT TEST BY TEST, - - -  
FLIGHT BY FLIGHT, - - - THE DESIGNERS, ENGINEERS,  
SCIENTISTS AND TEST PILOTS - - - BEGAN TO COMPREHEND  
THE NATURE OF THE PROBLEMS - - - BY REASSEMBLING THE  
PIECES OF SMASHED AND WRECKED AIRCRAFT, - - - AFTER THE  
FURY OF THE BARRIER - - - HAD TORN MAN AND MACHINE APART.  
"CHUCK" YEAGER WAS GIVEN BY MOST EXPERTS A CHANCE OF 50%  
OR MORE OF DYING. - - - SEVERAL OTHERS ABROAD HAD DIED  
IN THE ATTEMPT.

YES, - - - DEDICATION TO THE CHALLENGE AND PURPOSE  
OF THE GOAL SURVIVED - - - AND NEW, UNKNOWN TEST PILOTS,  
- - - STILL TO KNOW THE ULTIMATE FEAR AT THE BARRIER,  
- - - FILLED THE EMPTY SLOTS IN THE FLIGHT ROSTERS - - -  
AND EVENTUALLY LEARNED TO ENDURE AND ELIMINATE THE  
GUESSWORK, - - - TO BELIEVE, - - - TO UNDERSTAND, - - -  
TO KNOW WITH CONVICTION AND CERTAINTY - - - THAT, - - -  
REGARDLESS OF THE DEED OR CHALLENGE, - - - IT ALWAYS  
IS TO BE MAN'S DESTINY - - - TO SEEK OUT - - - AND TO  
DARE TO CONQUER - - - THAT WHICH HE NOT YET, - - -  
OR PERHAPS NEVER WILL FULLY COMPREHEND OR UNDERSTAND.

NO MAN HAS BEEN MORE DEDICATED TO THAT PHILOSOPHY,  
- - - THAT DESTINY, - - - THAN THE MAN WHO WAS BORN IN  
MYRA, WEST VIRGINIA - - - IN THE DAYS WHEN AIRPLANES  
WERE OF CANVAS AND WOOD, - - - AND WHOSE NATURAL  
BOYHOOD INTEREST IN AVIATION - - - WAS NURTURED BY THE  
PIONEERING DEEDS - - - OF SOME OF THE GREAT MEN OF  
AVIATION - - - WHO HAVE ASSEMBLED HERE TONIGHT TO HONOR  
HIM. - - - BUT WE MUST KNOW, - - - ABOVE ALL ELSE, - - -  
THAT HE FOUND WITHIN HIMSELF THE DESIRE, - - - THE COURAGE  
- - - THE WILL TO HELP MOVE MAN'S DESTINY BEYOND THE  
SOUND BARRIER - - - THAT MEN BEFORE HIM HAD KNOWN - - -  
AS THE ULTIMATE LIMIT TO THEIR ACHIEVEMENTS IN THE AIR.

I MET "CHUCK" YEAGER IN THE OFFICE OF SECRETARY OF  
THE AIR, STUART SYMINGTON, JUST AFTER "CHUCK" HAD BROKEN  
THE SOUND BARRIER. - - - I WAS CONSULTANT TO THE SECRETARY  
FOR AIR AND HAD A LUNCH CONFERENCE SLATED WITH HIM, BUT  
I WAS SO INTRIGUED BY "CHUCK'S" "FIRST" THAT I FOLLOWED  
HIM INTO THE HALL AND HE ASKED ME TO HAVE LUNCH WITH HIM  
- - - WHICH I ACCEPTED. - - - DURING LUNCH I GOT ALL THE

DETAILS OF BEATING THE SPEED OF SOUND AND DETERMINED I WOULD DO SO MYSELF. - - - I DID SO UNDER CHUCK'S DIRECTION A FEW YEARS LATER. - - - THERE WAS NO OPERATIONAL PLANE IN EXISTENCE AT THE TIME THAT COULD BREAK THE SPEED OF SOUND IN LEVEL FLIGHT. - - - ONLY THE F-86 COULD DO IT AND THEN ONLY IN A PERPENDICULAR FULL POWER DIVE.- - - INCIDENTALLY, I FOUND OUT LATER THAT WHEN "CHUCK" BROKE THE SOUND BARRIER HE WAS FLYING WITH A COUPLE OF FRACTURED RIBS. - - - HE HAD FALLEN FROM A HORSE A COUPLE OF DAYS BEFORE BUT KEPT IT A SECRET BECAUSE HE DID NOT WANT TO BE DENIED WHAT I CALL HIS PROBABLE RENDEZVOUS WITH DEATH.

ANOTHER PERSONAL EXPERIENCE IS WORTH RECITING. - - - "CHUCK" LEFT NEW YORK FOR RUSSIA WITH ME IMMEDIATELY AFTER HE HAD LED A GROUP OF FIGHTER PLANES ACROSS THE PACIFIC. - - - HE WENT TO BED IN MY PLANE JUST AFTER WE LEFT NEW YORK AT EVENING FOR SPAIN BY WAY OF THE ARGENTIA BASE IN THE AZORES. - - - THE GOVERNMENT HAD FURNISHED ME A NAVIGATOR BECAUSE WE WERE GOING TO MOSCOW ON OFFICIAL BUSINESS. - - - WE WERE ON INSTRUMENTS FOR SEVERAL HOURS AND WHEN IT CLEARED UP THE NAVIGATOR SAID I WAS OFF COURSE AND UNLESS I MADE A CORRECTION I WOULD MISS THE AZORES AND GO DOWN IN THE OCEAN FOR LACK OF GAS TO REACH FRANCE. - - - I DISAGREED WITH THE NAVIGATOR BUT WOKE UP "CHUCK" WHO AGREED WITH ME AND WE WERE NOT FIVE MILES OFF COURSE WHEN WE FINALLY HEARD THE AZORES RADIO. - - - WE LET THE NAVIGATOR GO HOME WHEN WE REACHED ROME AND DID THE REST OF THE NAVIGATING OURSELVES.

ON THE WAY HOME WE RAN INTO A BAD HAIL STORM OVER MADRID. - - - WHEN THINGS LOOKED AT THEIR WORST



"CHUCK" LAUGHINGLY SAID TO ME, - - - "THIS IS A HELL OF A WAY FOR THE TWO OF US TO BUY THE COURSE." - - - WE GOT DOWN BUT MY PLANE WAS BADLY DAMAGED.

I HAVE NOT ONLY FLOWN WITH GENERAL YEAGER OVER MOST OF THE UNITED STATES AND EUROPE, - - - BUT I HAVE FISHED WITH HIM FOR SALMON IN ICELAND, - - - FOR TROUT IN WYOMING, - - - AND FOR BASS IN ARIZONA. - - - WITH THE HOOK AND LINE HE WAS ALWAYS THE WINNER AS HE WAS IN THE AIR. - - - HE IS A WINNER AT HUNTING TOO AS WELL AS IN EVERYTHING HE UNDERTAKES.

YES, - - - NOW YOU KNOW WHY I, - - - SPEAKING FOR ALL MEN AND WOMEN OF AVIATION, - - - AM TRULY PROUD AND HONORED - - - TO PRESENT NOW FOR ENSHRINEMENT INTO AVIATION'S HALL OF FAME - - - CHARLES ELWOOD

Musical  
flare

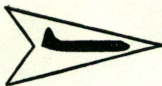
"CHUCK" YEAGER !

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SEQUENCE

UNVEILING OF YEAGER PORTRAIT AND PLAQUE

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*from the desk of*

**JACQUELINE COCHRAN**

27 November 1973

Dear Chuck,

Here is copy of my first draft.

Love,

*Jackie*