



# BIOGRAPHY

## A DOCUMENTED ORIGINAL TUSKEGEE AIRMAN

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## FRANKLIN “FRANK” J. MACON

Frank was born in Kansas on August 4, 1924. When Frank was two weeks old, he was moved to Colorado Springs, Colorado, to be raised by two great aunts, Maude “Mama” Elizabeth Macon Loper and Ella “Aunt LaLa” Banks.

Frank struggled with school because he was dyslexic, but he knew at the age of four he wanted to fly. Frank’s babysitters had taken him on a flight with their boyfriends who were Pilots. They put Frank in the back seat of an Alexander Eaglerock biplane. From that day on, Frank was determined to fly. In 1942, Frank joined the Civil Air Patrol in his senior year of High School. His first Solo Flight was at Pine Valley which is now the General Benjamin O. Davis Jr. Airfield at the U.S. Air Force Academy.

Frank Enlisted in the U.S. Army Air Corps in 1943 and began his military flight training in 1944 as part of Tuskegee’s class 45A, where he flew various aircraft, to include the bi-wing Stearman, the Piper Cub, and the PT-6 Texan. This was after his first attempt at heading to Tuskegee in their Civilian Pilots Training. No one asked his age and Frank didn’t say. When they realized he wasn’t 21 they sent him back home.

Frank’s path changed three days before graduation. Frank decided to go fly and practice some maneuvers instead of going to the dispensary for his head cold. Frank blew out his eardrums three days before graduation. That meant Frank was in the hospital when his class graduated. That is why he is not found on the graduation lists.

Frank was in the hospital for close to a year. World War II ended during this time. Frank was given a choice, continue with a different class or go back home. They gave Frank paperwork to fill out to be considered what today is reserve status and to get his commission. They offered this because Frank had completed all flight requirements. Frank disliked the segregated military. He knew he could fly search and rescue back in Colorado with the Civil Air Patrol. Frank headed home and completed the necessary paperwork and earned the rank of Lieutenant.



Frank returned to Colorado and served as a Civil Servant at what today is Fort Carson Army Post. He spent 23 years as Head of Aircraft Maintenance. After retiring from Civil Service, Frank’s favorite job was working with astronaut David Scott at Scott Science and Technology as an Aviation Mishap Investigator. He was the one who determined the cause of a 1973 Delta Airlines crash that killed all aboard. He worked to develop landing instrument improvements that prevented future crashes. In addition, he started his own mechanical shop.

Frank continued to invent, fix, and inspire. He designed and built inventions to improve the mechanics of aviation. He co-founded Meadow Lake Airport in Colorado. There he flew gliders. His favorite. At the age of 92 Frank co-authored an autobiography aimed at young readers who struggle with school. Frank spent hours sharing about Tuskegee and inspiring young adults. He wanted them to achieve their dreams. Frank earned many awards throughout his life but was very humble about them. A few of his accolades included:

- Palmer High School Hall of Fame
- National Museum of World War II Aviation Hall of Fame
- International Dyslexia Foundation – Colorado Award of Distinction
- American Airlines Honorary Captain

A week before his passing, Frank was honored with the Civil Air Patrol Congressional Gold Medal. He is one of two known men to have been honored with both the Tuskegee Congressional Gold Medal and the Civil Air Patrol Gold Medal. On the 75<sup>th</sup> Anniversary of D-Day, at the age of 95, Frank took his last airplane flight in his favorite powered aircraft, the PT-6 Texan.

On November 22, 2020, Frank joined the Lonely Eagle Chapter. He is buried at the United States Air Force Academy Cemetery.



Frank's book can be found at major book sellers including Amazon and in audio on Audible and Scribd. Frank's Trades scholarship website is [macontrust.org](http://macontrust.org).

