

ANNE LINDBERGH VETERAN OF SKY

Famous Husband Pilots
Her From Books to
Poetry of Flying.

By Lorena A. Hickok
(Associated Press Staff Writer)
NEW YORK (AP)—One year ago, May 27, in the living room of her parents' home in Englewood, N. J., Anne Morrow Lindbergh, the bride of the world's foremost birdman, Charles A. Lindbergh. She wore a simple white frock fashioned by the village dressmaker who had made her clothes since she was a little girl, and she carried a bouquet of garden flowers picked by her future husband just a few minutes before the ceremony.

Since that day the quiet and unassuming young woman, remembered by her college classmates as studious, dreamy and so shy that even as a senior she suffered when she had to get up before a class and recite, has learned how to fly and navigate an airplane.

Acquired a glider pilot's license. Photographed from the air ancient "Ghost Cities" in the Mayan jungle.

Attended a birthday party for the president of the United States at his summer camp.

Navigated the airplane in which she and her husband on Easter Sunday set a new transcontinental flight record.

Flies 30,000 Miles
In all, Anne Morrow Lindbergh has flown nearly 30,000 miles in these last 12 months. That includes:

Two flights to Los Angeles and return.

One 7,000-mile jaunt down over the Mayan jungles and all around the Caribbean sea.

A trip out to the Cleveland air races and return.

A trip up to Maine and back late last summer after the air races.

A swift race as far west as Wichita, Kas., to hunt for the lost T. A. T. transport City of San Francisco.

Innumerable short hops.

Practically all of this flying has been done with the same pilot—her husband. Once she was a passenger on a comparatively short trip in a T. A. T. transport, and several times she has flown solo. Aside from these occasions, so far as is known, she has never flown with any other pilot.

Survives One "Mishap"

Mrs. Lindbergh has experienced one crack-up, which her husband described as "not an accident, but a mishap," and two minor accidents which the colonel undoubtedly would decline to dignify by calling them even mishaps.

The "mishap" occurred before they were married and when they lost a wheel while in the air and turned over on landing at Mexico City, Feb. 27, 1929.

Twice last July, once at Newark airport and once at Columbus, O., they ground-looped on landing.

The Lindbergh honeymoon started adventurously enough. All alone in a 28-foot cabin motor boat they cruised for nearly a month after their marriage around Long Island sound and up the Atlantic seaboard.

Attend Guggenheim Tests

On June 20, back from their cruise, they appeared at Mitchell field for the beginning of the final tests in the Guggenheim safe aircraft competition, and Mrs. Lindbergh went up with the colonel for a short flight.

Their next flight carried them across the country in Colonel Lindbergh's blue and orange biplane, on an inspection trip of the T. A. T. route.

They returned from this trip July 30, ground-looping as they landed at Newark, and a week later hopped down to Washington to be guests at President Hoover's week-end birthday celebration at his summer camp on the Rapidan river.

On their return, Mrs. Lindbergh started learning how to fly from the Aviation Country Club at Hicksville, Long Island. Aug. 23, after nine hours' instruction, she made her first solo flight, while from the ground "The Lone Eagle" watched, anxiously at first and then with a pleased grin.

Fly Up to Maine

Next they hopped out to Cleveland for the air races, returning just in time to borrow a fast ship and speed out to Wichita to help in the hunt for the City of San Francisco. They returned from that trip Sept. 11. The following day, in a small, low-winged red monoplane, which the colonel at that time was said to have bought for his bride, they took a little jaunt up to the Morrow summer home at North Haven, Me.

A couple of weeks later they were off with a party of scientists on their Central America cruise, photographing ruins, landing in little inlets to go ashore in an inflated rubber boat and explore the jungle. This trip had been inspired by experiments they had tried in photographing ruins from the air while in the west earlier in the summer. Mrs. Lindbergh operated the camera and, when she was not busy at that, served meals in the air to her husband and the scientists.

Back in New York by the middle of October, Mrs. Lindbergh took some more flying lessons and later in the month received her pilot's license, stopping at Nassau on route from the field after one of her solo flights to get another license to permit her to drive an automobile, too.

Two days after Christmas they were off again—to the Pacific coast.

Another Solo Flight

Jan. 27 Mrs. Lindbergh made a solo flight over Los Angeles—"just to brush up a little on her flying," the colonel said.

Jan. 28 at San Diego she went up in a biplane, started on a solo flight

and won her glider pilot's license. Until April 18 the Lindberghs remained in California, hopping all up and down the coast in airplanes and gliders while Mrs. Lindbergh honed away on navigation. Then came the record-breaking flight home.

Three years ago this month Charles Lindbergh soared out over the Atlantic to Paris and world-wide fame. And Anne Morrow, then a little college girl, quiet and shy, with a penchant for writing poetry, undoubtedly read about it in the papers up at Northampton, Mass.

Two years ago this month, she was awarded a triumph of her own—a triumph that would seem much more in her line than breaking aviation records. She was a senior at Smith College then, and she was awarded two prizes for scholarship and literary achievement.

One year ago this month—Anne Morrow, the poet, laid aside her books and papers and became Anne Morrow Lindbergh, one of America's better known women fliers.

NEW AIR ROUTE CARRIES PASSION PLAY VISITORS

MILAN, Italy (AP)—To accommodate the many visitors expected to go to Oberammergau for the Passion Play this summer after visiting shrines in Italy, a new Milan-Munich air service has been inaugurated.

The trip from the Talledo air-drome here to the Bavarian capital takes two hours and 35 minutes. The initial voyage was made in a trimotor machine piloted by Arturo Ferrarin, co-hero with del Prete of the Rome-Brazil flight of July, 1928. The service is now a daily affair in both directions, and the Rome-Milan daily run connects with it.

INVOLUNTARY SKY WRITING NEW PROBLEM OF WAR BIRDS

SACRAMENTO, Cal. (AP)—Flying higher than any squadron had gone in formation, air corps fighters discovered a new problem—involutionary sky writing.

Low temperatures and rarified air caused condensation of vapor from the exhaust which, multiplied by the number of planes, was visible as long streaks of white vapor. In military fighting, the ships would be easily discerned by enemy planes in the air and anti-aircraft on the ground, necessitating the use of condensers on the exhaust lines.

AVIATION PROVES LURE FOR WASHINGTON WOMEN

WASHINGTON (AP)—With Representative Edith Nourse Rogers planning to fill speaking dates this summer by airplane, and the Women's City Club forming a class of aviation, the capital is becoming most femininely air-minded.

Mrs. Loranda Prochnik, daughter of the Austrian minister, and Peggy Beckwith, great-great-granddaughter of Abraham Lincoln, are two of the most prominent of the younger set who have taken to the air.

The club is planning to purchase a Gypsy Moth plane equipped with wing slots for student training.

TOWN MOVED 15 FEET TO BUILD NEW HIGHWAY

CHESTER, Pa. (AP)—This town must move 15 feet to make room for a new highway. The road is to enter the town at a wide angle over a new bridge across the Feather river which necessitates the moving and reconstruction of a majority of the business houses on the town's principal thoroughfare.

CLUB WOMAN NEARS 100

BROCKTON, Mass. (AP)—Miss Almada D. Thayer, charter member of the Woman's club of Brockton, says she is the oldest club woman in the country. Miss Thayer was 99 February 12. Until quite recently she attended meetings.

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