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NEWS



SKYWAYS—Scarcely a country but has been visited by the flying Lindberghs. After their marriage May 27, 1929, the former Anne Morrow became a trusted co-pilot on world flights.



'THE LONE EAGLE'—To many, Charles A. Lindbergh personifies American aviation, fast-growing, strong. He flew army and airmail planes in the 20's; he shed his 1927 fame to do research, to find better planes and new routes for them to fly.



END OF EPIC FLIGHT—"I am Charles Lindbergh," a modest man said, wearily climbing from this monoplane May 31, 1927, at night-landed Le Bourget, France, and the world thrilled to hear of the first solo transatlantic flight from N. Y. to Paris. Lindy's time was 33 hours, 30 minutes, 59.5 seconds. Taking off at dawn May 20, he flew 1,000 of the 3,510 miles spanned in fog and sleet.



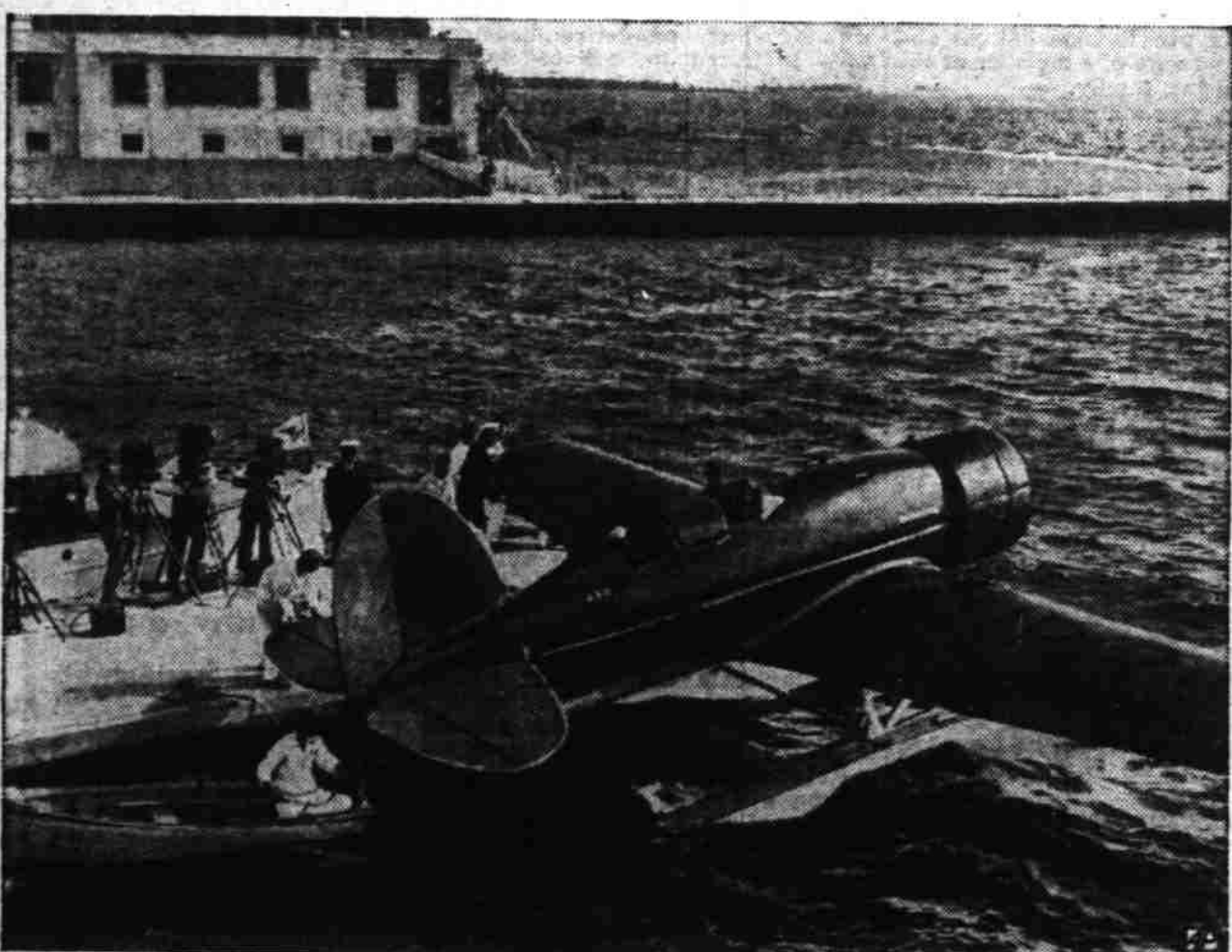
TREAT—Lindbergh's grin, infectious and rarely seen, is at its best when the diffident Swede dons flying togs and climbs into a plane—any plane, for he knows them all. He quit college to fly.



EXILE BEGINS—Crushed by the tragic review of their son's kidnap-death, in the Hauptmann trial of 1935, the Lindberghs fled from U. S. to seek abroad an escape from blundering hero-worship and invasion of their private lives. Above, they land at Liverpool Dec. 31, 1935, with Lindbergh carrying Jon. Return of family in April, 1939, inspired reports they planned to stay.



HERO'S HOMECOMING—New York's welcome for Lindbergh, then 25, set an all-time record for enthusiasm and ticker tape. This is lower Broadway's "billyard" on June 13, 1927, as Lindy (first car) rides by. On the Atlantic flight that won him world acclaim and the \$25,000 Orteig prize, Lindy had no radio, navigated by induction compass, used periscope to take off, land.



1933 ATLANTIC SURVEY—"Tingmissartog," an Eskimo cry for "one who flies like a bird," named above Lockheed Sirius in which the Lindberghs, homeward-bound from Miami (above) Dec. 18, 1933, surveyed Atlantic air routes. Their circuit touched Greenland, northern Europe, Azores, Brazil, West Indies. The plane is same one in which they flew to Orient in 1931.



ATTACK—Russian scorn was heaped on Lindy in October, 1933, when the flyer, whose respect for Nazi planes is known, was called a "stupid liar" and "lackey of Germans." Russian airmen charged that Lindbergh, Moscow visitor in Aug., 1933, had belittled Soviet aviation.



LINDBERGH TESTIFIES—Ears strained to hear the testimony Lindbergh gave, above, in January, 1935, at the Flemington, N. J., trial of Hauptmann, later electrocuted for the death of baby Charles. Lindy testified "I heard clearly a voice coming from the cemetery. . . . That was Hauptmann's voice." More sons were born to Lindberghs: Jon on Aug. 16, 1935; Land on May 12, 1937.



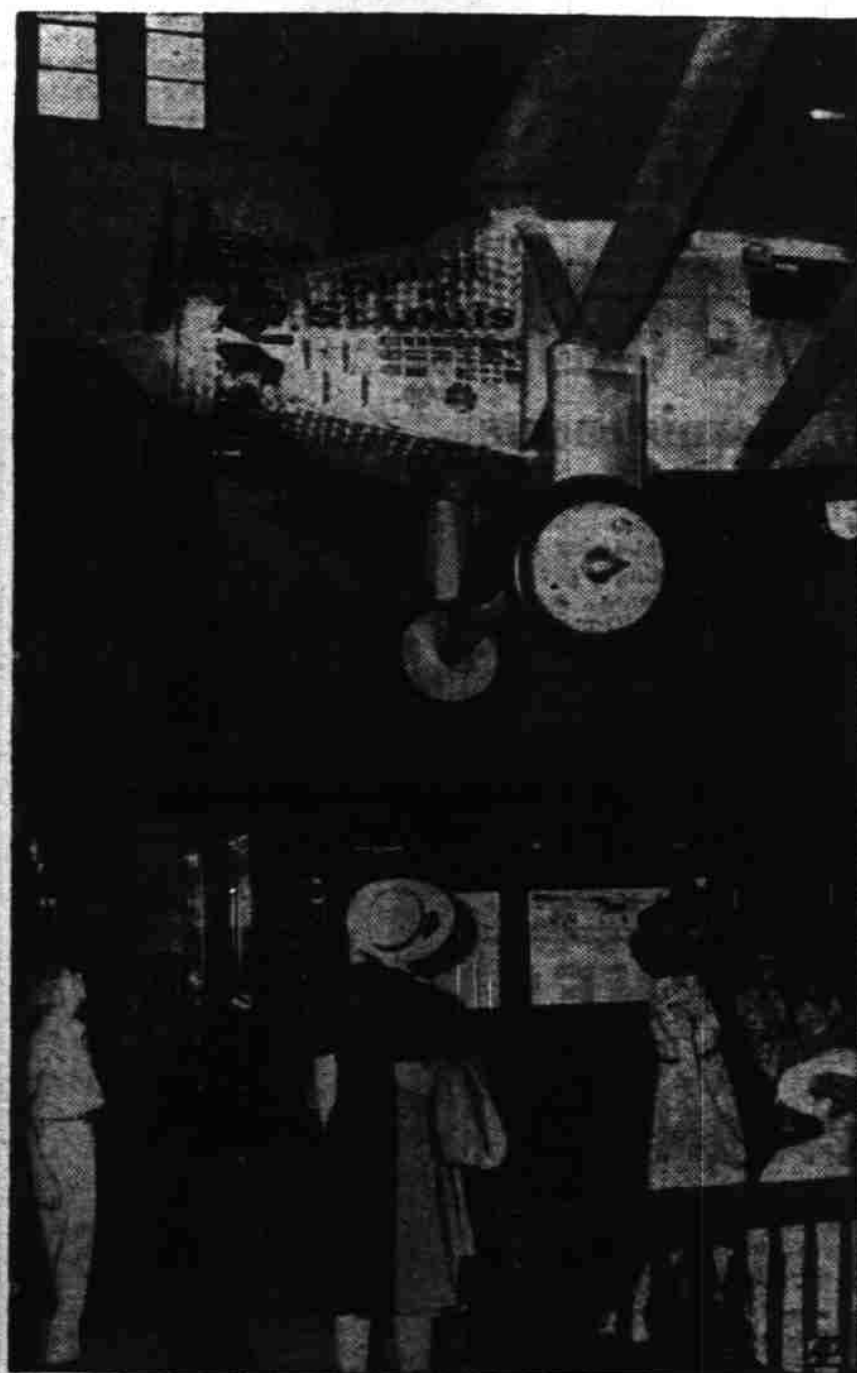
VICTIM—Kidnaped Mar. 1, 1935, Charles A. Lindbergh, Jr., was found, dead, May 28 in a thicket four miles from home. For this crime Bruno Hauptmann, a German carpenter, died Apr. 3, 1936; a gold certificate in the \$50,000 ransom payment led to Bruno's arrest Sept. 19, 1934.



EARLY YEARS—Mrs. Evangeline Lindbergh, a teacher, poses with son, Charles, 8. He was born Feb. 4, 1922, in Detroit.



MEDICAL BOON—With Dr. Alexis Carrel (right) Lindbergh developed a perfusion pump, or "glass heart," in which human organs keep alive, feeding from artificial blood-and-oxygen stream. Pump eliminates waste products from organs.



REST AND GLORY—With more than 40,000 miles to her credit, the "Spirit of St. Louis," which carried Lindbergh across U. S., over the Atlantic, then on a "good will" tour to South America, hangs now in Smithsonian Institution, Washington, D. C. A Ryan monoplane, it has one 200 h.p. whirling type motor. Lindbergh always referred to self and this plane as "We."



ORIENTAL ODYSSEY—Hortense awaited the Lindberghs, so say in a boat near Kyoto, Japan, during their 1931 flight to the Orient. They flew doctors and medicine to the flooded Yangtze King, their plane captured off Hankow, and on Oct. 5 they heard of the death of Mrs. Lindbergh's father, Dwight Morrow. On Mar. 1, 1932, their first-born son was kidnaped.



CALL TO COLORS—An Army Air Corps reserve officer, Lindbergh returned to active duty in April, 1939, in order to survey country's aviation research facilities for war department. During his stop at St. Louis he greeted Master Sgt. James Tate (right), of Missouri National Guard, who'd picked the three "chutes that saved Lindy's life in jumps made as an airmail pilot.