

REPORT CONDITIONS FAVOR LINDBERGH

Federal Hydrographic Experts Say Winds and Weather Ideal for Fast Flight. SHIPS NOTIFIED TO WATCH Aviator Will Be Near Many Liners by Noon—Navy Praises His Navigation.

Special to The New York Times. WASHINGTON, May 20.—When darkness overtook the racing monoplane of Captain Lindbergh this evening, just off the Newfoundland coast, he had already left behind him the worst of the weather he was due to encounter on his transatlantic adventure, according to hydrographic experts of the Navy Department, who made a careful check-up today of wind and pressure conditions along his course to Paris.

Barring some fog, overcast conditions and perhaps slight precipitation in the vicinity of icebergs, the experts predicted fair weather in the mid-Atlantic tomorrow morning about 7 o'clock (thirtieth meridian time, or 4 o'clock New York time, when Captain Lindbergh, flying at the present rate of speed, would reach that area.

This favorable weather will continue until the French coast is reached, with chances slight that, due to a "low pressure" area, there may be light rain at Paris in the evening.

Whole-hearted admiration for the daring attempt of the young flier gripped official Washington, and especially naval aviators who have been watching Lindbergh's preparations with more than usual interest.

Praise for His Navigation. "His navigation is astounding," said one of them this afternoon, on finding that the flier in ten hours had deviated from his course but five miles in a thousand.

Acting Secretary Warner of the Navy voiced the hope of that department for the success of Captain Lindbergh. Major W. G. Kilmer, executive officer of the Army Air Corps, recalled with pride that the present rate of one of our flying cadets and a graduate of an army flying school.

Rear Admiral William A. Moffett of the naval Bureau of aeronautics, declaring both wind and weather were with Lindbergh, said his flight was "a very daring thing."

Captain Lindbergh's engine holds out, according to Lieutenants E. H. Kincaid and Logan C. Ramsey, the hydrographic experts who analyze reports he will reach his destination easily in 36 hours, as he intended, because of winds that will be blowing with him all the way across the Atlantic.

They pointed out that the Wright Whirling engine that is driving his Ryan monoplane is the most reliable for sustained operation. This type of engine has gone through several fifty-hour tests, and Lindbergh counted on being in Paris long before the expiration of that much time.

Think He Throttled Engine Down. Estimating the rate of speed at which Captain Lindbergh proceeded up the Atlantic coast as ninety-three miles an hour, these experts figured that, although he was flying against a head wind (the only contrary wind he was expected to meet), he had throttled down his engine late in the afternoon.

Such strategy was held by them to be extremely wise since it would enable him to have greater advantage from his engine late on when he needs its full service.

As soon as the news reached Washington that Lindbergh was on the way, naval and shipping board officials took steps to have any ships that might sight the flier wireless the fact promptly.

The Great Circle course would bring Captain Lindbergh to the northward of the steamship lanes for almost the entire distance across the ocean. He would only reach them near the Irish coast. Of the sixty-five Shipping Board vessels that had sailed or were scheduled to sail in the next twenty, it was thought, would be in European waters somewhere near the probable course of the aviator.

At the afternoon, the hydrographers said that if Lindbergh's plane flew fourteen hours longer he would approach an area of storm lanes where his chances of safety in case of forced landing would be good. They saw little hope for him if he came down before the storm.

The following study of conditions of weather was prepared by Lieutenants Kincaid and Ramsey.

"The probability of Lindbergh's early speed, which was reported to be over 100 miles an hour, was lessened considerably as soon as he attained a safe and comfortable speed of 80 miles an hour. When this happened, his air speed was approximately 105 miles per hour, but due to head wind his ground speed for the course was reduced to ninety-three miles per hour.

"This continued until he was last reported at the southern tip of Newfoundland at about 3:30 P. M. Lindbergh is following the Great Circle course and up to this time has encountered unfavorable winds. In addition, it is quite likely that he encountered fog, but this apparently makes no difference to him; after nearly nine hours of flying he is making new history in aerial navigation as well as in other fields.

"At this time the wind shifts and, instead of holding him back, begins to speed him onward. His speed over the ground increases to 110 miles per hour, which will probably continue throughout the night.

Wind to Favor Him This Morning. "Darkness falls shortly after he leaves the northeastern coast of Newfoundland and continues until he reaches mid-Atlantic at about 4 A. M.

Secretary Wilbur and Air Men at Newport "Pull" for Lindbergh. Special to The New York Times. FORT ADAMS, NEWPORT, R. I., May 20.—Secretary Wilbur learned of the start of Captain Lindbergh's flight from a New York Times correspondent when he came ashore this morning from the flagship Seattle upon arrival of the United States fleet here. He said: "That is tremendously interesting and everybody in the fleet will follow his flight with attention. We wish him the best of luck and we hope he gets over."

With the tests this morning and the exercises in the afternoon, the America will have completed her preparations for the transatlantic flight. Neither Commander Byrd nor Mr. Whalen would say last night just what that would be, but it will not be until some definite word is heard from Captain Lindbergh.

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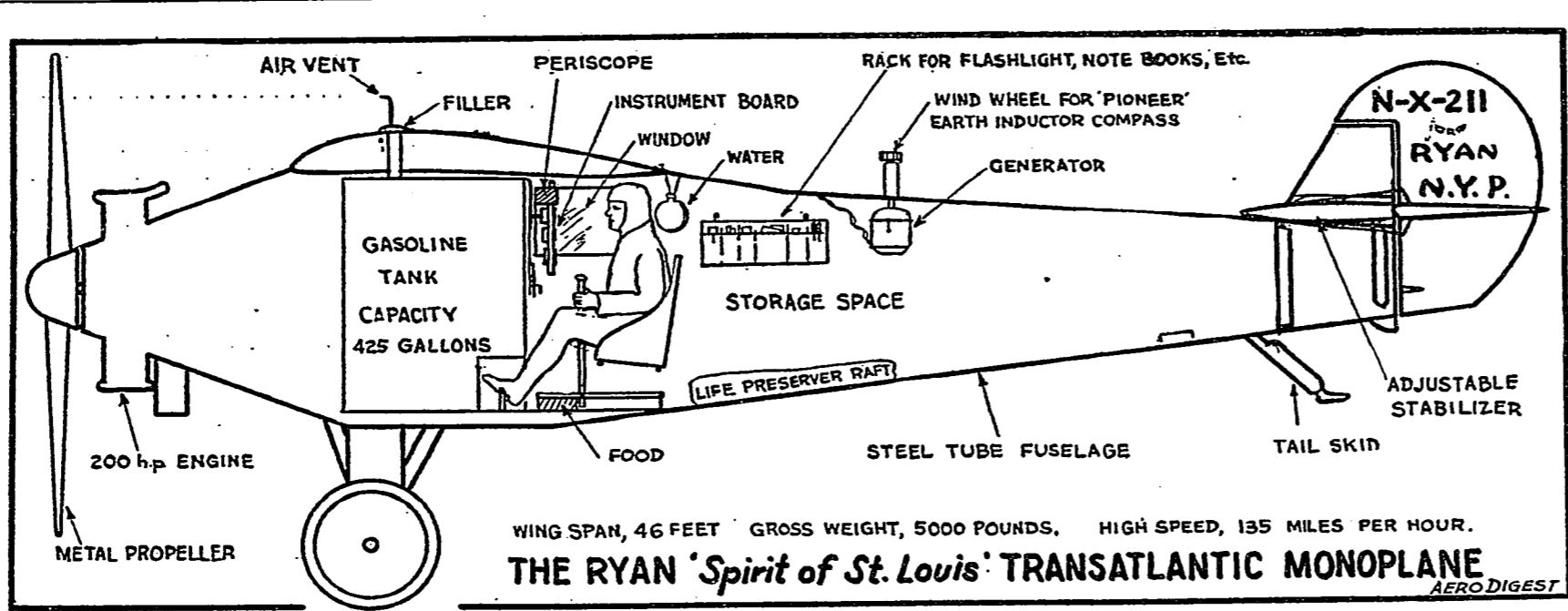


DIAGRAM SHOWING INTERIOR OF LINDBERGH'S PLANE.

Coolidge's 'Best Wishes' Follow Lindbergh's Flight

Special to The New York Times. WASHINGTON, May 20.—President Coolidge today said that in common with the rest of the American people he had the greatest interest in the flight of Charles Lindbergh across the Atlantic. "He has my best wishes for his success," the President said.

Saturday morning (75th meridian time) or 7 A. M. (30th meridian time).

"In mid-Atlantic the wind will probably die down a bit, and although still favorable he will be speeding onward at 112 miles per hour. Later on in the day, 9 A. M. Saturday morning (75th meridian time) and at 1 P. M. Paris time, the wind will pick up very slightly and he will be making good 115 miles an hour.

"If his engine holds out and his navigation continues to be as excellent as it has been, he will arrive at Paris at about 8:30 P. M. Paris time Saturday evening, or about 3:30 P. M. New York time. Although this will be approximately a half hour after darkness, the landing field at Le Bourget will be lighted and he should have no difficulty in effecting a safe landing.

"He is encountering unusually favorable weather in so far as assistance to speed is concerned as he encounters big 50 low atmospheric depression off Newfoundland similar to conditions existing at the time of the Nungesser flight, but the weather, however, will be no worse than that which has already been overcome by him. The temperature will be above 40 degrees; the sky will be overcast with some fog and some rain. These conditions, however, are not so bad as conditions that would be encountered at the time of the anticipated arrival at Newfoundland of Nungesser and Gail.

"This depression is moving north-easterly at a normal rate of speed, and in mid-Atlantic, conditions will be ideal. The depression northwest of Ireland, through the southern area of which he will pass, has moved eastward and will probably continue to move in the same direction (300 miles in the last twelve hours).

"In this low atmospheric depression continues to move over the continent at this rate of speed, it will give him favorable westerly winds upon landing. Such westerly winds on the French coast generally give light intermittent showers. He should have enough fuel to get out of it to make a successful landing."

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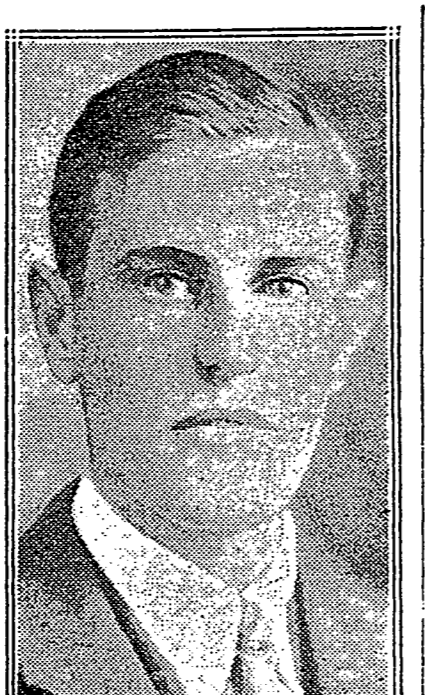
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DONALD HALL, Of San Diego, Cal., Who Designed Lindbergh's Plane.



HAWLEY BOWLUS, Of San Diego, Cal., Who Built Lindbergh's Plane.

LONE FLIGHT GRIPS FRENCH IMAGINATION

Continued from Page 1, Column 6.

calling together various persons interested in organizing a suitable welcome for the lone aviator.

For London, the South coast of England and over the Channel, it is predicted that the sky will be cloudy.

Aid Depends on Hour of Arrival. What can be done to help the aviator on this last stage depends on the hour of his arrival. As soon as he is signaled off the coast, French scout planes from Cherbourg and Le Havre will be dispatched to guide him in, if there is still light enough to see. At Le Bourget two special planes, as well as those detailed for cinematograph work, will be held in readiness all afternoon to jump off to meet him and lead the way to the big air-drome.

Light for safe flying purposes lasts here just now until about 8:30 or 8:45 o'clock. By that time Captain Lindbergh should be at least across the coast if, as he usually does, he makes this trip in scheduled time. Even then, Frenchmen are ready to take off to try to help guide him overland.

But for the most part, if he arrives after dark, his arrival here must depend on his ability to pick up landmarks such as the Seine River and the big air lighthouses which the French have installed. The biggest of these is the new giant light at Mount Valerian, just outside of Paris, which has a radius of 400 kilometers (250 miles), and carries far out to sea.

If the aviator can pick up that light he will be able to follow it across the north of France. Arrangements have been made to start it going whenever dusk begins and to keep its million candle-power lamps burning all night and sending their rotating reflections out in all directions.

Four Airdromes to Be Lighted. The airdromes at Le Bourget, Beauvais, Poix and Berck will also be on the alert. They will be brilliantly lighted from 9 o'clock onward, and everything in those fields will be in readiness to help make the landing of the first flight from New York to Paris as safe as possible.

With somewhat characteristic indifference to public attention, Captain Lindbergh himself has made no preparations for his reception on this side and it was not until the news of his departure flashed to Paris at noon that anything could be done.

The Paris branch of the National Aeronautical Society, however, at once held a meeting and has arranged, among other matters, for a doctor to be at Le Bourget field to take care of the aviator on his arrival. Invitations have been sent out to all aeronautical services and associations to be present and arrangements have been made for quick distribution of news the moment the transatlantic plane is sighted.

At the request of the American Air Attaché, the French aeronautical authorities have promised every possible cooperation, and tomorrow arrangements will be completed for an escort squadron to accompany Captain Lindbergh from the coast.

It is expected that Paul Painlevé, the Minister of War, whose interest in flying dates from the day when he made the first passenger flight in France with Wilbur Wright, will be among those who will be at Le Bourget to greet Captain Lindbergh.

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Plans were under way to give the American flier a great banquet on the evening of his arrival if he should be sufficiently recovered and thawed out after his gruelling thirty-five-odd hours in the air.

"We wish him good luck and a happy sky," exclaimed Deputy Laurent Eynac, who was the French Aviation Minister just before that service was consolidated under the Departments of War, Navy and Commerce. "We know our American comrade is worthy of both. France's heart is torn by the cruel fate of two of her magnificent children, but it will fairly burst with enthusiasm and fervor for the American having crossed that prodigious route."

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Home Town Eager for News As Lindbergh Speeds Over Sea

LITTLE FALLS, Minn., May 20 (AP).—Charles Lindbergh's home town faced east today for word of his progress toward Paris.

Hardly had the young flier taken the air before word reached here in an Associated Press dispatch. On the street, the early risers heard in the homes of sleeper heads, telephones buzzed and soon the entire populace knew that "the kid" was off for Paris.

Many remembered the youth as "just a kid" in grade and high schools here. They remembered him latter when he came here in 1924, after the death of his father, the late Representative Charles A. Lindbergh of Little Falls, when he flew over the old family farmstead to scatter his father's ashes as the latter had wished.

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LINDBERGH SET OUT CONFIDENT OF GOAL

View Was That Only a Grave Motor Defect or Weather Could Defeat Him. LAST INTERVIEW WITH HIM Can Land in Ireland or England if Forced To—Great Gap Is 1,900-Mile Jump Over Ocean.

Copyright, 1927, by The New York Times Company. Captain Lindbergh has little doubt that his plane, unless some grave defect in the motor occurs or weather forces him down, will reach Paris. He has planned every mile of his flight carefully, he knows just what the performance of the plane should be and he is confident that his dead reckoning navigation will carry him across the ocean with little deviation from his path.

Many people who know how carefully Commander Richard E. Byrd plans to navigate, taking sextant observations every half hour or so, and who are familiar with the difficult problem of piloting a plane on a straight course over water, where there is nothing on which to get a sight and it is hard to determine drift, have thought that Lindbergh was taking a tremendous chance in depending upon dead reckoning alone. His spectacular flight from San Diego to St. Louis with a compass which deviated thirty degrees from the magnetic north, and at night with no sights to give him his bearings, did much to dispel those doubts. He found himself within fifteen miles of St. Louis at the end of the 1,600-mile flight, having successfully allowed for drift, compass variations and the deviation from the north.

How He Will Check Course. "People forget that I will be able to check my course by the map all the way from New York to Newfoundland," said Lindbergh in a statement to THE NEW YORK TIMES before taking off. "Even at night I could do that, for unless the night is very dark it is possible to distinguish water from land. On a moonlit night it is very easy. The most difficult hours of the flight, the first fourteen, will be by land, most of the way. I can get a good sight of the coast of Newfoundland and I leave it I should be able to tell my drift and get my bearings with some degree of accuracy."

"The worst compass variations also are on the way to Newfoundland. From there on over the ocean the variations are not more than two to four degrees. That is not bad. I can easily allow for them, and even granting that I make the worst possible error, an error of four degrees, it would only put me 100 miles off my course."

"The question of drift is a different thing. It is very hard to tell just what one's drift is over water, for there does not seem to be any motion in the waves at all, unless it is very rough. But I will carry smoke bombs and with the drift indicator it should be possible to get some idea of the direction of the wind and the effect it is having on the plane."

Speed Greater at First. "The speed after the take-off will be higher than later on, when some of the load has been consumed. It will probably be about 105 miles an hour at first and drop down from that to a speed which will be the most economical and at the same time permit me to cover the greatest distance. Long-distance flying is a combination of speed and fuel economy, and it is necessary to find a happy medium between the two which will permit the plane to fly the longest distance with a given amount of fuel. That has been pretty well determined by my flight across the country, although I used much more fuel an hour on that than I will in the flight across the ocean, as economy was not a main factor and I could make speed. The trip was a very fast one, as you will remember. My average speed on the transatlantic flight will probably be a little over ninety miles an hour, unless there are bad head winds."

"There is a big safety factor at the other end of the trip, also, which must not be overlooked—the coast of Ireland, which is first reached about 600 miles from Paris. If head winds delayed me so that I could not stretch as far as I intended, I could have landed in Ireland, or even in England, for the course lies over the coast of England. It is not a great distance from there across the mouth of the Channel to the coast of France, which again is a short haul. That stretch there are several emergency landing places there if they should be needed."

One Great Gap to Jump. "The only great gap where the only place to come down would be in the water, and without only an outside chance of landing near a ship, is the water hop of 1,900 miles between Newfoundland and Ireland. But as the things which go wrong in a plane generally develop, if they appear at all, in the first half of the flight, the chances are that if I reach the coast of Newfoundland I will be able to keep on to Ireland. Those are the things which are most likely to happen, and I have been flown once successfully by Alcock and Brown, and there is no reason why it cannot be done again. I will carry a great many instruments and safeguards as I have."

"It should be possible to land in Ireland or England, even at night, if it were necessary and the plane was delayed that long. To any one who has done much night flying, and I have taken on very definite characteristics of shadow which enable the pilot to pick a landing place. Those are things which are learned only by experience, and I have no doubt I would be able to make a fairly good landing at night even in unknown territory."

"I should be able to use a sextant even if he knew how to, as his cockpit is entirely enclosed in the fuselage and he would not be able to get sights on the ground. These are on one side of him. He cannot look forward at all, or back, and there is no way he can stick his head out of the top of the fuselage. But he is entirely confident that his dead reckoning will carry him through. Lindbergh is one of those rare pilots with an instinctive sense of direction."

President Roosevelt's Crew and Passengers on Watch Off Irish Coast. STEAMSHIP PRESIDENT ROOSEVELT, en route to New York, May 20 (AP).—A double lookout tonight was posted aboard the President Roosevelt in the hope that some time between midnight and dawn the transatlantic plane of Charles A. Lindbergh, speeding from New York to Paris, would be sighted.

Captain George Fried, informed by The Associated Press that the American aviator had hopped off from New York, altered the course of the liner slightly to the north to cover the route which Lindbergh is expected to follow.

At 8 o'clock tonight, in latitude 61 degrees 20 minutes and north longitude 11 degrees 43 minutes (about 150 miles off the coast of Ireland) the President Roosevelt was steaming westward along her altered course. The weather at that time did not appear favorable. There were occasional rain squalls and the visibility was poor at times but improving. There was a light choppy sea.

After posting a double lookout Captain Fried invited all the passengers to watch for the aviator. A special cluster of powerful lights was arranged to serve as beacon for the flier. These can be seen for twenty miles. The ship's huge searchlight also will scan the sky and water from midnight until dawn.

Captain Fried planned to remain on the bridge all night. "Airplanes are like moths," he said, "Lindbergh will come to our lights if he sees them."

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Advertisement for FATIMA KISHTES featuring a woman's portrait and the text: 'A delicate richness full of character yet unusually MILD. QUALITY—That's the difference.'

Advertisement for ATLANTIC CITY Memorial Day featuring a train schedule and the text: 'Enjoy a Double Holiday AT ATLANTIC CITY OVER Memorial Day. VIA THE ONLY ALL-RAIL ROUTE.'

Advertisement for KNOX THE HATTER featuring a hat illustration and the text: 'THE KNOX "Comfit" is the one straw hat in which comfort plays a character part. Try it and you'll make it your hat this season and the label of Knox your guide for the future.'

Advertisement for RESIDENTIAL HOTEL featuring a building illustration and the text: '44 Floors of Sunlight now ready for occupancy. 15 EAST 69th St. Overlooking Central Park. SUITES OF 1 room & bath \$1150 up. 2 rooms & bath \$2150 up.'