

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.

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."

"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. In the encounter with Newfoundland similar conditions existing at the time of the Nungesser flight, he will pass over a depression 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 are normal at a normal rate of speed.

"In mid-Atlantic, conditions will be ideal. The depression northwest of Ireland, through the southern area of which he will pass, has now moved eastward and will probably continue to move in the same direction (300 miles in the last twelve hours).

"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 when he most 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 past week, twenty, it was thought, would be in European waters somewhere near the probable course of the aviator.

"At this time the wind shifts and, instead of holding him back, begins to speed him onward. His speed over the ground increases to thirty miles an 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.

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ENGLISHMEN, ATTENTION! A FRATERNAL SOCIETY composed of Englishmen, financially strong, desiring to increase its membership. Further information on application form, obtainable by writing to Charles Edgar, 112 East 32d St., N. Y. City.

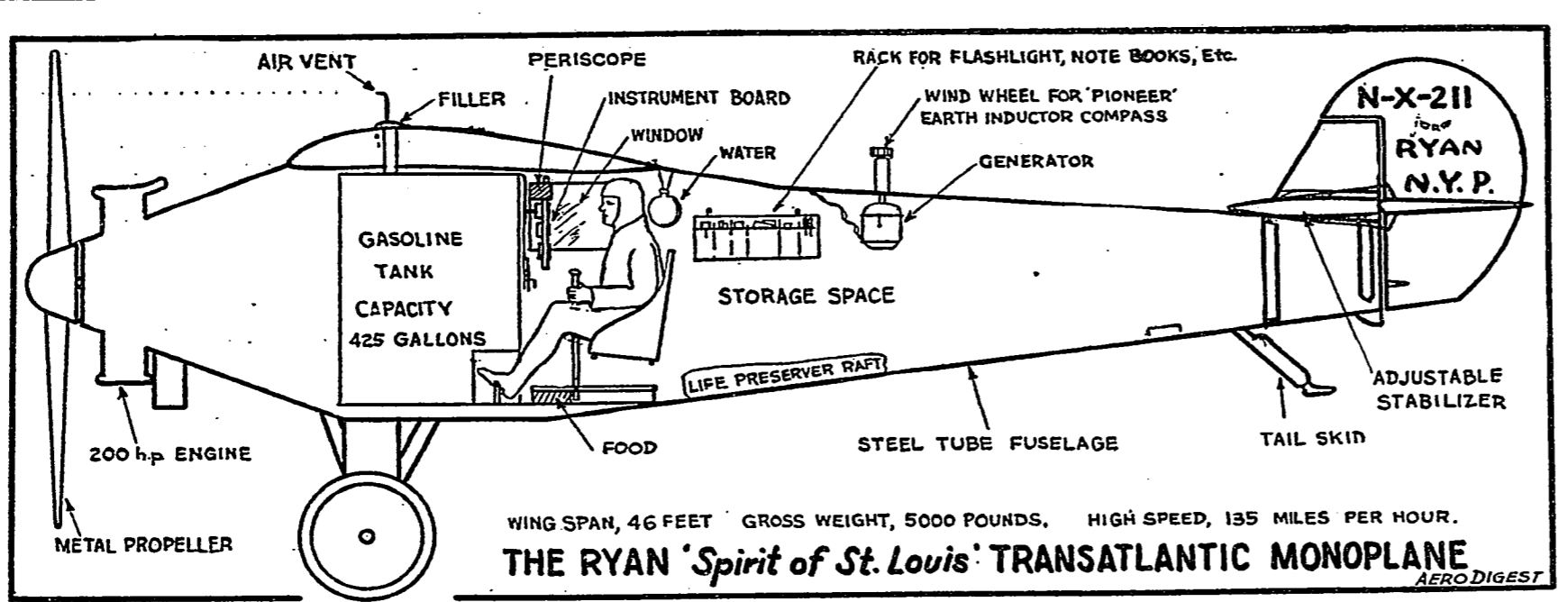


DIAGRAM SHOWING INTERIOR OF LINDBERGH'S PLANE.

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 118 miles an hour.

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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.

HOME TOWN EAGER FOR NEWS As Lindbergh Speeds Over Sea

LITTLE FALLS, Minn., May 20 (P).—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.

"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 myself by the time I reached land it would be possible to make a landing in Ireland, or even in England, for the course lies over the coast of Great Britain. It is not a great distance from there across the mouth of the Channel to the coast of France, which again is a short distance. 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 any 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. That stretch of water, which I have been flown over successfully by Alcock and Brown, and there is no reason why it cannot be done again, will not be a serious problem as long as 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 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."

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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 plotting 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.

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