

# LINDBERGH DOES IT! TO PARIS IN 33½ HOURS; FLIES 1,000 MILES THROUGH SNOW AND SLEET; CHEERING FRENCH CARRY HIM OFF FIELD

## COULD HAVE GONE 500 MILES FARTHER

## Gasoline for at Least That Much More— Flew at Times From 10 Feet to 10,000 Feet Above Water.

## ATE ONLY ONE AND A HALF OF HIS FIVE SANDWICHES

## Fell Asleep at Times but Quickly Awoke—Glimpses of His Adventure in Brief Interview at the Embassy.

### LINDBERGH'S OWN STORY TOMORROW.

Captain Charles A. Lindbergh was too exhausted after his arrival in Paris late last night to do more than indicate, as told below, his experiences during his flight. After he awakes today, he will narrate the full story of his remarkable exploit for readers of Monday's New York Times.

By CARLYLE MACDONALD.

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PARIS, Sunday, May 22.—Captain Lindbergh was discovered at the American Embassy at 2:30 o'clock this morning. Attired in a pair of Ambassador Herrick's pajamas, he sat on the edge of a bed and talked of his flight. At the last moment Ambassador Herrick had canceled the plans of the reception committee and, by unanimous consent, took the flier to the embassy in the Place d'Iena.

A staff of American doctors who had arrived at Le Bourget field early to minister to an "exhausted" aviator found instead a bright-eyed, smiling youth who refused to be examined. "Oh, don't bother; I am all right," he said.

"I'd like to have a bath and a glass of milk. I would feel better," Lindbergh replied when the Ambassador asked him what he would like to have.

A bath was drawn immediately and in less than five minutes the youth had disrobed in one of the embassy guest rooms, taken his bath and was out again drinking a bottle of milk and eating a roll.

### "No Use Worrying," He Tells Envoy.

"There is no use worrying about me, Mr. Ambassador," Lindbergh insisted when Mr. Herrick and members of the embassy staff wanted him to be examined by doctors and then go to bed immediately.

It was apparent that the young man was too full of his experiences to want sleep and he sat on the bed and chatted with the Ambassador, his son and daughter-in-law.

By this time a corps of frantic newspaper men who had been madly chasing the airman, following one false scent after another, had finally tracked him to the embassy. In a body they descended upon the Ambassador, who received them in the salon and informed them that he had just left Lindbergh with strict instructions to go to sleep.

As Mr. Herrick was talking with the reporters his son-in-law came downstairs and said that Lindbergh had rung and announced that he did not care to go to sleep just yet and that he would be glad to see the newspaper men for a few minutes. A cheer went up from the group who dashed by Mr. Herrick and rushed upstairs.

### Expected Trouble Over Newfoundland.

In the blue and gold room, with a soft light glowing, sat the conqueror of the Atlantic. He immediately stood up and held out his hands to greet his callers. THE NEW YORK TIMES correspondent being first to greet him.

"Sit down, please," urged every one with one voice, but Lindbergh only smiled again his famous boyish smile and said: "It's almost as easy to stand up as it is to sit down."

Questions were fired at him from all sides about his trip across the ocean, but Lindbergh seemed to dismiss them all with brief, nonchalant answers.

"I expected trouble over Newfoundland because I had been warned that the situation there was unfavorable. But I got over that hazard with no trouble whatsoever."

### Sleet and Snow for 1,000 Miles.

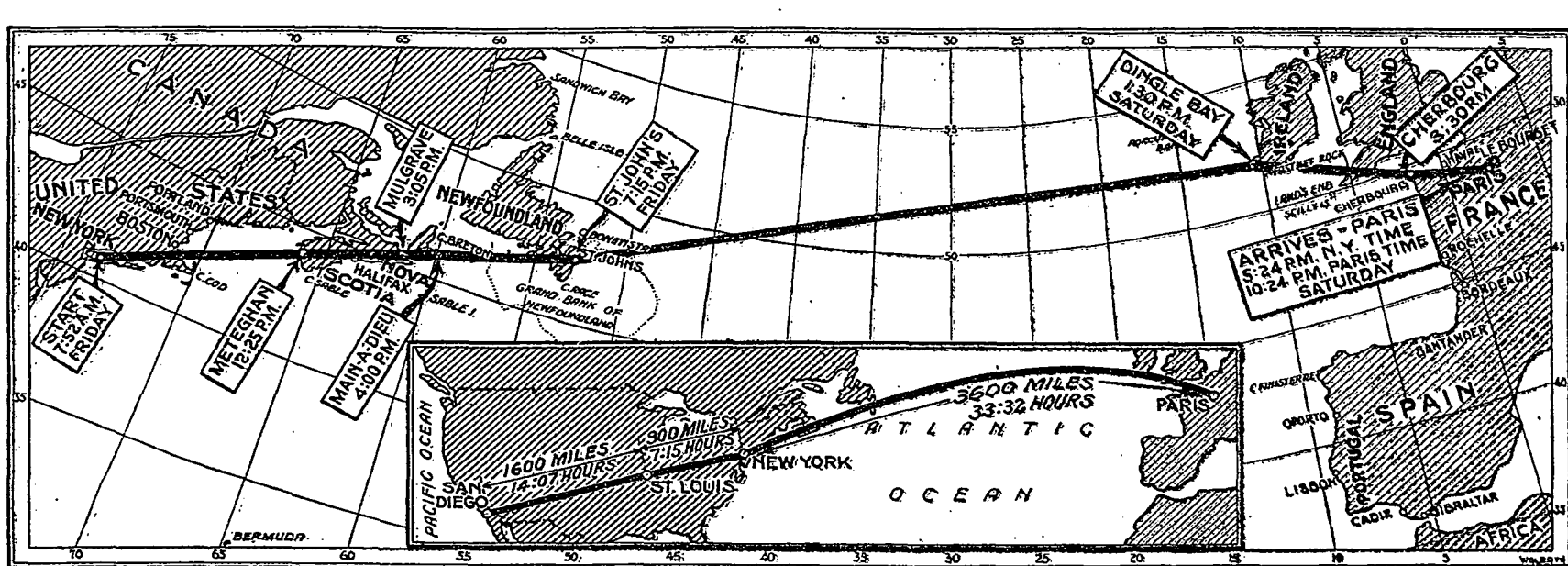
"However, it wasn't easy going. I had sleet and snow for over 1,000 miles. Sometimes it was too high to fly over and sometimes too low to fly under, so I just had to go through it as best I could.

"I flew as low as 10 feet in some places and as high as 10,000 in others. I passed no ships in the daytime, but at night I saw the lights of several ships, the night being bright and clear."

Everyone then wanted to know if the flier had been sleepy on the voyage.

"I didn't really get what you might call downright sleepy," he said, "but I think I sort of nodded several times. In fact, I could have flown half that distance again. I had enough fuel

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MAP OF LINDBERGH'S TRANSATLANTIC ROUTE, SHOWING THE SPEED OF HIS TRIP.

## LEVINE ABANDONS BELLANCA FLIGHT

### Venture Given Up as Designer Splits With Him—Plane Narrowly Escapes Burning.

### BYRD'S CRAFT IS NAMED

### Lindbergh Cheered at Ceremony—Commander, Now Last in Field, Waits on Weather.

Through no fault of his own, Clarence D. Chamberlin, who with Bert Acosta established a world's non-stop flying record a few weeks ago, will not fly the record-breaking monoplane in an attempt to establish a second New York-Paris non-stop flight.

G. M. Bellanca, designer of the plane, and Charles S. Levine of the Columbia Aircraft Company, owner of the ship, came to the parting of the ways last night and the designer finally severed his connection with the promoter. Then Levine issued a statement that the proposed flight, which has been talked of for weeks, was off.

The statement said: "Due to the crowning blow of Mr. Bellanca's resignation, the plane will be placed in the hangar. Mr. Bellanca's resignation causes us to abandon plans for the New York-Paris flight for the present."

At the very moment that the statement was issued the plane was near the runway at Roosevelt Field with gas tanks filled and oil and equipment aboard ready for the start for Paris.

### Plane Threatened by Fire.

A few minutes later, as it was being wheeled off, preparatory to being housed for the night, it narrowly escaped being destroyed by fire. When the word came to the field that the flight was definitely off mechanics were ordered to empty one gasoline tank to lighten the machine. The gasoline spilled on the ground and while the ship was being towed away a careless spectator threw the stub of a lighted cigarette down.

In an instant there was a terrific flare and a dense burst of smoke as the gasoline blazed up.

"The Bellanca's gone," was the cry that rose from thousands of spectators who had gathered at the field.

Word was flashed to the army air station at Mitchel Field that there had been an accident and ambulances and fire-fighting apparatus were sent across the road. An ambulance from the Nassau County Hospital at Mineola was also sent to Roosevelt Field, as well as fire apparatus from Mineola.

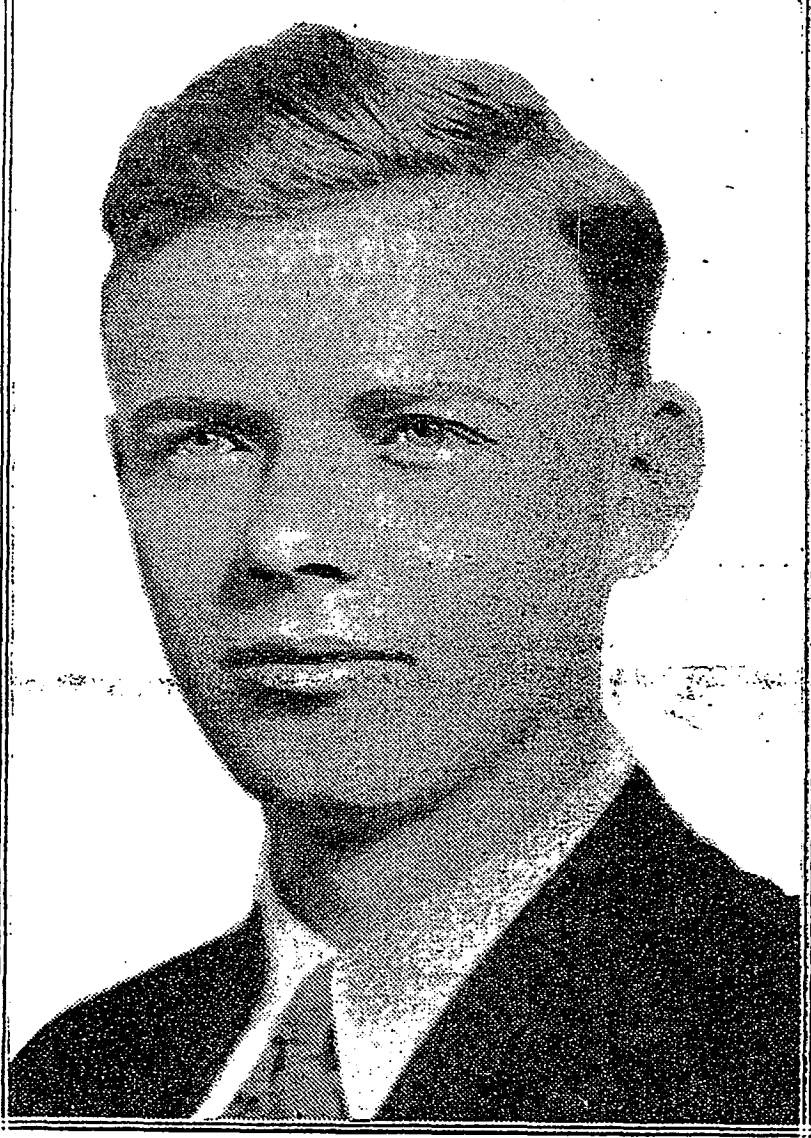
The plane, however, was beyond the danger line and was not injured.

It had been announced that the Columbia would take off at 8 o'clock and Chamberlin was in his flying clothes ready to climb into the cockpit with the unnamed pilot who was to have accompanied him on the trip.

With the elimination of the Bellanca monoplane, only Lieut.

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Over-activity quickly relieved by BELL-ANS for indigestion, 25c & 75c. All druggists—Adv.



CAPTAIN CHARLES A. LINDBERGH, Who Flew Alone Across the Atlantic, New York to Paris, in Thirty-three and One-half Hours.

## New York Stages Big Celebration After Hours of Anxious Waiting

### Harbor Craft, Factories, Fire Sirens and Radio Carry Message of the Flier's Victory Throughout the City—Theatres Halt While Audiences Cheer.

New York bubbled all day yesterday with excitement and expectancy, first yearning for word of Captain Lindbergh, then half-doubting, gaining confidence as the afternoon progressed and finally acclaiming the victory of the young aviator with street demonstrations where the crowds were thickest, in which the ancient phrase, "I told you so," was often repeated. It was evident during the day that New York had confidence in the lad from the West.

On the streets and elsewhere Lindbergh was the one topic of conversation the whole day long. In the subway, on the elevated, in trains and cars, motion-picture houses, theatres, wherever a few had gathered, or even where one man could find another to talk to, one heard "Lindbergh—Lindbergh—Lindbergh."

And such expressions as this: "He'll make it, all right." "Some baby!" "Well, if he's hit Ireland, he's safe anyway."

"He's away ahead of his time."

"What's the difference in time between here and there, anyway?"

Confused On Difference in Time.

To this latter question there were some amazing answers. One woman who had the aviator's running time mixed with the difference in time between New York and Paris solemnly informed her companion that there was thirty-six hours difference in time between the cities.

She said it with an air which signified: "I don't mean maybe." A surprising number of persons insisted that the difference in time was three hours.

Early in the day, even before there was any good reason why there should be definite news, the interest of the people was demonstrated in two ways. At every news stand there were little groups scanning the headlines and buying newspapers. In every newspaper office the switchboards were literally swamped with inquiries. It was not sufficient that the operator said there was no word, or, later, that Lindbergh's plane had been seen over Ireland. The inquirers wanted specific information:

"Well, when will you get the first news?" they asked. And later: "If he's over Ireland how long will it be before he gets to Paris?" "Is he all right?"

The questions that were asked, considering that no news could possibly come direct from Captain Lindbergh before he landed, were as surprising as the guesses at the difference in time.

The Times Gets 10,000 Phone Calls.

The telephone inquiries came from all sorts of people and all directions. Not a few rang up THE TIMES office and apologetically explained that they were on golf links or elsewhere at a distance, and hence could not be reached.

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PATERNO AUCTION ON PALISADES. Great opportunity. See Page 3 of Real Estate Section—Adv.

## LINDBERGH TRIUMPH THRILLS COOLIDGE

### President Cables Praise to "Heroic Flier" and Concern for Nungesser and Coli.

### CAPITAL THROBS WITH JOY

### Kellogg, New, MacNider, Patrick and Many More Join in Paying Tribute to Daring Youth.

Special to The New York Times. WASHINGTON, May 22.—The triumph of Captain Charles A. Lindbergh in flying from New York to Paris without a stop created a tremendous sensation in the national capital and found immediate response in a host of official messages and statements congratulating the daring aviator upon his achievement.

President Coolidge expressed his admiration in a message transmitted through Ambassador Herrick in Paris for delivery to the young flier in person.

With a single possible exception, this city has never been more thrilled since the armistice, when Woodrow Wilson mingled with noisy thousands in celebrating the end of the war. The exception was when Walter Johnson arose from apparent defeat and won the deciding world series baseball game in 1924.

"The American people," the President said, "rejoice with me at the brilliant termination of your heroic flight. The first non-stop flight of a lone aviator across the Atlantic crowns the record of American aviation, and in bringing the greetings of the American people to France you likewise carry the assurance of our admiration of those intrepid Frenchmen, Nungesser and Coli, whose bold spirits first ventured on your exploit, and likewise a message of our continued anxiety concerning their fate."

Secretary Kellogg, in a message similarly transmitted, said: "I heartily congratulate you on the success of your great adventure in accomplishing a non-stop flight from New York to Paris. It is a great step in the advancement of aviation. Every one in the United States is proud of your accomplishment."

### Knew Lindbergh as a Boy.

In a statement issued here Mr. Kellogg referred to his personal friendship for Lindbergh, whom he has known for years through the young man's late father, a Representative in Congress from the Secretary's home State of Minnesota.

"News has just reached me," Mr. Kellogg said, "of the success of Lindbergh in completing his flight from New York to Paris. It is an achievement of which every American can justly be proud. I have known Lindbergh since he was a boy and rejoice at this culmination of his ambitions, which could only have been gained by scientific knowledge, superb courage and physique and sterling character. Our rejoicing in Lindbergh's success, however, is tempered by our continued ignorance of the fate of Nungesser and Coli, whose courage and valor have now been equaled, but cannot be surpassed."

Hanford MacNider, Acting Secretary of the War Department,

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## CROWD ROARS THUNDEROUS WELCOME

## Breaks Through Lines of Soldiers and Police and Surging to Plane Lifts Weary Flier from His Cockpit

## AVIATORS SAVE HIM FROM FRENZIED MOB OF 100,000

## Paris Boulevards Ring With Celebration After Day and Night Watch—American Flag Is Called For and Wildly Acclaimed.

By EDWIN L. JAMES.

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PARIS, May 21.—Lindbergh did it. Twenty minutes after 10 o'clock tonight suddenly and softly there slipped out of the darkness a gray-white airplane as 25,000 pairs of eyes strained toward it. At 10:24 the Spirit of St. Louis landed and lines of soldiers, ranks of policemen and stout steel fences went down before a mad rush as irresistible as the tides of the ocean.

"Well, I made it," smiled Lindbergh, as the little white monoplane came to a halt in the middle of the field and the first vanguard reached the plane. Lindbergh made a move to jump out. Twenty hands reached for him and lifted him out as if he were a baby. Several thousands in a minute were around the plane. Thousands more broke the barriers of iron, rails round the field, cheering wildly.

### Lifted From His Cockpit.

As he was lifted to the ground Lindbergh was pale, but with his hair unkempt, he looked completely worn out. He had strength enough, however, to smile, and waved his hand to the crowd. Soldiers with fixed bayonets were unable to keep back the crowd.

United States Ambassador Herrick was among the first to welcome and congratulate the hero.

A NEW YORK TIMES man was one of the first to reach the machine after its graceful descent to the field. Those first to arrive at the plane had a picture that will live in their minds for the rest of their lives. His cap off, his famous locks falling in disarray around his eyes, "Lucky Lindy" sat peering out over the rim of the little cockpit of his machine.

### Dramatic Scene at the Field.

It was high drama. Picture the scene. Almost if not quite 100,000 people were massed on the east side of Le Bourget air field. Some of them had been there six and seven hours.

Off to the left the giant phare lighthouse of Mount Valerien flashed its guiding light 300 miles into the air. Closer on the left Le Bourget Lighthouse twinkled, and off to the right another giant revolving phare sent its beams high into the heavens.

Big arc lights on all sides with enormous electric glares were flooding the landing field. From time to time rockets rose and burst in varied lights over the field.

Seven thirty, the hour announced for the arrival, had come and gone. Then 8 o'clock came, and no Lindbergh; at 9 o'clock the sun had set but then came reports that Lindbergh had been seen over Cork. Then he had been seen over Valentia in Ireland and then over Plymouth.

Suddenly a message spread like lightning, the aviator had been seen over Cherbourg. However, remembering the messages telling of Captain Nungesser's flight, the crowd was skeptical.

"One chance in a thousand!" "Oh, he cannot do it without navigating instruments!" "It's a pity, because he was a brave boy." Pessimism had spread over the great throng by 10 o'clock.

The stars came out and a chill wind blew.

### Watchers Are Twice Disappointed.

Suddenly the field lights flooded the glares onto the landing ground and there came the roar of an airplane's motor. The crowd was still, then began a cheer, but two minutes later the landing glares went dark for the searchlight had identified the plane and it was not Captain Lindbergh's.

Stamping their feet in the cold, the crowd waited patiently. It seemed quite apparent that nearly every one was willing to wait all night, hoping against hope.

Suddenly—it was 10:16 exactly—another motor roared over the heads of the crowd. In the sky one caught a glimpse of a white gray plane, and for an instant heard the sound of one. Then it dimmed, and the idea spread that it was yet another disappointment.

Again landing lights glared and almost by the time they had flooded the field the gray-white plane had lighted on the far side nearly half a mile from the crowd. It seemed to stop almost as it hit the ground, so gently did it land.

And then occurred a scene which almost passed description. Two companies of soldiers with fixed bayonets and the Le Bourget field police, reinforced by Paris agents, had held the crowd in good order. But as the lights showed the plane