

Charles Lindbergh - SIXTH GRADE - Dee Johnson

PRE - LESSON PLAN NOTE:

When Charlie Paulter (from Little Falls) spoke to us November 12, 2010 at MSUM, I loved learning about one of our most famous Minnesotans, and I knew my students would enjoy learning about him too. MN history is the focus for 6th grade social studies in our school, so a lesson about Charles Lindbergh is a perfect fit.

During our visit to the MNHS in April, 2011, I was able to purchase some materials to use with this lesson (thanks to TAH funds). And Charles Lindbergh is featured in the MN 150 exhibit.

TAH has been a great experience for me. This grant has impacted my teaching and the learning of my students more than can be measured!



Trivia: Did you know?

The planes used by airmail pilots were so dangerous that they were called "flaming coffins."

To keep his plane light for the transatlantic trip, Charles Lindbergh cut his maps down to include only the parts he needed.

Charles Lindbergh Jr. (1902-1974)

- Created by: Dee Johnson - Fergus Falls, MN
- Grade level: 6th grade
- Lesson plan time: 1-2 days
- Objectives: Students will study a famous Minnesotan.
- Resource list:

Northern Lights (first edition) by Rhoda R. Gilman (page 183)

Minnesota 150 by Kate Roberts (page 102 - 103)

You bet it's Minnesota by Kirsten Sevig

The Charles A. Lindbergh Coloring Book MNHS

Lindbergh Looks Back (A Boyhood Reminiscence)

by Charles A. Lindbergh

Charles Lindbergh by Lucia Raatma

*web sites:

The History Channel Classroom Presents

<http://www.charleslindbergh.com/>

<http://www.history.com/topics/charles-a-lindbergh>

http://discovery.mnhs.org/MN150/index.php?title=Charles_A._Lindbergh_Jr.

primary source news report of May 22, 1927:

<http://www.nytimes.com/books/98/09/27/specials/lindbergh-welcome.html>

*media resource:

The Spirit of St. Louis (movie) starring Jimmy Stewart as Charles
great pictures of the plane design (pretty accurate)

U-Tube clips of landing in Paris

• Needed materials:

document camera to project primary source pictures from books

Lesson Instruction:

● START:

Ask students if anyone has heard of:

Charles Lindbergh Jr.

Lucky Lindy

The Spirit of St. Louis

Be prepared to learn that your students may not have any prior knowledge for this lesson!

● RESERVE COMPUTER LAB

● EXPLORE WEBSITES & TAKE NOTES on NOTE SHEET: (4)

● CLASSROOM:

Share u-tube clips, and a short part of the movie (if possible). Using a document camera, show several photos (primary sources) from books.

Discuss major details of Charles Lindbergh's life using the packet of drawings & info. Assign packet activities for homework. (5-16)

● CLOSURE/EVALUATION: (possibly following day) (17-22)

6 Questions: Charles Lindbergh & Amelia Earhart (materials provided)

DBQ (see student sheet provided)

This DBQ will show understanding of Charles Lindbergh's impact on our country/world.

Charles Lindbergh Lesson Name _____

NOTES

Find answers while exploring websites:

<http://www.charleslindbergh.com/>

<http://www.history.com/topics/charles-a-lindbergh>

http://discovery.mnhs.org/MN150/index.php?title=Charles_A._Lindbergh_Jr.

visit 4 resource links shared at the end of this site

Where in MN did he live? _____

What is he the most famous for?

When was he born? _____

When did he die? _____

What was the name of his first plane? _____

What was the name of the plane he flew to Europe?

When did the famous flight happen? _____

Where did the flight start and end?

_____ to _____



Charles A. Lindbergh (1902-1974) grew up in Little Falls, Minnesota. He made history and gained worldwide fame when he became the first man to make a solo transatlantic flight. On May 20–21, 1927, Lindbergh flew from Long Island, New York, to Paris, France, a distance of nearly 3,600 miles, in his single-seat, single-engine plane called the *Spirit of St. Louis*. The flight lasted about 33 hours.

Events in the life of Charles Augustus Lindbergh, Jr.

- 1902 Charles A. Lindbergh born in Detroit, Michigan, Feb. 4.
- 1906 The Lindbergh house in Little Falls is rebuilt after a fire.
C.A. Lindbergh (Charles' father) is elected to U.S. Congress.
- 1918 Charles takes over running the farm.
- 1920 Leaves farm to attend the University of Wisconsin.
- 1922 Enrolls in flying classes, leaves college.
- 1923 Buys first airplane, a "Jenny."
- 1924-25 Joins Army Air Corps as a flying student.
- 1926 Out of the army, flies air mail between St. Louis and Chicago.
- 1927 First solo and non-stop flight from New York to Paris.
- 1929 Marries Anne Morrow.
- 1931-33 Anne and Charles make survey flights to the Orient and to Europe. Anne writes books about the flights. Charles begins his lifelong work as an airlines advisor.
- 1932 The Lindberghs' baby son is kidnaped and killed.
- 1935-39 The Lindbergh family lives in Europe.
- 1941-45 Charles works as a test pilot and advisor during World War II.
- 1954 Autobiography, The Spirit of St. Louis, wins Pulitzer Prize.
- 1960-74 Works for the conservation of wildlife and natural resources.
- 1974 Charles A. Lindbergh dies August 26. Buried on the island of Maui in Hawaii.



Books

The New York Times
ON THE WEB

Home

Site Index

Site Search

Forums

Archives

Marketplace

May 22, 1927

- Primary Source - News Article

Crowd Roars Thunderous Welcome

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

By EDWIN L. JAMES

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.

As he was lifted to the ground Lindbergh was pale, along 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.

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 of to the right another giant revolving phare sent its beam 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.

"Once chance is 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.

Suddenly the field lights flooded then 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 filed 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 Brouget field police, reinforced by Paris agents, had held the crowd in good order. But as the lights showed the plane landing, much as if a picture had been thrown on a moving picture screen, there was a mad rush.

The movement of humanity swept over soldiers and by policemen and there was the wild sight of thousands of men and women rushing madly across half a mile of the not too even ground. Soldiers and police tried for one small moment to stem the tide, then they joined it, rushing a madly as anyone else toward the aviator and his plane.

The first people to reach the plane were two workmen of the aviation field and half a dozen Frenchmen. "Cette fois, ca va!" they cried (This time, It's done!)

Captain Lindbergh answered: "Well, I made it."

An instant later he was on the shoulders of half a dozen persons who tried to bear him from the field.

The crowd crushed about the aviator and his progress was halted until a squad of soldiers with fixed bayonets cleared a way for him.

It was two French aviators, Major Pierre Weiss and Sergeant de Troyer who rescued Captain Lindbergh from the frenzied mob. When it seemed that the excited French men and women would overwhelm the frail figure which was being carried on the shoulders of a half dozen men, the two aviators rushed up with a Renault car and hastily snatching Lindy from the crowd, sped across the field to the commandant's office.

Then followed by an almost cruel rush to get near the airman, Women were thrown down and a number trampled badly. The doors of the small building were closed, but the windows were forced by enthusiasts, who were promptly ejected by soldiers.

Spurred on by reports spread in Paris of the approach of the aviator, other thousands began to arrive from the capital. The police estimate that within half an hour after Captain Lindbergh landed there were probably 100,000 storming the little building to get a sight of the idol of the evening.

Suddenly he appeared at a window, waving his helmet. It was then that, amid cheers for him, came five minutes of cheering for Captain Nungesser.

While the gallant aviator was resting in the Aviators' Club part of the crowd turned toward his airplane. It had landed in the pink of condition. Before the police could intervene the spectators turned souvenirs mad, had stripped the plane of everything which could be taken off, and some were even cutting

pieces of linen from the wings when a squad of soldiers with fixed bayonets quickly surrounded the Spirit of St. Louis and guarded it while mechanics wheeled it into a shed, but only after it had been considerably marred.

While the crowd was waiting, Captain Lindbergh was taken away from the field about midnight, to seek a well-earned repose.

The thing that Captain Lindbergh emphasized more than anything else to the American committee which welcomed him, and later to newspapermen, was that he felt no special strain.

"I could have gone one-half again as much," he said with conviction."

Not since the armistice of 1918 had Paris witnessed a downright demonstration of popular enthusiasm and excitement equal to that displayed by the throngs flocking to the boulevards for news of the American flier, whose personality has captured the hearts of the Parisian multitude.

Thirty thousand people had gathered at the Place de l'Opera and the Square du Havre, near St. Lazare station, where illuminated advertising signs flashed bulletins on the progress of the flier. In front of the office of the Paris Matin in the Boulevard Poissonniere the crowds quickly filled the streets, so that extra police details had the greatest difficulty in keeping the traffic moving in two narrow files between the mobs which repeatedly choked the entire street.

From the moment when the last evening editions appeared, at 6:30 o'clock, until shortly after 9 there was a curious reaction, due to the fact that news seemed to be at a standstill. The throngs waited, hushed and silent, for confirmation.

It was tense period when the thought in every mind was that they were witnessing a repetition of the deception which two weeks ago turned victory into mourning for the French aviators Nungesser and Coll. Suppose the news flashed from the Empress of France that the American flier was seen off the coast of Ireland proved false, as deceiving as the word flashed that Nungesser's White Bird had been sighted off Nova Scotia!

During a long, tense period no confirmation came. The people stood quietly, but the strain was becoming almost unbearable, permeating through the crowd. Pessimistic phrases were repeated. "It's too much to think it possible." "They shouldn't have let him go." "All alone, he has no chance if he should be overcome with exhaustion."

To these comments the inevitable reply was, "Don't give up hope. There's still time."

All this showed the French throng was unanimously eager for the American's

safety and straining every wish for his ultimate victory.

A French woman dressed in mourning and sitting in a big limousine was seen wiping her eyes when the bulletins failed to flash confirmation that Lindbergh's plane had been sighted off Ireland. A woman selling papers near-by brushed her own tears aside exclaiming:

"You're right to feel so, madame. In such things there is no nationality—he's some mother's son."

Something of the same despair which the crowds evinced two weeks ago spread as an unconfirmed rumor was circulated that Lindbergh had been forced down. Soon after 9 o'clock this was turned to a cheering, shouting pandemonium when Le Matin posted a bulletin announcing that the Lindbergh plane had been sighted over Cherbourg.

The crowd applauded and surged into the street, halting traffic in a series of delirious manifestations which lasted for ten minutes with cries of "Vive Lindbergh," "Vive l'Americain." The new was followed by a general rush for taxicabs and subway stations, thousands being seized simultaneously with the idea of going to Le Bourget to witness the arrival of the victorious airman.

All roads leading toward the air field were jammed with traffic, though thousands still clung to their places before the boulevard bulletin boards. Other throngs moved toward the Etoile, lining ways of access to the hotel where it had been announced the American's rooms were reserved, in the hope of catching a glimpse of the international hero, the first to make Paris from New York by air, as he passed in triumph from the airdrome.

Ovation after ovation followed the news of Lindbergh's startling progress through France, the crowds steadily augmenting until they filled the entire block. The throng was estimated at 15,000 people. After Cherbourg word was flashed that the plane had traversed Louviers, then the outskirts of Paris.

In a perfect frenzy the huge crowd hailed the announcement that Lindbergh had landed at Le Bourget. Straw hats sailed in the air, handkerchiefs fluttered and a roar of cheers and clapping spread through the throng and was carried along down the boulevards, where the crowds seated in the café terraces rushed into the streets and joined in the demonstration. The cheering was renewed again and again.

From the tops of motorbuses, stopped in the traffic, joyful figures demonstrated their glee, the police abandoning their efforts to restrain the throng and joining in the general elation.

From the first recheering of "Vive l'Americain" rolled up a mighty shout, "The

flags," the same cry which two weeks ago gave rise to the false rumor of an anti-American demonstration, when it was falsely reported that a mob demanded the removal of the American flag from the Matin office.

For several minutes this cry was renewed until the proprietor of a motion picture house unfurled a little American flag, which was greeted with cheer upon cheer and which became the mightiest pro-American demonstration seen in France since the days of the war, when, as the Yankee troops landed, three large American flags beside the French Tricolor hung from Le Matin's window in the glare of searchlights.

There could be no mistaking the sincerity of these cheers, which were prolonged as a Frenchman in the crowd rushed up to the American demonstrators, wringing their hands in congratulations.

Extra papers telling the tale of the American's triumph in bulletin form sold as fast as the newsmen could distribute them.

The throng slowly dispersed in a general procession toward Montmartre, where many hundreds were to spend the remainder of the night in a celebration.

What appealed to the French aviators as the uncanny part of Captain Lindbergh's performance was his lack of navigating instruments. Old and experienced airmen, in conversations during their wait for him said he had one chance in a thousand because, while he might head in a given compass direction in leaving America, the winds might put him many hundreds of miles out of his path.

For two hours there was hopeless mix-up with no movement in any direction. The emergency traffic police brought from Paris worked nearly all night in straightening out the mess.

French papers were estimated that at midnight 150,000 people were trying to get to or from Le Bourget and there were frequent exhibitions of temper which acted as a great contrast to the enthusiastic joy which greeted the arrival of the American hero.

Soon after Lindbergh landed an employe of the Bourse telegraph office arrived with more than 700 cablegrams for him, but the employe was unable to get within half a mile of the addressee.

[Home](#) | [Site Index](#) | [Site Search](#) | [Forums](#) | [Archives](#) | [Marketplace](#)

[Quick News](#) | [Page One Plus](#) | [International](#) | [National/N.Y.](#) | [Business](#) | [Technology](#) |

What do you think of when someone says SUMMERTIME?



To young Charles Lindbergh, summertime meant living along the Mississippi River in Little Falls, Minnesota.

In the 1920's planes were for adventure and for war.

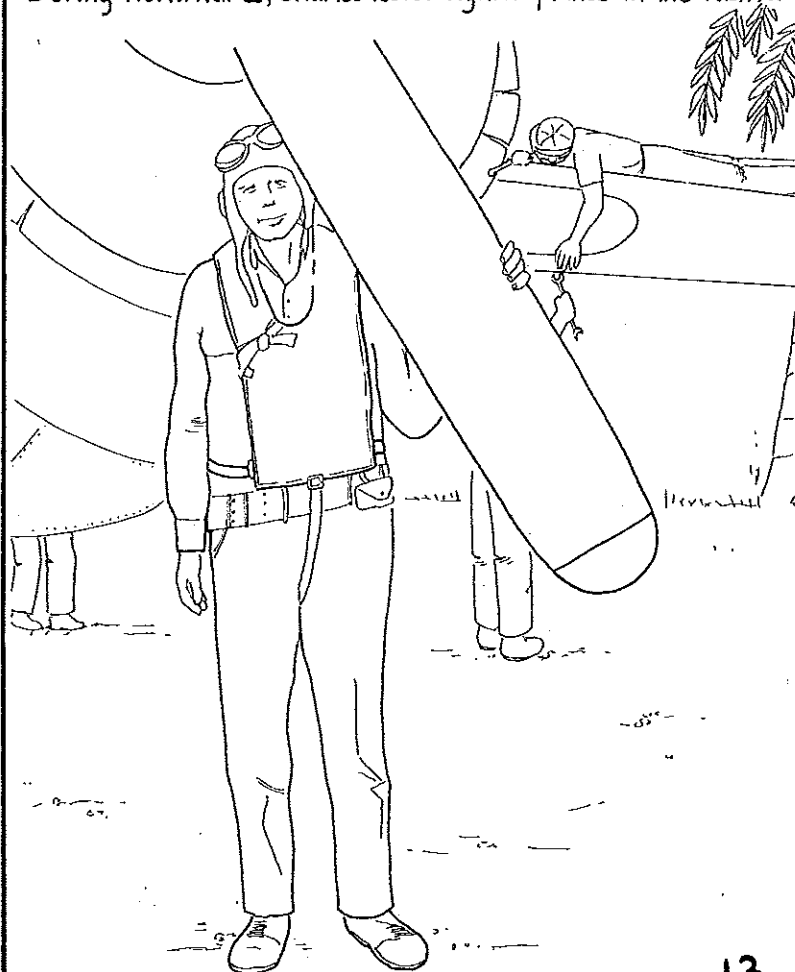


Only a few people thought they would ever be a part of everyday life.

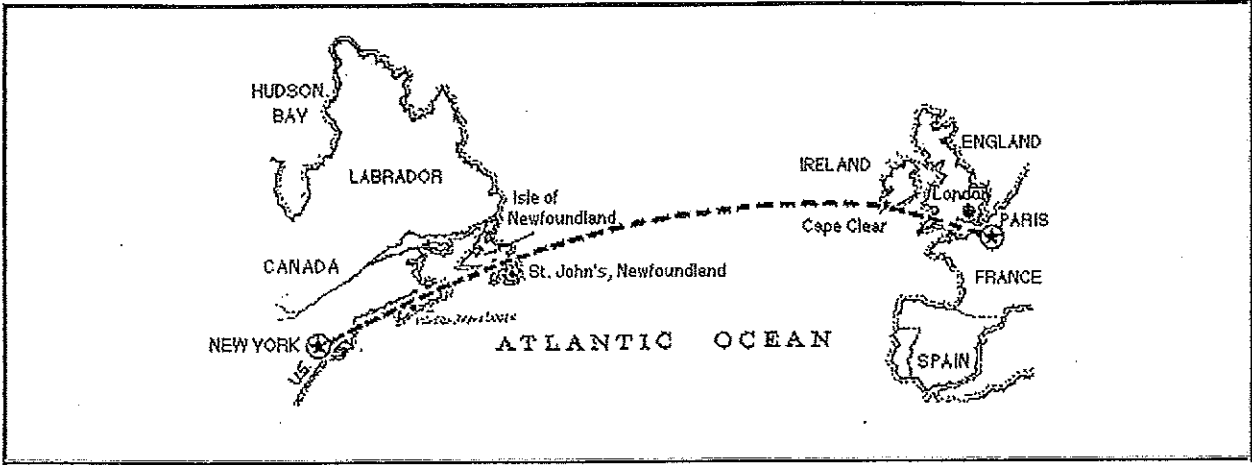
But when Charles Lindbergh flew to Paris non-stop in 1927, that idea changed. Many more people began to think airplanes could be useful for world travel.



During World War II, Charles tested fighter planes in the Pacific.



SPRIT OF ST. LOUIS



Designed with one thought

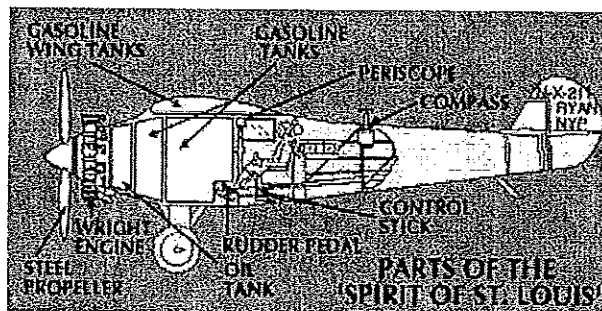
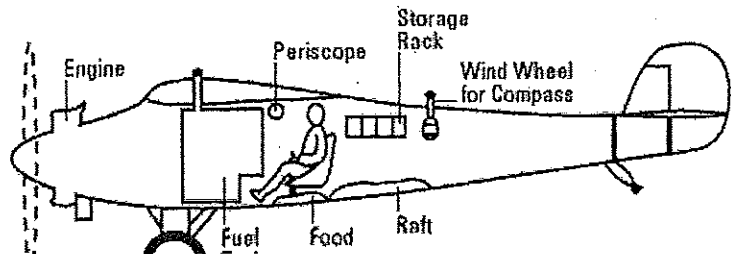


"The Spirit of St. Louis" was designed with one thought in mind: to get to Paris. Extra fuels tanks were added and the wing span increased to accommodate the additional weight. The plane would have a maximum range of 4,000 miles, more than enough to reach Paris. One of the more innovative design decisions involved placing the main fuel tank in front of, rather than behind, the pilot's seat. Lindbergh didn't want to be caught between the tank and the engine if the plane was forced to land. This configuration also meant that Lindbergh would not be able to see directly ahead as he flew. It didn't seem to trouble him much. "There's not much need to see ahead in normal flight," Lindbergh told Donald Hall. "I won't be following any airways. When I'm near a flying field, I can watch the sky ahead by making shallow banks. All I need is a window on each side to see through..." If needed, Lindbergh would use a periscope attached to the plane's left side to see what was in front of him. In his efforts to pare down the plane's weight, Lindbergh considered every detail. Any item considered too heavy or unnecessary was left behind. These included a radio, parachute, gas gauges, and navigation lights. Lindbergh designed for himself special lightweight boots for the flight, and went so far as to cut his maps down to include only those reference points he would need. Every ounce mattered. Instead of a heavy leather pilot's seat, Lindbergh would be perched in a far lighter wicker chair.

Ryan Airlines Corporation

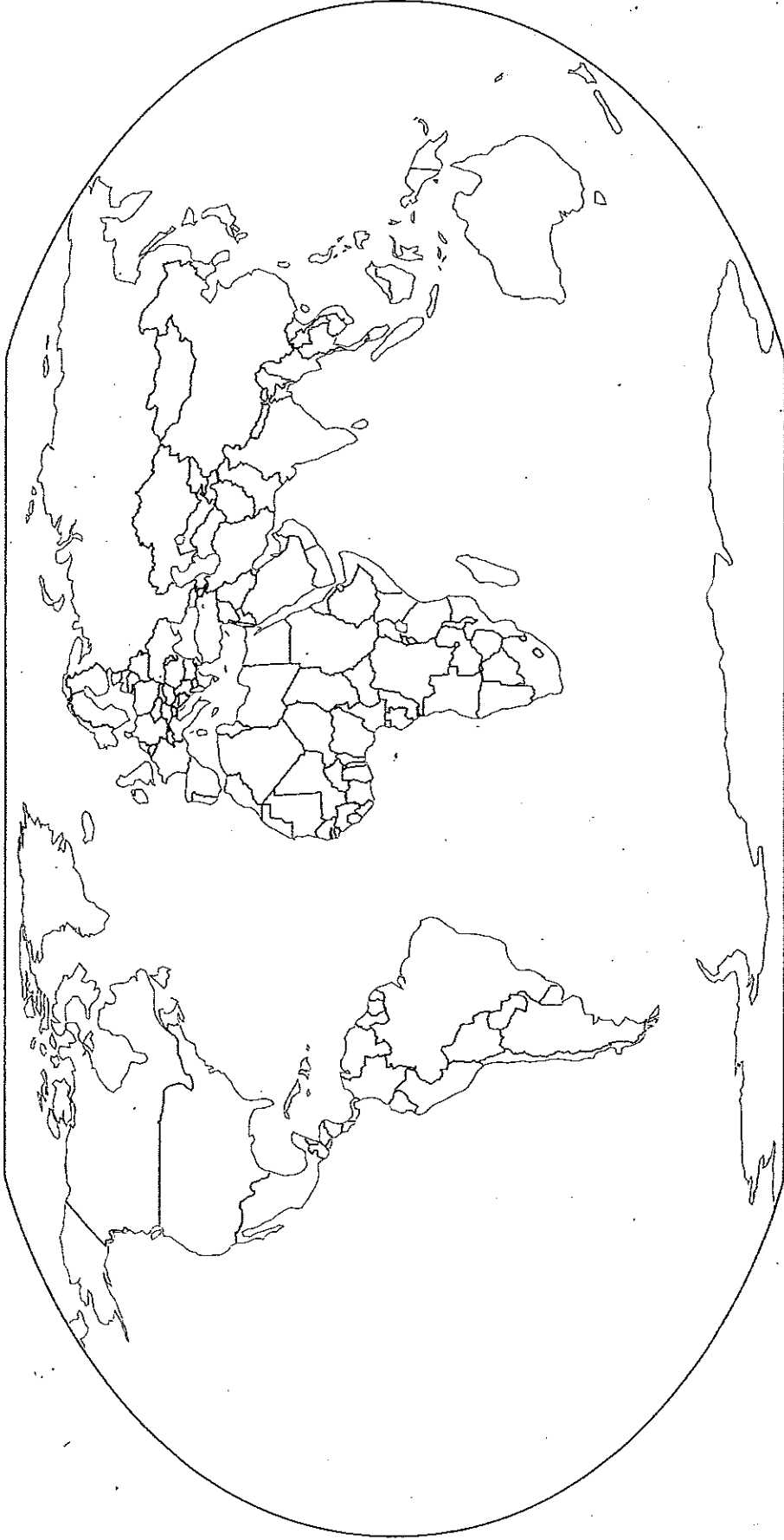
In February, 1927, Lindbergh's luck improved. Less than 24 hours after hearing of Lindbergh's search for a single-engine plane, the Ryan Airlines Corporation of San Diego, California offered to build such a plane for \$6,000. Again, excluding the engine. Ryan, led by company president Frank Mahoney, would need three months to manufacturer Lindbergh's "Spirit of St. Louis." Upon arriving at the Ryan headquarters to meet with Mahoney and chief engineer and designer

The Spirit of St. Louis

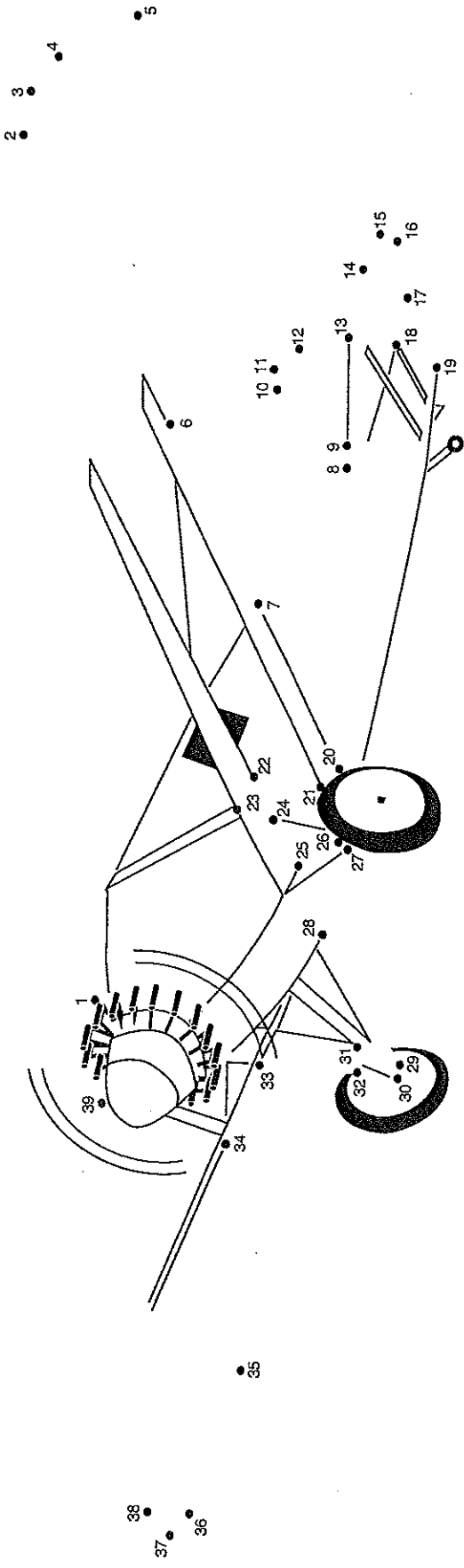


Name _____

Trace Charles Lindbergh's transatlantic flight route.



Label cities: take off + landing cities.



Spirit of St. Louis

Charles Lindbergh was the first aviator to fly solo across the Atlantic Ocean, arriving in Paris on May 21, 1927, at the end of a 33 1/2 hour, 3,610 mile flight from New York. Lindbergh (raised in Little Falls, Minnesota), 25 years of age and a pilot by profession, had a natural flair for flying and above-average ability as a navigator. His flight not only demonstrated great personal skill and courage, but also his faith in the single 237 horse power Wright Whirlwind engine which powered the specially-built Ryan NYP (New York-Paris) monoplane. The most celebrated single aircraft in the history of aviation was designed and built in just two months. Lindbergh, who supervised construction, insisted that the main fuel tank be in front of the cockpit, to keep it from crushing the pilot against the engine in a case of a crash landing. A periscope was installed to provide forward visibility. The Spirit of St. Louis was little more than a flying fuel tank, containing 450 gallons of fuel in the fuselage and wings.

Charles Lindbergh

SIX QUESTIONS

Name _____

DIRECTIONS: Read the next two selections. Then, read each question that follows them. On your separate answer sheet, mark the circle of your answer to each question.

Today, hundreds of people fly across the Atlantic Ocean every day. But this was not always the case. Seventy-five years ago, the only way to travel between the United States and Europe was by boat. It took airplane designers and a brave pilot to change the way people traveled across the ocean. The pilot's name was Charles Lindbergh.



Born February 4, 1902, Charles Augustus Lindbergh grew up on a farm in Minnesota. Even as a child, he had an excellent ability with machines. His parents encouraged him to attend college to make the most of his talent. While studying at the University of Wisconsin, Lindbergh developed a strong interest in airplanes. After two years, he left college to attend the Lincoln Flight School in Nebraska. When he graduated, he was hired to fly mail between St. Louis and Chicago. In his spare time, he performed dangerous airplane stunts at county fairs around the United States. Then, in 1924, Lindbergh joined the army to train as an Air Service pilot. When he graduated the next year, he was named the best pilot in the class.

In 1919, a hotel owner named Raymond Ortig offered \$25,000 to the first person who could fly nonstop from New York to Paris. Several pilots had tried and failed. When Charles Lindbergh read about the prize, he convinced nine businessmen from St. Louis to help him buy a special plane. To thank them for their support, he named the plane

The Spirit of St. Louis. On May 20, 1927, Lindbergh took off from Roosevelt Field near New York City and headed for Paris. Thirty-three hours and 3,600 miles later, he became the first pilot in history to successfully complete a solo, nonstop flight across the Atlantic Ocean. In front of thousands of cheering fans, he proudly collected his prize. The story made the front page of newspapers all around the world, and "Lucky Lindy" became an instant hero.

In the years that followed, Lindbergh took his plane on a tour of the United States to encourage what he called "airmindedness." At the request of the government, he also flew to various Latin-American countries to spread good will. While working in Mexico, Lindbergh met Anne Spencer Morrow, the daughter of the American ambassador to Mexico. Charles taught Anne to fly, and they were soon married. As pilot and copilot, they traveled the world together, charting new routes for airlines.

In 1953, having suffered the kidnapping of their son, the Lindberghs moved to Hawaii to escape curious reporters. There, Charles published his book, *The Spirit of Saint Louis*, which described the trans-Atlantic flight that had made him a household name. The next year, the book won the Pulitzer Prize.

Lindbergh spent his last years speaking to the public, inventing, and writing. Having witnessed the awkward planes of the past develop into the sleek jets of the day, he never lost his interest in flying. Although he was fascinated by new inventions, Lindbergh was also concerned about their effect on the environment. In his speeches and articles, he tried to convince people that nothing was more important than protecting the earth, the water, and the air we breathe.



Five years after Charles Lindbergh made his famous journey across the Atlantic Ocean, an adventurous woman named Amelia Earhart followed in his footsteps. Amelia's success helped to open the doors of opportunity to women. Here is her story.

Lady Lindy



In the fall of 1919, twenty-year-old Amelia Earhart attended an air show with her father. When her father went to lunch with friends during the show, Amelia turned down his invitation to join them. She did not want to miss seeing any of the planes. Still excited from the show, the next day Amelia paid one dollar for a ten-minute ride in an airplane. Years later, Amelia wrote, "As soon as I left the ground, I knew I myself had to fly."

Amelia arranged to take flying lessons from a woman pilot named Neta Snook. Neta insisted that Amelia learn all about airplanes before she allowed Amelia to actually fly one. From Neta, Amelia learned the parts of a plane and how to repair airplane engines when they broke.

In 1926, as a stunt designed to make headlines and sell newspapers, publisher George Putnam asked Amelia to ride aboard a plane as it flew from New York to Great Britain. No woman had ever flown across the Atlantic Ocean before, and Amelia jumped at the chance. Although both of the pilots were men, it was "Lady Lindy," as Amelia was called, who drew the crowds when the plane touched down.

In 1928, George Putnam helped Amelia write a book about flying. Together, they traveled the United States to talk to people about flying and to sell the book. Although people at the time were fascinated by Amelia's book, most were afraid to fly. Some even believed that only men should be allowed to fly.

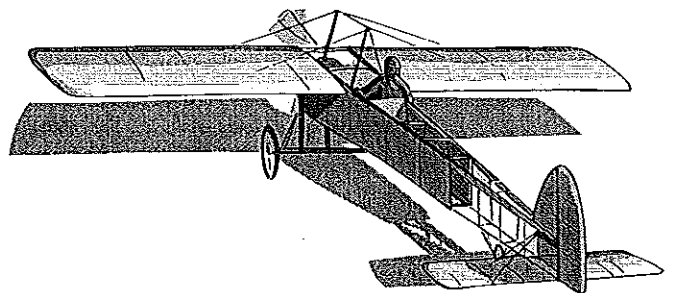
In 1931, Amelia married George Putnam. At that time, several women pilots were planning flights across the Atlantic Ocean, but George pushed Amelia to be first. On May 27, 1932, Amelia became the first woman ever to successfully complete a transatlantic

flight. That year, Amelia was voted Outstanding Woman of the Year, an award that she accepted "on behalf of all women." Amelia thought that all women were heroes, whether they baked cakes for their families or flew airplanes.

In 1935, Amelia announced her plan to fly around Earth "at its waist," making several stops to refuel along the way. Before she took off, she told the crowd that this would be her last long-distance flight. After flying 22,000 miles, with only 7,000 miles to go, Amelia wired her last message from the plane. No one ever saw her or her plane again, though history buffs have continued the search to this day.

In her own way, Amelia Earhart fought for women's rights. She believed that women could and should do anything that men were allowed to do. In a letter that George received several weeks after her plane was lost, Amelia wrote,

"... Women must try to do things as men have tried. When they fail, their failure must be but a challenge to others."



C.L. QUESTIONS

Name _____

Use "Lindbergh" on page **A** to answer questions **1** and **2**.

- 1** In his later years, Charles Lindbergh thought that it was most important to —
- A take care of natural resources
 - B develop faster, safer planes
 - C remain interested in flying
 - D speak and write clearly

- 2** According to the passage, Lindbergh's flight "made him a household name." This means that —
- A many children were named after Charles Lindbergh
 - B Charles Lindbergh became famous
 - C people quickly lost interest in Charles Lindbergh
 - D Charles Lindbergh encouraged people to fly in planes

Use "Lady Lindy" on page **B** to answer questions **3** and **4**.

- 3** The author included part of Amelia Earhart's letter at the end of the selection to prove that Earhart —
- A believed that she had failed
 - B knew that she would not make it home
 - C was a better pilot than Charles Lindbergh
 - D believed in equal rights for women

- 4** In April of 1926, why did George Putnam ask Amelia Earhart to fly across the Atlantic Ocean in a plane?
- A to visit him in Great Britain
 - B to show that she was a skilled pilot
 - C to make money
 - D to get married

Use both "Lindbergh" on page **A** and "Lady Lindy" on page **B** to answer questions **5** and **6**.

- 5** People called Amelia Earhart "Lady Lindy" because —
- A she reminded them of Charles Lindbergh
 - B they believed that only men should be allowed to fly
 - C she thought that all women were heroes
 - D that was the title of her first book

- 6** Which is not true of both Charles Lindbergh and Amelia Earhart?
- A They believed that women should be allowed to fly.
 - B They wrote books about their adventures.
 - C They successfully flew solo across the Atlantic Ocean.
 - D They died in plane crashes and were never found.

QUESTIONS

MN 150 BOOK

Charles A. Lindbergh Jr. (1902–1974)

A new law resulting from an unthinkable crime

He was the twentieth century's first international celebrity—a tall, photogenic, articulate young aviator who soared into the spotlight in 1927 when, at age twenty-five, he completed the first solo crossing of the Atlantic Ocean by air. He was Minnesota's own Charles Lindbergh—soon known around the world as “Lucky Lindy”—and his historic flight from New York to Paris on the *Spirit of St. Louis* brought him wealth, admiration, and a life in the public eye, to which he never became fully accustomed.

His solo flight may have made his a household name, but it was a later event in Lindbergh's life that was to have an even greater impact on the nation's history. On a cold, rainy night in March 1932, Charles and Anne Morrow Lindbergh's twenty-month-old son, also named Charles, was kidnapped from their New Jersey home. Sadly, after weeks of well-publicized searches, the boy's body was found near the family's estate. The search was on for his murderer.

After almost two years, Bruno Richard Hauptmann was brought to trial for the crime. Lindbergh's celebrity made the trial front-page news, fodder for sensational, invasive reporting from coast to coast. It was, in the words of journalist H. L. Mencken, “the greatest story since the Resurrection.” Hauptmann was convicted



MN 150 BOOK



and executed in 1936, and the Lindbergh family, exhausted by the ordeal and angry with the media, left the United States in 1935 to live in England.

Beyond its lasting impact on Charles Lindbergh and his family, the effects of the trial were felt throughout the legal world. In 1937, the American Bar Association inserted a prohibition on courtroom photography into its Canons of Professional and Judicial Ethics. All but two states adopted the ban, and Congress amended the Federal Rules of Criminal Procedure to ban cameras and broadcasting from federal courts. Even more significantly, the kidnapping resulted in the 1932 passage of the Federal Kidnapping Act, popularly called the Lindbergh Law, which made it a federal offense to kidnap someone with the intent to seek a ransom or reward.

(Opposite) Anna C. Kelly reading the newspaper with headline "Lindy Baby Dead," with Hans Kelly listening to the radio, 1932; (above) Charles A. and Anne Morrow Lindbergh, 1929; (right) Charles A. Lindbergh Jr., lithograph, 1930



