

American Minute with Bill Federer Aviation Feats, Dangers, and Charles Lindbergh's historic flight, & his aviator-author wife, Anne Lindbergh

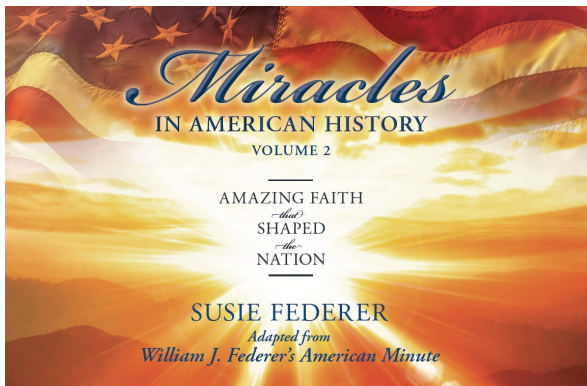
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On December 17, 1903, **Wilbur and Orville Wright** made the **first controlled, sustained flight** of a powered,



heavier-than-air aircraft four miles south of Kitty Hawk, North Carolina, **introducing the era of air travel ...**
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[Miracles in American History](#)

In 1904, the motorcycle racer **Glenn Curtiss**, grandson of a **Methodist-Episcopal clergyman**, supplied a **motorcycle engine** to propel the **California Arrow**, enabling it to become **the first successful dirigible**.

In 1907, **Curtiss** set the **world record** of **136.36 miles per hour** with a V-8 engine he designed, becoming "**the fastest man in the world**."

Alexander Graham Bell encouraged **Curtiss** to join his **Aerial Experiment Association**, and in 1908 **Curtiss** built his famous *June Bug*.

He received **U.S. Pilot's License #1** from the Aero Club of America.

In 1909, the **Wright brothers** built the **Wright Military Flyer**, the world's **first military plane**.

In 1910, **Glenn Curtiss** made the first long-distance flight, from Albany to New York City, winning a prize of \$10,000 from publisher **Joseph Pulitzer**.

The same year, he simulated the **first aircraft bombing runs**, was the **first to use firearms in flight**, made **first radio communication with aircraft**, and was the **first to take off from a Navy ship**, earning him the title "**Father of Naval Aviation**."

On October 11, 1910, in an impromptu meeting, **26-year-old aviator Arch Hoxsey**, a mechanic for the **Wright brothers**, invited **former President Theodore Roosevelt** to join him for a **flight** in a **Wright Model AB** at Kinloch Field outside St. Louis, Missouri:

"Colonel, I'd like to have you go up with me," asked **Hoxsey**, who mentioned that he and **Roosevelt** shared the same birthday, October 27. "After I told him that he smiled ... As soon as I saw his smile, I knew I had him."

Taking off, they flew a few passes over the field and landed. **Roosevelt** "smiling his most expansive smile," **vigorously shook Hoxsey's hand**, saying "It was great! It was the finest experience I ever had."

A little over two months later, December 26, 1910, **Hoxsey** set the **altitude record of flying 11,474 feet**, reporting that the **sub-zero temperature and wind chill** at that height was "**the most terrifying cold I ever felt**."

Sadly, five days later, trying to break his record, he lost control and crashed to his death.

In 1911, **Glenn Curtiss** developed the **first retractable landing gear** and the **first pontoon aircraft** -- the **first aircraft purchased by the U.S. Navy**, and carried out the **first catapult launch from a ship**.

He created the **first flying school**, in Miami, and trained the **first American female pilot, Blanche Stuart Scott**.

Curtiss established the **first military flying school** in San Diego at the Naval Air Station North Island -- "**The Birthplace of Naval Aviation**."

Curtiss and the **Wright Brothers** had a decade long legal battle over the patent of "**ailerons**" used to control rolling and banking. This delayed further development, **allowing Europe** and **Japan** to make advances in aviation.

The **two companies eventually merged** in 1929 to form the **Curtiss-Wright Corporation**.

In 1916, at the time **Henry Ford** was pioneering **assembly-line mass production of his Model T automobile**, the **Curtiss Aeroplane and Motor Company** began the **first mass-produced aircraft**, the "**Jenny**" biplane, of which 6,000 were purchased by the Army for military training.

In 1916, the **Curtiss Model J** was the **first aircraft used in a U.S. military operation**, carrying out **surveillance of Pancho Villa's forces in Mexico**.

During **World War I**, the airplane was used in **reconnaissance replacing the Zeppelin**.

It was used in **combat**, with famed pilots being **Germany's Red Baron** and **America's Eddie Rickenbacker**.

Theodore Roosevelt's son, Quentin, was a courageous fighter pilot, but was **sadly shot down and died.**

After the War, the Army sold thousands of **surplus "Jenny's" at bargain prices,** resulting in it becoming the **"backbone of American postwar civil aviation."**

The Post Office Department formally established domestic **U.S. Air Mail** on May 15, 1918.

During the **Roaring Twenties, "barnstorming"** became the **first major form of civil aviation in history.**

Barnstormers would **"buz" villages** and **drop flyers** inviting people to see **dare-devil aerobatic stunts.**

Barnstormers performed **nose dives, loop-the-loops, spins, barrel rolls, wing walking, parachuting, trapeze, target shooting, dancing on plane's wings, hitting golf balls, playing tennis, and flying through barns.**

Notable barnstormers were **"The Five Blackbirds"** (an African American flying group); **Wiley Post,** who later discovered the jet stream and designed the first pressure suit; and **Upside-Down Clyde Pangborn,** who later flew the first non-stop flight across the Pacific Ocean.

Barnstormers, such as **Charles Lindbergh,** offered **short plane rides** for a fee of five dollars.

One person who took a short ride with a barnstormer was **Amelia Earhart** at Long Beach, on December 28, 1920.

She said:

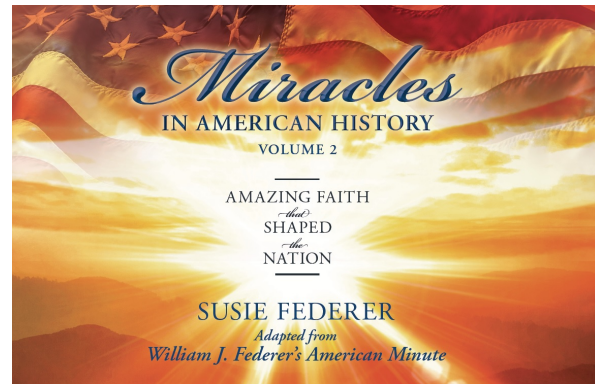
"By the time I had got two or three hundred feet off the ground, I knew I had to fly."

Eventually, after some high profile accidents, the **government passed regulations** designating the

minimum altitude at which stunts could be performed.

This resulted in them being **so high up** that **spectators could not view them**, leading to the popularity of barnstorming declining.

Miracles in American History



One of the greatest feats in aviation was on May 20, 1927, at 7:52am.

25-year-old **Charles A. Lindbergh** left Roosevelt Field in Long Island, New York, in his silver monoplane named *The Spirit of St. Louis*.

Thirty-three and a half hours later he landed in Paris, completing **the first solo flight across the Atlantic Ocean**.

Lindbergh was decorated by the **President of France**, the **King of England** and **President Calvin Coolidge**.

The son of a Congressman, **Charles Lindbergh** was a test pilot for a St. Louis firm, performed feats of barnstorming and became an **Air Service Reserve cadet**, flying mail routes to Chicago.

At the Institute of Aeronautical Sciences, February 1, 1954, **Charles Lindbergh** stated:

"It was not the outer grandeur of the Roman but the **inner simplicity of the Christian** that lived through the ages."

On the Bicentennial of Air and Space Flight, February 7,

1983, **President Ronald Reagan** said:

"We **Americans** have always been at our best when we've faced challenge ...

Whether ... Daniel Boone or **Charles Lindbergh** ... I've always believed that mankind is capable of greatness ... But it depends on us.

God gave angels wings. **He gave mankind dreams.** And with His help, there's no limit to what can be accomplished."

President Jimmy Carter stated MAY 20, 1977:

"This year marks the 50th anniversary of the historic transatlantic flight of **Charles A. Lindbergh**.

In his solo journey from New York to Paris on MAY 20, 1927, America's "Lone Eagle" inaugurated a new age of aviation ...

... Celebrated around the world, this momentous event established **Lindbergh** as one of our country's most heroic figures.

It symbolized the continuing devotion of our people to the exploration of new frontiers and demonstrated what can be accomplished when innovative and promising technology is guided by a courageous and determined man.

... Linking two continents, the 33 1/2-hour flight of the ***Spirit of St. Louis*** was a landmark in aviation history."

In 1957, CinemaScope produced the movie *The Spirit of St. Louis*, starring **Jimmy Stewart** as **Charles Lindbergh**.

President Gerald Ford remarked at the Fort McHenry National Monument in Baltimore, July 4, 1975:

"We need to remind ourselves that **America is really 'the land of the free and the home of the brave.'** And we should be proud of it ...

The pioneer spirit ... The Wright brothers mastered powered flight at Kitty Hawk. The age of flight was born ...

... From **the first Atlantic crossing** by the 'Lone Eagle,' **Charles Lindbergh**, to the American astronauts who announced that the *Eagle* had landed, when touchdown on the Moon, America's leadership was again established ...

The modern world places a premium on creativity and individuality ... **Individualism is a safeguard against the sameness of society** ..."

He continued:

"A government too large and bureaucratic can stifle individual initiative by a frustrating statism.

In America ... **our sovereign is the citizen**, and we must never forget it.

Governments exist to serve people. The state is the creature of the populace ..."

Ford concluded:

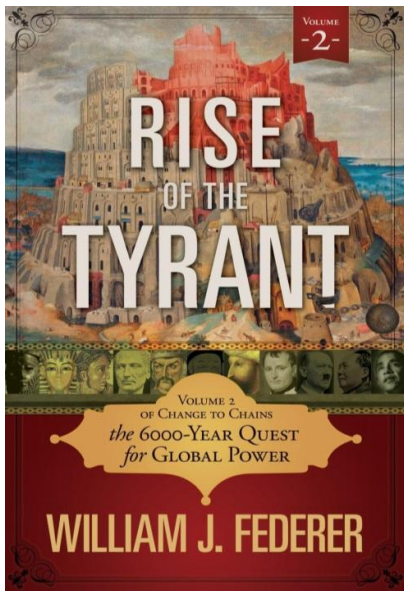
"There is a quotation that I learned **in my early days in Sunday school**, that the beauty of **Joseph's coat** is its many colors.

And that is the strength of America ... We are not Americans alone by birth or blood, by oath or creed ...

We are **Americans** because **we deliberately chose to be one nation, indivisible**, and for 199 years, **with God's help**, we have gone forward **together**, and we will in the future ...

We have, on this Independence Day of 1975, a free government that **checks and balances its own excesses** and a free economic system that corrects its own errors ...

This is the amazing history Americans have written ... It still remains, in **Lincoln's** words, '**The last, best hope of earth.**'"



[Rise of the Tyrant - Volume 2 of Change to Chains](#)

In the summer of 1931, **Charles and Anne Lindbergh** flew from **Long Island, New York**, to **Alaska**.

They reached **Point Barrow**, the **northernmost tip of Alaska**, on the Arctic Ocean.

Point Barrow is where, four years later, **Will Rogers** and **Wiley Post** flew, but dangerous weather cause their fatal crash on August 15, 1935.

From Alaska, **Charles and Anne Lindbergh** flew across the **Bering Strait** to **Siberia**.

Leaving the **Russian city of Petropavlovsk**, Charles had to make a **risky, blind descent in a fog**, landing their sea plane near Kotoi Island.

Their anchor broke, and **they drifted dangerously close to crashing on rocks**, till they were **rescued by a**

Japanese boat and towed to Buroton Bay.

They flew from there to the **Yangtze River** in **China**, but their **plane was damaged** while being lifted onto a British ship, **ending their expedition**.

At the height of public attention, tragedy struck in March of 1932.

Called the "crime of the century," **Charles and Anne's infant son was kidnapped** and held for ransom, only later to be found dead.

The U.S. Congress responded by making **kidnapping a federal crime** if the kidnapper crossed state lines.

Distraught, the **Charles and Anne** moved to Europe in 1935, later to return in 1939.

Anne Lindbergh's moral fortitude inspired others.

Phyllis Schlafly wrote in the book, ***The Power of the Positive Woman*** (NY: Arlington House Publishers, 1978):

"Some **positive women** have nevertheless **succeeded** at this seemingly **impossible task** ...

... Among those who come to mind is **Anne Morrow Lindbergh**, the wife of one of America's 20th-century heroes, **Charles Lindbergh**, and mother of six children ...

... During the 1930s, **Anne Lindbergh** earned a reputation as a **flier and adventurer in her own right**.

She later became an **extremely successful author**."

Anne Morrow Lindbergh wrote in *Gift from the Sea* (1955):

- "Don't wish me happiness. I don't expect to be happy

all the time ... It's gotten beyond that somehow. **Wish me courage and strength** and a **sense of humor**. I will need them all.”

- “The sea does not reward those who are too anxious, too greedy, or too impatient. To dig for treasures shows not only impatience and greed, but **lack of faith. Patience, patience, patience**, is what the sea teaches. **Patience and faith**. One should lie empty, open, choiceless as a beach—waiting for a gift from the sea.”
- “I would like to achieve a state of **inner spiritual grace** from which I could function and give as I was meant to in the eye of **God**.”
- "I want, in fact -- to **borrow from the language of the saints -- to live 'in grace'** as much of the time as possible."

Anne Lindbergh wrote in *War Within & Without: Diaries and Letters of Anne Morrow Lindbergh, 1939-1944*:

"One writes to capture and crystallize one's joy, but also to disperse one's gloom.

Like **prayer** -- you go to it in sorrow more than joy, for help, a road back to '**grace**'."

In her chronicle of their 1931 expedition to China and Japan, **Anne Lindbergh** wrote in *North to the Orient* (1935):

"*Good-bye* is a **prayer**, a ringing cry. 'You must not go - I cannot bear to have you go!

But you shall not go alone, unwatched. **God will be with you**.

God's hand will over you' and even - underneath, hidden, but it is there, incorrigible -

'I will be with you; I will watch you - always.' It is a mother's *good-by*."

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wjfederer@gmail.com

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