

**Primary Source Document*****An Interview with Charles A. Lindbergh***

Well, here I am in the hands of American Ambassador Herrick. From what I have seen of it, I am sure I am going to like Paris.

It isn't part of my plans to fly my plane back to the United States, although that doesn't mean I have finished my flying career. If I thought that was going to be the result of my flight across the Atlantic, you may be sure I would never have undertaken it. Indeed, I hope that I will be able to do some flying over here in Europe—that is, if the souvenir hunters left enough of my plane last night.

Incidentally, that reception I got was the most dangerous part of the whole flight. If wind and storm had handled me as vigorously as that Reception Committee of Fifty Thousand, I would never have reached Paris and I wouldn't be eating a 3-o'clock-in-the-afternoon breakfast here in Uncle Sam's Embassy.

There's one thing I wish to get straight about this flight. They call me "Lucky," but luck isn't enough. As a matter of fact, I had what I regarded and still regard as the best existing plane to make the flight from New York to Paris. I had what I regard as the best engine, and I was equipped with what were in the circumstances the best possible instruments for making such efforts. I hope I made good use of what I had.

That I landed with considerable gasoline left means that I had recalled the fact that so many flights had failed because of lack of fuel, and that was one mistake I tried to avoid. . . .

The only real danger I had was at night. In the daytime I knew where I was going, but in the evening and at night it was largely a matter of guess-work. However, my instruments were so good that I never could get more than 200 miles off my course, and that was easy to correct, and I had enough extra gasoline to take care of a

number of such deviations. All in all, the trip over the Atlantic, especially the latter half, was much better than I expected. . . .

I appreciated the reception which had been prepared for me, and had intended taxiing up to the front of the hangars, but no sooner had my plane touched the ground than a human sea swept toward it. I saw there was a danger of killing people with my propeller, and I quickly came to a stop.

That reception was the most dangerous part of the trip. Never in my life have I seen anything like that human sea. It isn't clear to me yet just what happened. Before I knew it I had been hoisted out of the cockpit, and one moment was on the shoulders of some men and the next moment on the ground.

It seemed to be even more dangerous for my plane than for me. I saw one man tear away the switch and another took something out of the cockpit. Then, when they started cutting pieces of cloth from the wings, I struggled to get back to the plane, but it was impossible. . . .

I look forward to the day when transatlantic flying will be a regular thing. It is a question largely of money. If people can be found willing to spend enough to make proper preparations, there is no reason why it can't be made very practical. Of course, there are many things to be studied, one of the most important points being whether the single-motor or multimotor ship is best. . . .

I didn't bring any extra clothes with me. I am wearing a borrowed suit now. It was a case of clothes or gasoline, and I took the gasoline. I have a check on a Paris bank and am going to cash it tomorrow morning, buy shirts, socks, and other things. I expect to have a good time in Paris.

But I do want to do a little flying over here.  
*from New York Times, May 23, 1927.*

**Answer the Following Questions**

1. What did Lindbergh mean by saying "*it isn't part of my plans to fly my plane back to the United States, although that doesn't mean I have finished my flying career?*" \_\_\_\_\_
2. Why did he not consider himself "Lucky?" \_\_\_\_\_
3. What did he say was the most dangerous part of the flight? \_\_\_\_\_
4. What did he say was the most dangerous part after the flight? \_\_\_\_\_
5. What did he say were the issues involved with eventual regular transatlantic flying? \_\_\_\_\_
6. What did he plan on doing in Paris? \_\_\_\_\_

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*from New York Times, May 23, 1927.*

**Answer the Following Questions**

1. What did Lindbergh mean by saying "it isn't part of my plans to fly my plane back to the United States, although that doesn't mean I have finished my flying career?" **Lindbergh doesn't want to be known just as the first person to fly across the Atlantic. He had other big plans.**
2. Why did he not consider himself "Lucky?" **He believed he had the best equipment and was well prepared**
3. What did he say was the most dangerous part of the flight? **Night. He had to navigate by instruments alone.**
4. What did he say was the most dangerous part after the flight? **The reception. A gang of people hoisted him out of the plane and took pieces of it.**
5. What did he say were the issues involved with eventual regular transatlantic flying? **Money and proper preparation**
6. What did he plan on doing in Paris? **Buy clothes.**