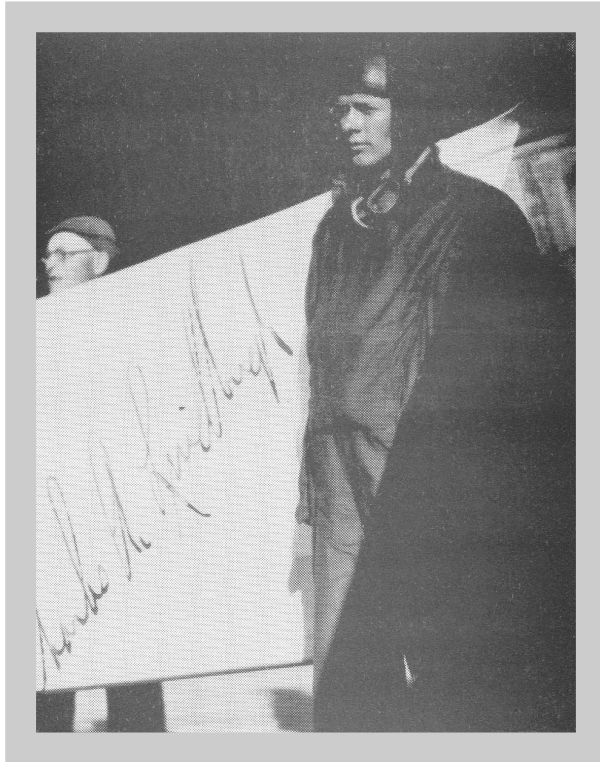




FALCON
FOUNDATION



SCHOLARSHIP IN HONOR OF

CHARLES A. LINDBERGH

Charles A. Lindbergh

Charles A. Lindbergh was born on February 4, 1902, in Detroit, Michigan. His father was a congressman from Minnesota (1907-1917). After attending schools in Little Falls, Minn., and Washington, D.C., Charles enrolled in a mechanical engineering program at the University of Wisconsin. He left to study flying in Lincoln, NE (1920-1922). He made his first solo flight in 1923 and thereafter made exhibition flights and short hops in the Midwest. He enrolled in the U.S. Air Service Reserve as a cadet in 1924 and graduated the next year. In 1926 he made his first flight as an airmail pilot between Chicago and St. Louis.

Lindbergh wanted to compete for the \$25,000 prize that Raymond Orteig had posted for the first nonstop flight between New York and Paris. With financial backing from St. Louis businessmen, Lindbergh had the Spirit of St. Louis built. On the first lap of his flight to New York, he traveled nonstop to St. Louis in 14 hours and 25 minutes-record-breaking time from the West Coast.

On May 20, 1927, Lindbergh took off in his silver-winged monoplane from Roosevelt Field, Long Island, bound for Le Bourget Airport outside Paris. Better equipped and better known aviators had failed; some had crashed to their death. But Lindbergh succeeded. He arrived on May 21, having traveled 2,610 miles in 33 1/2 hours. He was immediately acclaimed the hero of the age and received numerous honors and decorations, including the Congressional Medal of Honor, the French Chevalier Legion of Honor, the Royal Air Cross (British), and the Order of Leopold (Belgium). During a 75 city American tour sponsored by the Daniel Guggenheim Foundation for the

Promotion of Aeronautics, he was greeted by wild demonstrations.

In December 1927 Lindbergh flew nonstop between Washington and Mexico City and went on a goodwill trip to the Caribbean and Central America. During one tour he met Anne Spencer Morrow, the daughter of the U.S. Ambassador to Mexico, and married her in 1929. The Lindberghs made many flights together. In 1931, they flew to the Orient, mapping air routes to China, and 2 years later in a 30,000 mile flight they explored possible transoceanic air routes.

In 1935, the Lindberghs moved to Europe. While in France, Lindbergh worked with Alexis Carrel, an American surgeon and experimental biologist who in 1912 had won the Nobel Prize in physiology of medicine. The two men perfected an “artificial heart and lungs,” a perfusion pump to keep organs alive outside the body by supplying blood and air to them.

In the late 1930s Lindbergh conducted various air power surveys in Europe. He toured German aviation centers at the invitation of Nazi leader Hermann Goring and became convinced of Nazi military invincibility. Also in the 1930s he was on the Board of Directors of Pan-American World Airways. In 1939 he surveyed American airplane production as a special promotional work for aviation during this period.

Just prior to World War II, as a member of the America First Organization, Lindbergh warned that United States involvement could not prevent a German victory. He was criticized by President Franklin D. Roosevelt for radio broadcasts urging

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America to refrain from fighting in “other people’s wars.” As a result, Lindbergh resigned his commission in the U.S. Air Force.

After the Japanese attack in 1941, he supported the American effort, serving as a civilian technician for aircraft companies in several theaters of war. After the war he once again became a technical adviser for the U.S. Air Force and eventually was re-commissioned a brigadier general in the Air Force Reserve.

Lindbergh wrote several accounts of his epic-making 1927 flight. *We* (1927) and *The Spirit of St. Louis* (1954), for which he received the Pulitzer Prize for his biography, are interesting and modest summaries of his early life and accomplishments. With Carrel he coauthored *Culture of Organs* (1938), and in 1948 he wrote *Of Flight and Life*.

The experimentation that led to a nonstop transatlantic flight began early in the 20th century with American flight pioneers Wilbur and Orville Wright and Glenn Curtiss.

The *Wartime Journals of Charles A. Lindbergh* was published in 1970. An early account of Lindbergh is George B. Fife, *Lindbergh: The Lone Eagle* (1927). Kenneth S. Davis, *The Hero: Charles a. Lindbergh and the American Dream* (1959), is informative and provocative and also excellent for Lindbergh’s association with the America First Organization. Walter S. Ross, *The Last Hero: Charles a. Lindbergh* (1968) is a well-documented book, especially informative about the mysterious post kidnapping of Lindbergh’s life in the 1930s.

Dear General Bellis:

It is a pleasure to be able to establish the Falcon Foundation "Hughes Scholarship" in honor of Charles Augustus Lindbergh.

"Lindy" was one of the true air pioneers. His life will serve as a major guidepost for young dedicated people for years to come.

Sincerely,



*Allen E. Puckett
Chairman of the Board and
Chief Executive Officer
Hughes Aircraft Company*



The Falcon Foundation is a 501(c)(3), non-profit foundation. Its purpose is to provide scholarships to College or Preparatory Schools for motivated young people seeking admission to USAFA and a career in the Air Force.

Although it is a separate organization, the Falcon Foundation works closely with USAFA.