Charles Lindbergh

Charles Augustus Lindbergh (February 4, 1902 – August 26, 1974), nicknamed Slim, Lucky Lindy, and The Lone Eagle, was an American aviator, author, inventor, explorer, and social activist.

As a 25-year-old U.S. Air Mail pilot, Lindbergh emerged suddenly from virtual obscurity to instantaneous world fame as the result of his Orteig Prize-winning solo non-stop flight on May 20–21, 1927, made from Roosevelt Field located in Garden City on New York's Long Island to Le Bourget Field in Paris, France, a distance of nearly 3,600 statute miles (5,800 km), in the single-seat, single-engine purpose built Ryan monoplane *Spirit of St. Louis*. Lindbergh, a U.S. Army Air Corps Reserve officer, was also awarded the nation's highest military decoration, the Medal of Honor, for his historic exploit.

In the late 1920s and early 1930s, Lindbergh used his fame to promote the development of both commercial aviation and Air

Mail services in the United States and the Americas. In March 1932, however, his infant son, Charles, Jr., was kidnapped and murdered in what was soon dubbed the "Crime of the Century". It was described by journalist H.L. Mencken, as "... the biggest story since the resurrection." The kidnapping eventually led to the Lindbergh family being "driven into voluntary exile" in Europe to which they sailed in secrecy from New York under assumed names in late December 1935 to "seek a safe, secluded residence away from the tremendous public hysteria" in America. They did not return to the United States until April 1939.

Before the United States formally entered World War II, Lindbergh had been an outspoken advocate of keeping the U.S. out of the world conflict, as had his father, Congressman Charles August Lindbergh, during World War I. Although Lindbergh was a leader in the anti-war America First movement, he nevertheless strongly supported the war effort after Pearl Harbor and flew many combat missions in the Pacific Theater of World War II as a civilian consultant even though President Franklin D. Roosevelt had refused to reinstate his Army Air Corps colonel's commission that he had resigned in April 1941.

In his later years, Lindbergh became a prolific prize-winning author, international explorer, inventor, and environmentalist.

Lincoln Standard J biplane

Early aviation career

From an early age Charles Lindbergh had exhibited an interest in the mechanics of motorized transportation including his family's Saxon Six automobile, and later his Excelsior motorbike. By the time he started college as a mechanical engineering student, he

had also become fascinated with flying even though he "had never been close enough to a plane to touch it." After quitting college in February 1922, Lindbergh enrolled as a student at the Nebraska Aircraft Corporation's flying school two months later and flew for the first time in his life on April 9, 1922, when he took to the air as a passenger in a two-seat Lincoln Standard "Tourabout" biplane trainer piloted by Otto Timm.

A few days later Lindbergh took his first formal flying lesson in that same machine with instructor-pilot Ira O. Biffle although the then 20-year-old student pilot would not be permitted to "solo" during his time at the school because he could not afford to post a bond which the company President Ray Page insisted upon in the event the novice flyer were to damage the school's only trainer in the process. In order to both gain some needed flight experience and earn money for additional instruction, Lindbergh left Lincoln in June to spend the summer and early fall barnstorming across Nebraska, Kansas, Colorado, Wyoming, and Montana as a wing walker and parachutist with E.G. Bahl and later H.L. Lynch. During this time he also briefly held a job as an airplane mechanic in Billings, Montana, working at the Billings Municipal Airport (later renamed Billings Logan International Airport). When winter came, however, Lindbergh returned to his father's home in Minnesota and did not fly again for over six months.

"Daredevil Lindbergh" in his Curtiss JN-4 "Jenny" in 1923.

Lindbergh's first solo flight did not come until May 1923 at Souther Field in Americus, Georgia, a former Army flight training field where he had come to buy a World War I surplus

Curtiss JN-4 "Jenny" biplane. Even though Lindbergh had not flown in more than six months, he had already secretly decided that he was ready to take to the air by himself. After just half an hour of dual time with a pilot who was visiting the field to pick up another surplus JN-4, Lindbergh flew solo for the first time in the Jenny that he had just purchased for $500.
After spending another week or so at the field to "practice" (thereby acquiring five hours of "pilot in command" time), Lindbergh took off from Americus for Montgomery, Alabama, on his first solo cross country flight, and went on to spend much of the rest of 1923 engaged in virtually nonstop barnstorming under the name of "Daredevil Lindbergh". Unlike the previous year, however, this time Lindbergh did so in his "own ship"—and as a pilot. A few weeks after leaving Americus, the young airman achieved another key aviation milestone when he made his first nighttime flight near Lake Village, Arkansas.

Lindbergh damaged his "Jenny" on several occasions over the summer, often breaking the prop on landing (which happened on May 18, 1923 outside Maben, Mississippi). His most serious accident came when he ran into a ditch in a farm field in Glencoe, Minnesota, on June 3, 1923, while flying his father (who was then running for the U.S. Senate) to a campaign stop. The accident grounded him for a week until he could repair his plane. In October, Lindbergh flew his Jenny to Iowa where he sold it to a flying student. (Found stored in a barn in Iowa almost half a century later, Lindbergh's dismantled Jenny was carefully restored in the early 1970s and is now on display at the Cradle of Aviation Museum located in Garden City, New York, adjacent to the site once occupied by Roosevelt Field from which Lindbergh took off on his flight to Paris in 1927). After selling the Jenny, Lindbergh returned to Lincoln by train where he joined up with Leon Klink and continued to barnstorm through the South for the next few months in Klink's Curtiss JN-4C *"Canuck"* (the Canadian version of the Jenny). Lindbergh also "cracked up" this aircraft once when his engine failed shortly after takeoff in

Pensacola, Florida, but again he managed to repair the damage himself.

2nd Lt. Charles A. Lindbergh, USASRC March 1925

Following a few months of barnstorming through the South, the two pilots parted company in San Antonio, Texas, where Lindbergh had been ordered to report to Brooks Field on March 19, 1924, to begin a year of military flight training with the United States Army Air Service both there and later at nearby Kelly Field. Late in his training Lindbergh experienced his most serious flying accident on March 5, 1925, eight days before graduation. He was involved in a midair collision with another Army S.E.5 while practicing aerial combat maneuvers and was forced to bail out. Only 18 of the 104 cadets who started flight training remained when Lindbergh graduated first overall in his class in March 1925 thereby earning his Army pilot's wings and a commission as a 2nd Lieutenant in the Air Service Reserve Corps.

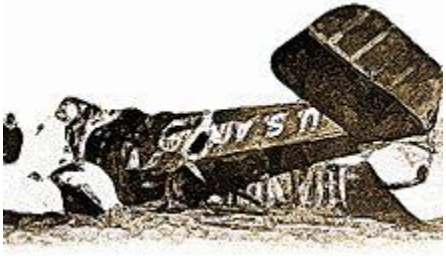
Lindbergh later noted in *"WE"*, his best-selling book published in July 1927, just two months after making his historic flight to Paris, that he considered this year of Army flight training to be the critically important one in his development as both a focused, goal oriented individual, as well as a skillful and resourceful aviator.

With the Army not then in need of additional active duty pilots, however, following graduation Lindbergh immediately returned

to civilian aviation as a barnstormer and flight instructor, although as a reserve officer he also continued to do some part-time military flying by joining the 110th Observation Squadron, 35th Division, Missouri National Guard, in St. Louis in November 1925. He was soon promoted to 1st Lieutenant.

Air Mail pilot and pioneer

In October 1925, Lindbergh was hired by the Robertson Aircraft Corporation (RAC) in St. Louis (where he had been working as a flight instructor) to first lay out, and then serve as chief pilot for the newly designated 278-mile (447 km) Contract Air Mail Route #2 (CAM-2) to provide service between St. Louis and Chicago (Maywood Field) with two intermediate stops in Springfield and Peoria, Illinois.[26] Operating from Robertson's home base at the Lambert-St. Louis Flying Field in Anglum, Missouri, Lindbergh and three other RAC pilots, Philip R. Love, Thomas P. Nelson, and Harlan A. "Bud" Gurney, flew the mail over CAM-2 in a fleet of four modified war surplus de Havilland DH-4 biplanes. Two days before he opened service on the route on April 15, 1926, with its first early morning southbound flight from Chicago to St. Louis, Lindbergh officially became authorized to be entrusted with the "care, custody, and conveyance" of U.S. Mails by formally subscribing and swearing to the Post Office Department's 1874 *Oath of Mail Messengers.* It would not take long for him to be presented with the circumstances to prove how seriously he took this obligation.



Wreck of Lindbergh's DH4 which crashed near Covell, IL, on November 3, 1926

Twice during the 10 months that he flew CAM-2, Lindbergh temporarily lost "custody and control" of mails that he was transporting when he was forced to bail out of his mail plane owing to bad weather, equipment problems, and/or fuel exhaustion. In the two incidents, which both occurred while he was approaching Chicago at night, Lindbergh landed by parachute near small farming communities in northeastern Illinois. On September 16, 1926, he came down about 60 miles (97 km) southwest of Chicago near the town of Wedron, while six weeks later, on November 3, 1926, Lindbergh bailed out again about 70 miles (110 km) further south hitting the ground in another farm field located just west of the city of Bloomington near the town of Covell. After landing without serious injury on both occasions, Lindbergh's first concern was to immediately locate the wreckage of his crashed mail planes, make sure that the bags of mail were promptly secured and salvaged, and then to see that they were entrained or trucked on to Chicago with as little delay as possible. Lindbergh continued on as chief pilot of CAM-2 until mid-February 1927, when he left for San Diego, California, to oversee the design and construction of the *Spirit of St. Louis.*

Pursuing the Orteig Prize

Charles Lindbergh (left) accepted his prize from Raymond Orteig (right) in New York on June 14, 1927

Designated to be awarded to the pilot of the first successful nonstop flight made in either direction between New York City and Paris within five years after its establishment, the $25,000 Orteig Prize was first offered by the French-born New York hotelier (Lafayette Hotel) Raymond Orteig on May 19, 1919. Although that initial time limit lapsed without a serious challenger, the state of aviation technology had advanced sufficiently by 1924 to prompt Orteig to extend his offer for another five years, and this time it began to attract an impressive grouping of well known, highly experienced, and well financed contenders. Ironically, the one exception among these competitors was the still boyish Charles Lindbergh, a 25-year-old relative latecomer to the race, who, in relation to the others, was virtually anonymous to the public as an aviation figure, who had considerably less overall flying experience, and was being primarily financed by just a $15,000 bank loan and his own modest savings.

During the buildup to his pursuit of the Orteig Prize and in preparation for his flight to Paris, Lindbergh found time to become a Freemason, the group to which he would remain a lifelong active member in various lodge bodies.

Lindbergh's flight to Paris

Charles Lindbergh with the *Spirit of St. Louis* – 1927.

Six well known aviators had thus already lost their lives in pursuit of the Orteig Prize when Lindbergh took off on his successful attempt in the early morning of Friday, May 20, 1927. Dubbed the *Spirit of St. Louis*, his "partner" was a fabric covered, single-seat, single-engine "Ryan NYP" high-wing monoplane (CAB registration: N-X-211) designed by Donald Hall and custom built by B.F. Mahoney's Ryan Aircraft Company of San Diego, California. The primary source of funding for the purchase of the *Spirit* and other expenses related to the overall New York to Paris effort came from a $15,000 State National Bank of St. Louis loan made on February 18, 1927, to St. Louis businessmen Harry H. Knight and Harold M. Bixby, the project's two principal trustees, and another $1,000 donated by Frank Robertson of RAC on the same day. Lindbergh himself also personally contributed $2,000 of his own money from both his savings and his earnings from the 10 months that he flew the U.S. Air Mail for RAC.

Burdened by its heavy load of 450 U.S. gallons (1,704 liters) of gasoline weighing approximately 2,710 lbs. (1,230 kg), and hampered by a muddy, rain soaked runway, Lindbergh's Wright Whirlwind powered monoplane gained speed very slowly as it made its 7:52 AM (07:52) takeoff run from Roosevelt Field, but its J-5C radial engine still proved powerful enough to allow the *Spirit* to clear the telephone lines at the far end of the field "by about twenty feet [six meters] with a fair reserve of flying speed". Over the next 33.5 hours he and the *"Spirit"*—which Lindbergh always jointly referred to simply as "WE"—faced many challenges including skimming over both storm clouds at 10,000 feet (3,000 m) and wave tops at as low at 10 ft. (3.0 m), fighting icing, flying blind through fog for several hours, and navigating only by the stars (whenever visible), and "dead reckoning" before landing at Le Bourget Airport at 10:22 PM (22:22) on Saturday, May 21. A crowd estimated at 150,000 spectators stormed the field, dragged Lindbergh out of the cockpit, and literally carried him around above their heads for "nearly half an hour". While some damage was done to the *Spirit*

(especially to the fabric covering on the fuselage) by souvenir hunters, both Lindbergh and the *Spirit* were eventually "rescued" from the mob by a group of French military fliers, soldiers, and police who took them both to safety in a nearby hangar. From that moment on, however, life would never again be the same for the previously little known former U.S. Air Mail pilot who, by his successful flight, had just achieved virtually instantaneous—and lifelong—world fame.

Lindbergh toured German aviation facilities, where the commander of the Luftwaffe, SA-Gruppenführer Hermann Göring convinced Lindbergh the Luftwaffe was far more powerful than it was. With the approval of Göring and Ernst Udet, Lindbergh was the first American permitted to examine the Luftwaffe's newest bomber, the Junkers Ju 88, and Germany's front line fighter aircraft, the Messerschmitt Bf 109. Lindbergh received the unprecedented opportunity to pilot the Bf 109. Lindbergh said of the fighter that he knew "of no other pursuit plane which combines simplicity of construction with such excellent performance characteristics." Colonel Lindbergh inspected all the types of military aircraft Germany was to use in 1939 and 1940.

"America First" involvement

In late 1940, he became spokesman of the antiwar America First Committee. He soon became its most prominent public spokesman, speaking to overflowing crowds in Madison Square Garden in New York City and Soldier Field in Chicago. His speeches were heard by millions. During this time, Lindbergh lived in Lloyd Neck, on Long Island, New York.

The logo for the America First Committee

Lindbergh argued that America did not have any business attacking Germany and believed in upholding the Monroe Doctrine, which his interventionist rivals felt was outdated. In his autobiography he wrote:

> “ I was deeply concerned that the potentially gigantic power of America, guided by uninformed and impractical idealism, might crusade into Europe to destroy Hitler without realizing that Hitler's destruction would lay Europe open to the rape, loot and barbarism of Soviet Russia's forces, causing possibly the fatal wounding of western civilization. ”

Charles Lindbergh speaking at an AFC rally

In his January 23, 1941, testimony in opposition to the Lend-Lease Bill before the House Committee on Foreign Affairs, Lindbergh proposed that the United States negotiate a neutrality pact with Germany.

President Roosevelt publicly criticized Lindbergh's views on neutrality three months later during a White House press conference on April 25, 1941, as being those of a "defeatist and appeaser" and compared him to U.S. Rep. Clement L. Vallandigham (D-OH), the leader of the "Copperhead" movement that had opposed the American Civil War. Three days later Lindbergh resigned his commission as a Colonel in the U.S. Army Air Corps in an April 28 letter to the President in which he said that he could find "no honorable alternative" to his taking

such an action after Roosevelt had publicly questioned his loyalty.

In a speech at an America First rally in Des Moines on September 11, 1941, "Who Are the War Agitators?", Lindbergh claimed the three groups, "pressing this country toward war [are] the British, the Jewish and the Roosevelt Administration" and said of Jewish groups,

> “ Instead of agitating for war, the Jewish groups in this country should be opposing it in every possible way for they will be among the first to feel its consequences. Tolerance is a virtue that depends upon peace and strength. History shows that it cannot survive war and devastation. ”

In the speech, he warned of the Jewish peoples' "large ownership and influence in our motion pictures, our press, our radio and our government". However, he went on to condemn Nazi Germany's anti-Semitism: "No person with a sense of the dignity of mankind can condone the persecution of the Jewish race in Germany." Lindbergh declared,

> “I am not attacking either the Jewish or the British people. Both races, I admire. But I am saying that the leaders of both the British and the Jewish races, for reasons which are as understandable from their viewpoint as they are inadvisable from ours, for reasons which are not American, wish to involve us in the war. We cannot blame them for looking out for what they believe to be their own interests, but we also must look out for ours. We cannot allow the natural passions and prejudices of other peoples to lead our country to destruction.”

The speech was heavily criticized as being anti-Semitic. In response Lindbergh stated again he was not anti-Semitic, but he did not back away from his statements.

Interventionists created pamphlets pointing out his efforts were praised in Nazi Germany and included quotations such as "Racial strength is vital; politics, a luxury". They included pictures of him and other America Firsters using the stiff-armed Bellamy salute (a hand gesture described by Francis Bellamy to accompany his Pledge of Allegiance to the American flag); the photos were taken from an angle not showing the flag, so to observers it was indistinguishable from the Hitler salute.

President Franklin D. Roosevelt disliked Lindbergh's outspoken opposition to intervention and his administration's policies, such as the Lend-Lease Act. Roosevelt said to Treasury Secretary Henry Morgenthau in May 1940, "if I should die tomorrow, I want you to know this; I am absolutely convinced Lindbergh is a Nazi." FBI Director J. Edgar Hoover, on his own authority, began to investigate Lindbergh's personal life. Hoover had his agents look for anything that might discredit Lindbergh's reputation, such as information purporting that during Prohibition, Lindbergh had bootlegged whiskey in Montana and had consorted with pimps and prostitutes. While not ordering the FBI to look into Lindbergh, Roosevelt all the same did not complain about Hoover's efforts.

Thoughts on race and racism

Lindbergh elucidated his beliefs about the white race in an article he published in *Reader's Digest* in 1939:

“We can have peace and security only so long as we band together to preserve that most priceless possession, our inheritance of European blood, only so long as we guard ourselves against attack by foreign armies and dilution by foreign races.”

Because of his trips to Nazi Germany, combined with a belief in eugenics, Lindbergh was suspected of being a Nazi sympathizer.

Lindbergh's reaction to Kristallnacht was entrusted to his diary: "I do not understand these riots on the part of the Germans," he wrote. "It seems so contrary to their sense of order and intelligence. They have undoubtedly had a difficult 'Jewish problem,' but why is it necessary to handle it so unreasonably?" Lindbergh had planned to move to Berlin for the winter of 1938–39, just after Kristallnacht, a time when many Americans reacted with revulsion at the barbarism. He had provisionally found a house in Wannsee, but after Nazi friends discouraged him from leasing it because it had been formerly owned by Jews, it was recommended that he contact Albert Speer who said he would build the Lindbergh's a house anywhere they wanted. On the advice of his close friend the eugenicist Alexis Carrel, he cancelled the trip.

In his diaries, he wrote: "We must limit to a reasonable amount the Jewish influence ... Whenever the Jewish percentage of total population becomes too high, a reaction seems to invariably occur. It is too bad because a few Jews of the right type are, I believe, an asset to any country."

Lindbergh's anti-communism resonated deeply with many Americans, while eugenics and Nordicism enjoyed social acceptance.

Although Lindbergh considered Hitler a fanatic and avowed a belief in American democracy, he clearly stated elsewhere that he believed the survival of the white race was more important than the survival of democracy in Europe: "Our bond with Europe is one of race and not of political ideology," he declared. Critics have noticed an apparent influence of German philosopher Oswald Spengler on Lindbergh.

Berg reveals that while the attack on Pearl Harbor came as a shock to Lindbergh, he did predict that America's "wavering policy in the Philippines" would invite a bloody war there, and,

in one speech, he warned that "we should either fortify these islands adequately, or get out of them entirely."

World War II

After the Japanese attack on Pearl Harbor, Lindbergh sought to be recommissioned in the USAAF. The Secretary of War, Henry L. Stimson, declined the request on instructions from the White House.
Unable to take on an active military role, Lindbergh approached a number of aviation companies, offering his services as a consultant. As a technical adviser with Ford in 1942, he was heavily involved in troubleshooting early problems encountered at the Willow Run Consolidated B-24 Liberator bomber production line. As B-24 production smoothed out, he joined United Aircraft in 1943 as an engineering consultant, devoting most of his time to its Chance-Vought Division. The following year, he persuaded United Aircraft to designate him a technical representative in the Pacific Theater of Operations to study aircraft performances under combat conditions. He showed Marine Vought F4U Corsair pilots how to take off with twice the bomb load that the fighter-bomber was rated for and on May 21, 1944, he flew his first combat mission: a strafing run with VMF-222 near the Japanese garrison of Rabaul, in the Australian Territory of New Guinea. He was also flying with VMF-216 (first squadron there) during this period from the Marine Air Base at Torokina, Bougainville Australian Solomon Islands. Several Marine squadrons were flying bomber escorts to destroy the Japanese stronghold of Rabaul. His first flight was escorted by Lt. Robert E. (Lefty) McDonough. It was understood that Lefty refused to fly with him again, as he did not want to be known as "the guy who killed Lindbergh."

In his six months in the Pacific in 1944, Lindbergh took part in fighter bomber raids on Japanese positions, flying about 50 combat missions (again as a civilian). His innovations in the use of Lockheed P-38 Lightning fighters impressed a supportive

Gen. Douglas MacArthur. Lindbergh introduced engine-leaning techniques to P-38 pilots, greatly improving fuel consumption at cruise speeds, enabling the long-range fighter aircraft to fly longer range missions. The U.S. Marine and Army Air Force pilots who served with Lindbergh praised his courage and defended his patriotism.

On July 28, 1944, during a P-38 bomber escort mission with the 433rd Fighter Squadron, 475th Fighter Group, Fifth Air Force, in the Ceram area, Lindbergh shot down a Sonia observation plane piloted by Captain Saburo Shimada, Commanding Officer of the 73rd Independent Chutai.

After the war, while touring the Nazi concentration camps, Lindbergh wrote in his autobiography that he was disgusted and angered.

Later Life

After World War II, Lindbergh lived in Darien, Connecticut and served as a consultant to the Chief of Staff of the United States Air Force and to Pan American World Airways. With most of Eastern Europe under Communist control, Lindbergh believed that his prewar assessments of the Soviet threat were correct. Lindbergh witnessed firsthand the defeat of Germany and the Holocaust, and Berg reported, "He knew the American public no longer gave a hoot about his opinions." In 1954, on the recommendation of President Dwight D. Eisenhower, Lindbergh was commissioned a brigadier general in the U.S. Air Force Reserve. Also in that year, he served on a Congressional advisory panel that recommended the site of the United States Air Force Academy.

In December 1968, he visited the crew of Apollo 8 (the first manned mission to orbit the Moon) the day before their launch, and in 1969 he watched the launch of Apollo 11. In conjunction with the first lunar landing, he shared his thoughts as part

of Walter Cronkite's live television coverage. He later wrote the foreword to Apollo astronaut Michael Collins's autobiography.

Double life and secret European children

Beginning in 1957, Lindbergh had engaged in lengthy sexual relationships with three women while he remained married to Anne Morrow. He fathered three children with hat maker Brigitte Hesshaimer (1926–2001), who had lived in the small Bavarian town of Geretsried. He had two children with her sister Mariette, a painter living in Grimisuat. Lindbergh also had a son and daughter (born in 1959 and 1961) with Valeska, an East Prussian aristocrat who was his private secretary in Europe and lived in Baden-Baden. All seven children were born between 1958 and 1967.

Ten days before he died, Lindbergh wrote to each of his European mistresses, imploring them to maintain the utmost secrecy about his illicit activities with them even after his death. The three women (none of whom ever married) all managed to keep their affairs secret even from their children, who during his lifetime (and for almost a decade after his death) did not know the true identity of their father, whom they had only known by the alias Careu Kent and they had only seen him when he briefly visited them once or twice per year. However, after reading a magazine article about Lindbergh in the mid-1980s, Brigitte's daughter Astrid deduced the truth; she later discovered snapshots and more than 150 love letters from Lindbergh to Brigitte. After Brigitte and Anne Lindbergh had both died, she made her findings public; in 2003 DNA tests confirmed that Lindbergh had fathered Astrid and her two siblings. Reeve Lindbergh, Lindbergh's youngest child with Anne, wrote in her personal journal in 2003, "This story reflects absolutely Byzantine layers of deception on the part of our shared father. These children did not even know who he was! He used a pseudonym with them (To protect them, perhaps? To protect himself, absolutely!)"

Environmental causes]

In later life Lindbergh was heavily involved in conservation movements, and was deeply concerned about the negative impacts of new technologies on the natural world and native peoples, in particular on Hawaii. He campaigned to protect endangered species such as the humpback whale, blue whale, Philippine eagle, the tamaraw (a rare dwarf Philippine buffalo), and was instrumental in establishing protections for the Tasaday people, and various African tribes such as the Maasai. Alongside Laurence S. Rockefeller, Lindbergh helped establish the Haleakalā National Park in Hawaii.

Lindbergh's speeches and writings in later life emphasized technology and nature, and his lifelong belief that "... all the achievements of mankind have value only to the extent that they preserve and improve the quality of life."

Death

Lindbergh's grave in Hawaii

Lindbergh spent his last years on the Hawaiian island of Maui, where he died of lymphoma on August 26, 1974, at age 72. He was buried on the grounds of the Palapala Ho'omau Church in Kipahulu, Maui. His epitaph, on a simple stone following the words "Charles A. Lindbergh Born Michigan 1902 Died Maui 1974", quotes Psalms 139:9: "... If I take the wings of the morning, and dwell in the uttermost parts of the sea ... C.A.L."