The New York Times.

LINDBERGH DOES IT! TO PARIS IN 33½ HOURS; FLIES 1,000 MILES THROUGH SNOW AND SLEET; CHEERING FRENCH CARRY HIM OFF FIELD

COULD HAVE GONE 500 MILES FARTHER

Gasoline for at Least That Much More Flew at Times From 10 Feet to 10,000 Feet Above Water.

ATE ONLY ONE AND A HALF OF HIS FIVE SANDWICHES

Fell Asleep at Times but Quickly Awoke—Glimpses of His Adventure in Brief Interview at the Embassy.

LINDBERGH'S OWN STORY TOMORROW

MAP OF LINDBERGH TRANSATLANTIC FLIGHT, SHOWING THE ARCS OF HIS FLIGHT.

CROWD PUTS THUNDEROUS WELCOME

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

AVIATORS RESCUE HIM FROM FRENZIED MOB OF 25,000

Paris Boulevards Ring With Celebration After Day and Night Watch—American Flag in Called For and Wildly Acclaimed.

LEVINE ABANDONS BELLANCA FLIGHT

LINDBERGH TRIUMPH THRILLS COOLIDGE

CAPTAIN CHARLES A. LINDBERGH

The New York Times Sunday May 22, 1927

Coffee or tea?. This common question asked by air hostesses in long flights would have been a real soothing luxury for Captain Charles A. Lindbergh, the great boyish-looking American aviation hero, during his epoch-making 33 and a half hour non-stop flight across the Atlantic between New York and Paris in the years when flying was only a privilege of daring adventurers.

Flying through snow and sleet, sometimes upside down, at an average of 107 miles per hour in his single engine one-seat plane, Spirit of Saint Louis, he occasionally fell sleep and could only manage to eat half of the five sandwiches he had taken with him. A nice coup of tea and a moment of relax, perhaps a nice movie in the comfort of a business class seat would have been welcomed.

But that was not a normal trip by any stretch of the imagination and no wonder, as the New York Times explained, that the aviator looked pale and strained when he arrived at Le Bourget at 10:20 pm that Saturday 21st of May 1927. But Lindbergh, the report goes on, shoved away a doctor who wished to administer pills and a hypodermic injection.

Thousands of incredulous onlookers, some waiting for six or seven hours, gathered to witness history in the making at the then little used Parisian airport. The report noted that "not since the armistice of 1918 has Paris witnessed a downtown demonstration of popular enthusiasm and excitement equal to that displayed by the throngs flocking to the boulevards for news of the American flyer, whose personality has captured the hearts of the Parisian multitude".

The first non-stop flight between New York and Paris had been accomplished. It seemed impossible but Lindberg had done it. It was one of those moments that deserve a permanent place in the history of mankind. Chapeau, Lindbergh.