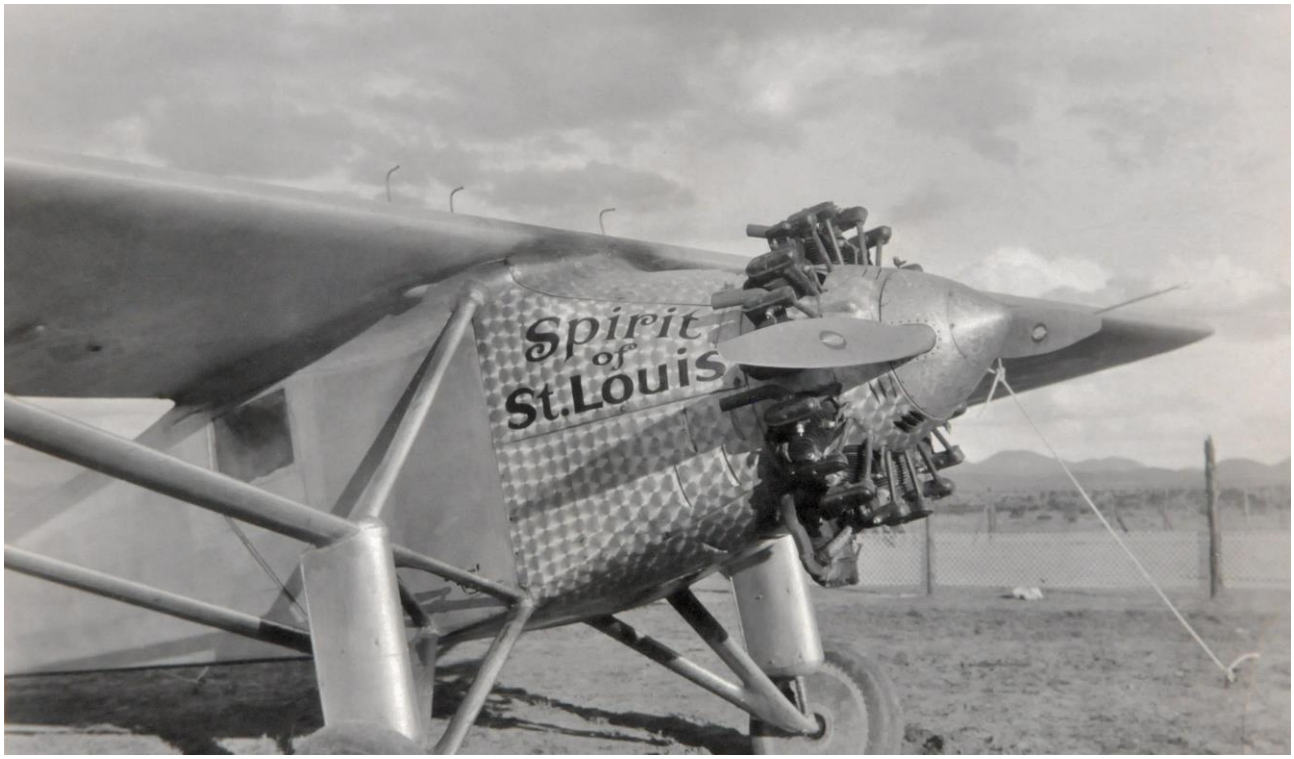
The Lindbergh's
Late 20's and 30's Years

Lindbergh came through New Mexico many times, the first most remembered is the 1927 goodwill tour of the states with the "Spirit of St. Louis" in Santa Fe.



Lindbergh, after becoming a technical advisor for TAT, made many trips to select sites for the airline to use as refueling, service and passenger market locations in

New Mexico. Once the Albuquerque Airport was selected as a main stop for TAT, Lindbergh and his wife flew in a Curtiss A-3B "Lindbergh Special" Falcon before the inaugural flight came through, they were checking on the facilities being ready. Lindbergh bought the plane in June 1929 for his survey work.

It was while on this trip, the Lindbergh's became involved in the first of many flights that took photos from the air looking for southwest archaeological sites of the Indian ruins. The idea occurred to Lindbergh while on a scouting trip for Pan American Airlines in late 1928, (He had been retained by the airline as a technical adviser besides working for TAT in the same capacity at the same time). While flying over the Yucatan Peninsula he spotted a cluster of stone ruins partially hidden beneath jungle foliage, this started the thoughts as to how flying and taking photos from the air would be a big benefit to archaeologists.

In April 1929 he contacted Dr. John C. Merriam at the Carnegie Institution; they were actively involved with excavations in the southwest. He spent many hours talking about the world of archaeology and volunteered to assist in any region where his airline work took him. Dr. Merriam promised to discuss with Dr. Alfred V. Kidder, who was his chief of archaeologist for the Americas, to give Lindbergh recommendations in ways he could help.

The survey trip gave Lindbergh the chance to fly a little of the course and photograph several sites in New Mexico and Arizona. Ann became as excited as Charles in flying over the southwest and seeing the rugged landscape and Indian ruins. In July the Lindbergh's agreed to meet with Dr. Kidder at his Pecos field camp located near Santa Fe. They made a series of flights for the Pecos site and took hundreds of photos of archaeological sites. Ann was the pilot on several of the flights

in taking Kidder's associate, Earl Morris to take photos of what he found to help in their studies. Below are photos taken on the Pecos visit.

They flew for over a week and found and observed dozens of archaeological sites, many of which had not been known to Dr. Kidder. The project demonstrated the value of the airplane in helping archaeology.

The photo below is Lindbergh on his earlier survey flight to Las Vegas, New Mexico.

Lindbergh came to Albuquerque on many trips and below is some of the photos we have found. The dates are unknown as of this time.

Lindbergh and Clyde Tingley, everyone if possible would jump at the chance to be in a photo with the famous flyer. Lindbergh was one of the biggest heroes in America at the time.

Lindbergh and Dr. Goddard

In 1917 Dr. Robert H. Goddard, a Professor of Physics at Clark University, near Worcester, Massachusetts, started to conduct experiments on rocket propulsion. The Smithsonian Institution, Washington, D.C. was sponsoring Goddard to develop a rocket to carry meteorological instruments to altitudes above those achieved by balloons.

Most of his tests of firing the rockets were done in his back yard, which caused a great displeasure with his neighbors. His liquid propellant rocket tests conducted from 1926 to 1929 was attracting much unsought public attention. Harry Guggenheim and Lindbergh learned of Dr. Goddard's experiments, Lindbergh had a personal interest in the potential of rocket power for high speed, high altitude propulsion of aircraft. Lindbergh checked on Goddard's reputation and, finding it sound, visited with him in 1929. In June of 1930 on the recommendation of Lindbergh the first of several research grants were given to Goddard to construct a facilities at a remote location to continue his research. A site in a remote desert area of Roswell, New Mexico was selected; experiments were conducted from 1930 to 1941.

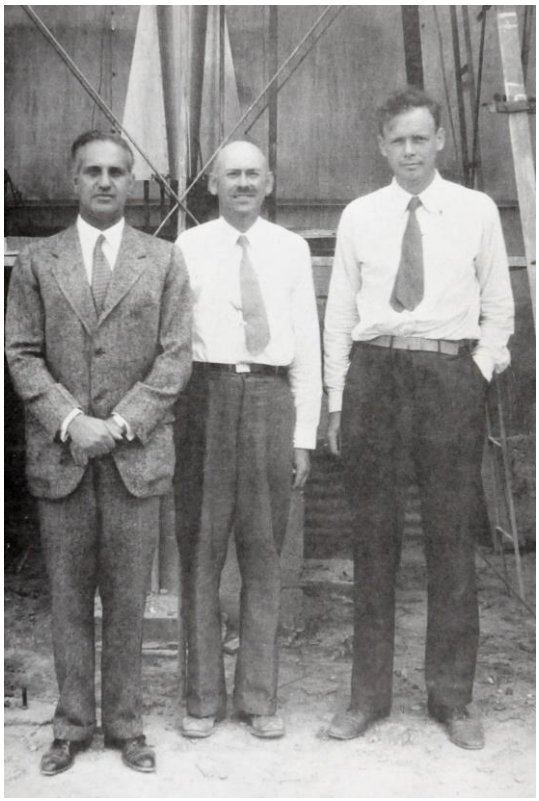
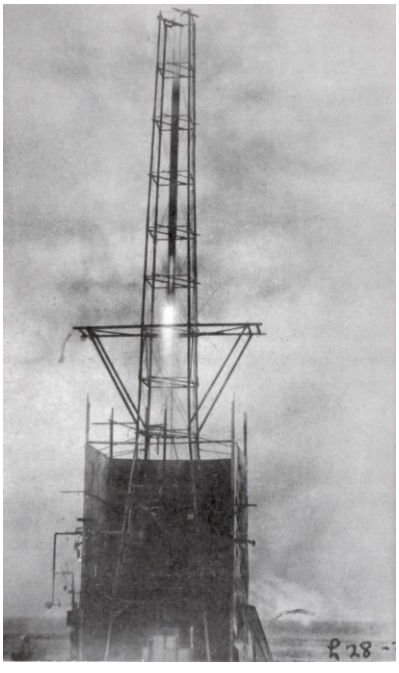
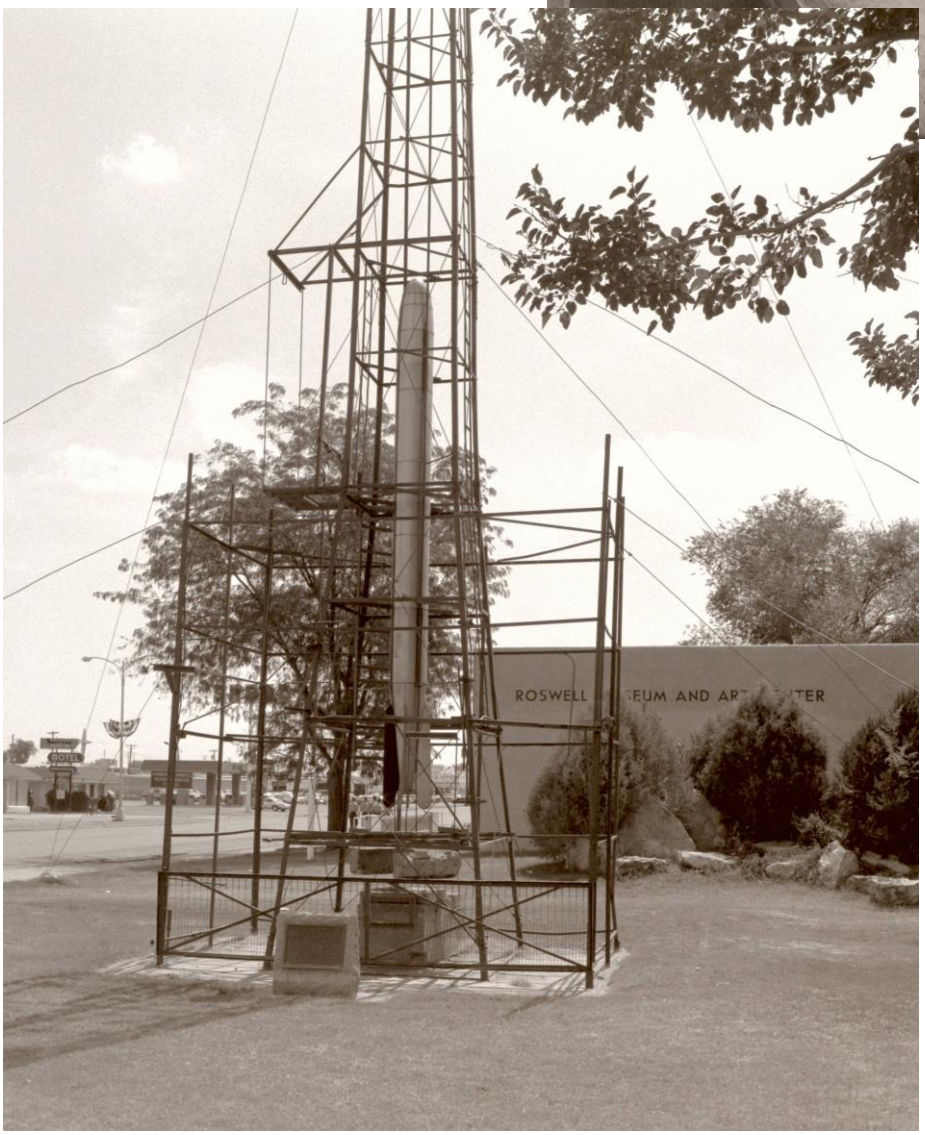


Photo of Guggenheim, Dr Goddard, Lindbergh

A total of thirty-one flights were conducted during his tests in the Roswell area. Many of the systems used today is because of what Goddard developed from the tests conducted in Roswell, Goddard is considered the Father of the Rocket today.



The Museum in Roswell has a display of his shop and many of the rocket parts used in his tests.



One of Goddard's Rocket launching towers is on display outside of Roswell Museum.