



THE STORY SO FAR

Lindbergh completed his education at the University of Wisconsin where he became interested in aviation. Later he entered a flying school and flew a motorized plane as a wind walker and parachute jumper.

On one of these plane and flew through Texas and the South. Lindbergh became interested in government aviation and was accepted as a cadet in the Brooks Air School. He took examination in January, 1922, and entered the school where he was soon promoted and placed on a flight with the 100th Squadron.

Lindbergh was just one of 104 cadets and was the only one to pass because of his previous experience. Only eighteen in the class were accepted.

Training at Brooks Field progressed, and Lindbergh gained experience flying types of planes from the small pursuits to the large bombers.

Cadets were made to fly and to practice to relieve the grind of study, and Lindbergh once placed a pole cat in the first sergeant's room.

Lindbergh was transferred to Kelly Field in September and was given the most difficult. Shortly after the course started, he nearly was "washed out" of the service because he proved that he was not at fault and was allowed to stay.

The war really proved that the parachute is a life-saving apparatus for use with airplanes. In 1918 the All British pilots reported that German pilots were using parachutes to escape from their planes whenever they were out of control or set on fire.

This was the beginning of inconsistent demands on the part of our

allied pilots for parachute equipment. The A. E. F. tried to produce a satisfactory parachute by combining the good features of several chutes already in existence.

All of these, however, were very bulky and heavy and hard to get on the plane.

During the summer of 1918, the United States Air Service officials appealed to Washington for good airplane parachutes.

About a year later, the same type of parachute was dropped from a hot air balloon in England. Soon jumps began to be made from balloons with other types of rigid parachutes.

About 1880, Captain Thomas Baldwin made a name for himself jumping from hot-air balloons with a chute which was a forerunner of the present type.

He was the first really successful jumper, but success in those days was judged by how long a man lived in this profession.

In 1912 the first parachute jump from an airplane was made. The container was attached to the plane and the man who did the jumping pulled the parachute out as he fell.

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Each parachute that is used by the Government is repacked every month and tested every six months.

(To Be Continued.)

The average man has twenty-four pounds of carbon in his body.

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