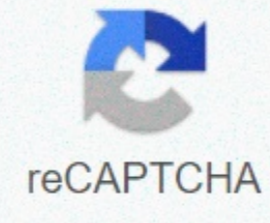




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The spirit of st louis book pdf

The Spirit of St. Louis Coric on the first edition, 1953Author Charles A. LindberghReover artist Awarzhka W. ThompsonCountry StatesLanguageAngelsgenra Autobiography The audience of the St. Louis Akubic Garden On 14 years 1953Pages562ISBN0-684-85277-2 The Spirit of St. Louis is an autobiographical account of Charles Lindbergh's events. leading to and including his 1927 Trans-Atlantic flight in the Spirit of St. Louis, a custom built, single-engine, single-seater monoplane (i.e. N-X-211). [1] Summary The book covers a period of time between September 1926 and May 1927 and is divided into two parts: Craft and New York to Paris. In the first section, The Craft (3–178), Lindbergh describes the final days of his career as an airmail pilot and presents his account of conceiving, planning, and executing the construction of the Spirit of the St. Louis Aircraft. He describes the many challenges he faces, including getting financial support, building an aircraft that can carry the necessary fuel and still fly, and completing the project within a few months - other pilots competed for the first solo trans-Atlantic flight and won the \$25,000 Orteus prize. In the second part of the New York region from New York to Paris (181–492), Lindbergh gave a detailed hour-by-hour report on his 33-hour solo flight over the Atlantic and Northern Europe, which began in the early morning hours of May 21, 1927. He describes the many challenges posed by navigation, storms, fuel calculation, boredom and lack of sleep during the flight, which will take him more than 3,600 miles from Roosevelt Field in Long Island, New York, to the Le Bourget field in Paris. Throughout the story, Lindbergh stirred up memories of his childhood in Little Falls, Minnesota, his years in college, his early years as an aviator barnstorming in the countryside, his aviation mentors and friends flying in the mail with him, and his family, especially his father, who was not only a congressman but a respected and sensory companion to his son. As Lindbergh flies through the long, loneliness of the evening to Europe, forcing his mind to check and recheck his course, he remembers the night he flew by mail from St. Louis to Chicago when he first thought about flying across the Atlantic. Lindbergh believed he could make that flight, and he remembers his nine friends from St. Louis who helped him buy the Spirit of St. Louis and realize his dream. Lindbergh describes the thrill of the tainted first fishing boats off the coast of Ireland, then crossing the coast of France, then following the River Sena all the way to Paris and Le Bourget. In addition to post-creative (p. 495–501), Lindbergh includes extensive contents his flight diary, flight card, his diary of his return to the United States aboard the cruiser USS Memphis, an article about the decorations, rewards and trophies he receives, engineering data and engine specifications, 16 pages of photographs, various illustrations and vocabulary. Information about the Spirit of St. Louis is the third story of Lindbergh's long book about his salty transatlantic flight. The first was called WE, which was published by the sons of G. P. Putnam in July, 1927 less than two months after the flight. He wrote a more expansive account in a book titled Flight and Life, which covered his entire aviation history. Lindbergh was pleased with the way Charles Scribner's Sons were involved in publishing the latter, and he chose them to publish the Spirit of St. Patrick's Day. He requested and received an advance of \$25,000 and a 15% royal resignation from the first copy sold. He arranged for all proceeds to go directly to a trust for his children. Lindbergh's editor, John Hall Willock, reacted with enthusiasm to the first manuscripts he read, writing to Lindbergh how impressed he was not only by the way he unfolded his story, but also by the extraordinary beauty of descriptions of the sea and the air. When Lindbergh asked Willock for more serious criticism, the editor responded with a few suggestions that clip the book by about 70 pages - mainly a retrospective of his early life, which the editor felt distracted by the main story. Lindbergh hired literary agent George Chao, who struck a series of deals and cinema rights for \$100,000 from the Saturday Evening Post. These contributions generated the largest sales in the history of the magazine. The Book of the Month Club chose the Spirit of St. Louis as its main selection in September 1953. [2] According to the author's foreword (pp. ix-xii), Lindbergh worked on the manuscript of the Spirit of St. Louis for 14 years. The work began in 1938, 11 years after the last event described in the book, so Lindbergh had to rely on his memory for his early projects; few detailed documents were available for it. The author cites his faith in the future of aviation as the main motive for the flight and tries to capture this in his book. [3] Prior to the publication of the Spirit of St. Louis on September 14, 1953, Lindbergh submitted an advance copy in August 1953 to Carl B. Allen, who had read the manuscript and made criticisms and suggestions (it was included in the confirmation). Accompanying the two-page book written by Lindbergh provides information about some of the challenges the author faces in writing the book. I feel sure that some errors will be found, but I want to exhaust any reasonable method of removal before publication. As for the takeoff zone in North Island (San Diego), I have no data. In this case, there was a lot of margin, since the plane carried a little more than half the fuel. I wrote the first draft of the manuscript in the past, then it changed by now. Personally, I think this has made a big improvement despite some obvious limitations. In terms of the difference between us and the Spirit of St. Louis, as you probably know, I wrote We in three weeks (except for about 5,000 words that I had been needed before); also, one learns, or at least needs to learn in a quarter of a century of life. I have worked with a more or less regular character for fourteen years on this manuscript – quite intensely this winter. Also, as I'm sure you realize more than most, that being married to Anne, in a deeper sense, in a deeper sense, as much as he wrote large parts of it. In the months before the publication was published, Lindbergh and his wife Anne worked on the evidence of the galley without leaving any details unnoticed. Charles Scruber later recalled: He would measure the difference between a semicolon and a colon to make sure each of them was what it should be. For him, every detail in the book matters as much as a moving part of the plane. [2] Shortly before publication, Lindbergh dedicated his wife's book to A.M.L. Who will never know how much of this book she wrote. [4] The dark blue black shirt was prepared by George W. Thompson from a night sky filled with stars. The book's Ennean endures are reproduced by an original aquatint by Burnell Poole, titled The Epitaph of Air. [2] The Spirit of St. Louis reception is a dominant bestseller and generates almost universal praise and favorable reviews. In Book of the Month alone, the club sold more than 100,000 copies in the first year, with several hundred thousand additional copies sold in bookstores and other locations. [2] The Chicago Daily News calls it a stunning, incredibly beautiful reading experience ... classic adventure writing. At its best, this book keeps the reader on a cockpit close to a rare adventure. Lindbergh's best power is Lindbergh. [5] In his review book, which appeared in The New York Times on September 13, 1953, Quentin Reynolds wrote: We finally have a book that explains and brings Lindbergh to life; who leads him into the company of mortal brethren. The book is the Spirit of St. Louis, and of course it was written by someone who really knew Lindbergh himself. He spent fourteen years writing it; years have been well spent. If this were just a personal account of his almost miraculous flight, he would have an interest, but it doesn't matter much. But this is much more than that; This is a candid and charming autobiography that the myth of the phlegmatic, unseeded airman, steadfast in the doubt and uncertainty that the plagues of fewer mortals. Lindbergh had moments of doubt and fear when fourteen hours of ice appeared on the wings of his plane from the Roosevelt field and when the black thunder swirled forward. They are barbaric in their methods. They stick you in their hail, poison you with frozen fog. No, Lindbergh wasn't just a robot-shaped stick during the flight, he wasn't the plane's most confident master and his fate. Was he on the right path? Am I going to Africa instead of Europe? – got into desperate anxiety. His book is written in the present time, a happy choice, because somehow this style maintains the tension of the flight and allows the reader to feel without a ticket on board the plane, sharing the dangers, uncertainties and possible triumph. It takes a lot of literary skill to keep the first person in the singular, indicative, through five hundred pages, but take the word of this imaginary and amazed reader, Lindbergh writes, as well as fly, and interest and tension never diminish. [6] Later, the Spirit of St. Louis edition continued to be reprinted in a number of editions with different covers, with copyright renewed in 1981 by Anne Morrow Lindbergh. Later reprinted with the 1993 press release for the Minnesota Historical Society, we present it to Ren Linderberg. The latest editions of hardness and paper were published by Scruber, the contemporary colleague of the original, The Sons of Charles Scribner. Scribner's 1956 edition gave birth to Lindbergh's iconic 1927 portrait as a U.S. AirMail pilot. There is no version of commercial audiobooks, but the Canadian National Institute for the Blind created a version in the 1980s hardly hardly by Gordon Gould.[7] and the U.S. National Library for the Blind and Physically Disabled created a version narrated by Bruce Hunt. [8] The adaptation of Lindbergh's literary agent, George Chao, sold the film rights to Warner Bros. for more than a million dollars. The film version of the book was released in 1957, directed by Billy Wilder and starring James Stewart in the post Charles Lindbergh. [9] Legacy A copy of the book flew into space on the first competitive flight of the Ansari X Award in 2004, spacecraftOne Flight 16P. The X Prize was inspired by the Orteig Award, which Lindbergh won for his flight. References Notes ^ 1954 Winners. The Pulitzer Prizes. Retrieved: November 22, 2011. 1998, p. 1. 1953, p. ix. [1] He has been 1,000 meters since 1953. Retrieved: November 22, 2011. 2011: A man's brave victory on his own. 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