

**Wife/Copilot:** Anne Morrow Lindbergh was critical to the success of Charles' flights. She was his radio operator, navigator, and copilot. After his New York to Paris solo flight, May 1927, Lucky Lindy had his choice of copilots. He chose Anne.

They met that December when he flew the *Spirit of St. Louis* to Mexico at the invitation of US Ambassador, Dwight Morrow, Anne's father. Charles was ready to move on from stunt flying, barnstorming, and competitive racing to serious flight explorations and he wanted to marry. And he wanted to marry a healthy woman who liked flying because he wanted his wife to be his flying companion on expeditions he planned to make. He set his sites on Anne whom he invited to go flying. If all went well in the air as he planned - well. He let her experience the controls and logged in fifty-five minutes as her first flight training. When she told him that night that she wanted to learn to fly, he smiled.

They married in May 1929, honeymooned alone-together for three weeks roughing it on a thirty-eight-foot motorboat eating canned goods and drinking ginger ale. The honeymoon Charles planned previewed the couple's flight adventures to come and provided a peek at his wife in such a situation, a situation Anne enjoyed quiet well.

He began her formal flight training immediately with flight aerobatics and landings, pitch angles, bank angles, navigation, calculating arrival based on ground speed, etc. The following year she would fly more than 30,000 miles. She was the relief pilot on all the Lindberghs' expeditions. Together they pioneered aerial photography and archaeological exploration of the Mayan ruins in the Yucatan. Together they flew in a record-breaking flight Los Angeles to New York, during which seven-month pregnant Anne served as navigator and copilot. She then copiloted three more flights for Charles before birthing their son, June 22, 1930.

Anne completed her training and resumed flying with Charles the first week of August. Together they explored Central and South America. Together they learned celestial navigation for their flight around the world. The final weeks before that flight, Charles trained her hard to earn licenses both to fly and to operate the airborne radio. Anne, anxious about satisfying Charles' expectations, passed her flight tests on May 28, 1931.

Distraught about leaving her baby, her role as dutiful wife was in conflict with her role as mother. Still, together they took off from New York on July 27 for their survey flight over vast tundra, virgin territory, away from civilization, to circumvent the world and chart air routes. On a stop in Canada, a pilot noted their rugged route and commented that he would not take his wife over that terrain. Charles replied, "You must remember that she is crew." Anne wondered if she had reached the point of equal footing with men, her man, not just a wife, a copilot. Then, upon landing in Japan after 7,132 miles the press wrote that Anne, helping Charles with his kimono, possessed the virtues of an attentive wife.

In China, where the Yangtze had overflowed killing 3.7 million people and leaving 30 million homeless, together they did relief work. Anne piloted over four and one half hours one day, and over seven the next, flying low and dexterous that Charles could chart and photograph flooded areas. Learning that Anne's father had died, together

they made plans to return home. Two and one half months after their takeoff in New York, together they had charted 10,000 miles for future flight routes.

In May 1932 their young son was kidnapped and killed, Anne was pregnant and gave birth to their second son Jon in August. One year later, though torn to leave Jon, together she and Charles left on an Atlantic survey flight, a 30,000-mile exploration to four continents over a five-month period.

Women began to view Anne as a role model. She was the first woman to fly across the South Atlantic, the first woman and tenth American to earn a first class glider pilot's license. She was the first woman to earn the Veteran Wireless Operators Association's gold medal, and the third woman pilot to be awarded an honorary membership in the National Aeronautic Association of the USA. The National Geographic Society awarded her, the first woman and only tenth person in the half century of its existence, the Hubbard Medal. The United States Flag Association presented her their Cross of Honor. As the first woman to fly 40,000 miles of uncharted sky during 1931-33, the International League of Aviators awarded her the Harmon National Trophy as America's champion aviatrix for 1933, because she had "done most to advance aviation during the year." In 1934 her alma mater Smith College started a young women's flying club.

Anne gave birth to their third son Land in 1937. In 1938 she reluctantly went along with Charles' decision to move them from their home at Long Barn which Anne loved, to an isolated island he had purchased off the Brittany coast and into an 1865 stone house which needed renovation, lacked heat, plumbing, electricity, and indoor toilets. That year, the American embassy in London asked Charles to survey Russia's aviation industry. He wanted his wife along. Anne did not wish to leave their children but felt she needed to go with her husband. It proved to be their last extended flight together. When her license expired she chose not to renew it and to close this chapter in her life.

Together Charles and Anne would have three more children, Anne (1940), Scott (1942), and Reeve (1945). In 1946 together they purchased a home in Connecticut. Together they authored many books. Their youngest daughter Reeve said, they wrote not in collaboration but in mutual awareness and with mutual support. Of Anne's fourteen books, *A Gift from the Sea* sold over 3M copies and is printed in forty-five languages. Charles' *Spirit of St. Louis* earned him a Pulitzer Prize.

Charles continued his aeronautic work and was away from Anne and the children most of the last two decades of his life. During this period he was silent about his whereabouts, she remained subservient and devoted. She discovered her independence, grew her confidence, and became head of her household.

In the late 1960's they began to travel, again together. In 1974, with Anne by his side, Charles died of cancer. In 2001, at age 94 and frail, surrounded by family and friends, Anne died peacefully.

In 2003, it became public that Charles had seven children in Europe conceived and birthed by three women, each to whom he wrote a letter from his deathbed requesting "utmost secrecy," women other than his wife/copilot Anne Morrow Lindbergh.

Sources: *Anne Morrow Lindbergh: First Lady of the Air*, Kathleen C. Winters; "Secrets and Lives," MORE, March 2008, Reeve Lindbergh; *Under A Wing: A Memoir*, Reeve

Lindbergh; *Das Doppelleben des Charles A. Lindbergh (The Double Life of Charles A Lindbergh)*, Rudolf Schroeck.