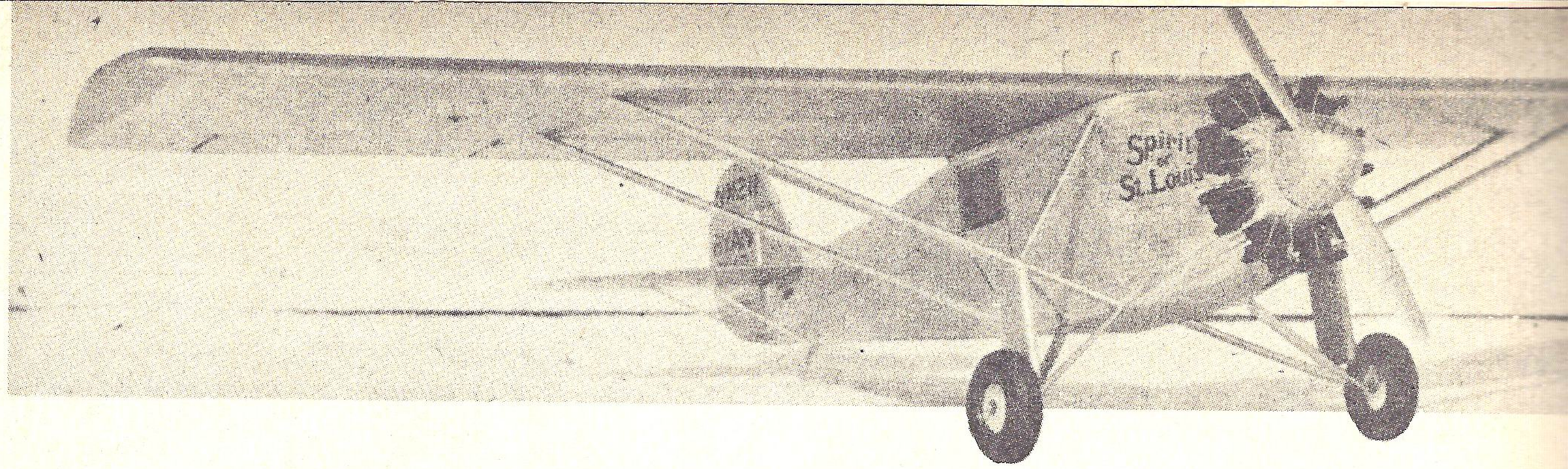

top rain squalls, he finally emerged into clearer weather near the Irish coast. After checking his position he sped toward the English Channel and Paris beyond. Thus, at the end of 33½ hours of relentless tension he landed in the brilliance of flood-lighted Le Bourget airdrome, a hero to all the world.

Accepting the responsibilities of his new position upon returning to America, he flew a 20,000-mile Good Will tour, including a 2000-mile non-stop flight from Washington, D. C., to Mexico City. At the conclusion of this mission the Spirit of St. Louis was presented to the Smithsonian Institution, where it hangs today beside the original Wright Biplane, the first machine to achieve powered flight.

Essentially a modification of a sturdy mail plane built by the Ryan Aircraft Company of San Diego, Calif., the N.Y.P. was nevertheless a great step forward in design. Utmost consideration was given to streamlining every possible part. Instrumentation was the best available at the time. The Wright Whirlwind engine chosen to power the ship was to establish itself as one of the finest types ever built. Brought to life under the skilled and daring hand of "Slim" Lindbergh, the combination could not fail.

Our model is scaled ⅝" to 1', and presented in three versions: as a control line flyer with the Herkimer O.K. Cub .049 or .074, as a free flight gas with the K&B Infant or Torp Jr., and with the old reliable rubber power. (For information on building a .29 "Spirit," see end of article.) Construction is identical for all types with a few minor changes to accommodate the various power plants, to be noted as the description progresses. In spite of the absence of dihedral the model performs realistically in free flight, unless of course, overpowered. The broad, sloping wing struts apparently provide effective dihedral.

Assemble the basic fuselage