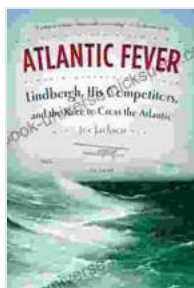


Lindbergh and His Competitors: The Epic Race to Cross the Atlantic

In 1927, Charles Lindbergh became the first person to fly solo across the Atlantic Ocean. His historic flight from New York to Paris captured the world's imagination and made him an instant celebrity. But Lindbergh was not the only one who dreamed of conquering this aviation milestone. Several other pilots and teams were also vying for the honor, and the race to cross the Atlantic was filled with drama, intrigue, and tragedy.



Atlantic Fever: Lindbergh, His Competitors, and the Race to Cross the Atlantic by Joe Jackson

★★★★☆ 4.6 out of 5

Language : English
File size : 1136 KB
Text-to-Speech : Enabled
Screen Reader : Supported
Enhanced typesetting : Enabled
Word Wise : Enabled
Print length : 541 pages



The Competitors

The most notable of Lindbergh's competitors was Richard E. Byrd, a U.S. Navy officer and explorer. Byrd had already made several attempts to fly to the North Pole, and he was determined to be the first person to cross the Atlantic. He and his crew of three set off from New York on June 29, 1927, in a Fokker F.VIIb/3m monoplane named the "America." They flew for over

40 hours, but they were forced to turn back when their aircraft developed engine problems.

Another competitor was Clarence Chamberlin and Bert Acosta. Chamberlin was a former U.S. Army pilot, and Acosta was a Portuguese-American aviator. They set off from Roosevelt Field on Long Island on June 4, 1927, in a Bellanca CH-300 Pacemaker named the "Old Glory." They flew for over 33 hours, but they also had to turn back due to engine problems.

A third competitor was George Hubert Wilkins and Carl Ben Eielson. Wilkins was an Australian explorer and aviator, and Eielson was a U.S. Army pilot. They set off from Point Barrow, Alaska, on April 15, 1928, in a Lockheed Vega named the "Detroit." They flew for over 20 hours, but they crashed into the Arctic Ocean and were never found.

The Race

The race to cross the Atlantic was a close one. Lindbergh, Byrd, and Chamberlin/Acosta were all within striking distance of the prize. Lindbergh ultimately won the race, but he did so by a matter of hours. He took off from Roosevelt Field on May 20, 1927, in a Ryan NYP Spirit of St. Louis. He flew for over 33 hours, and he landed at Le Bourget Airport in Paris on May 21. Byrd and Chamberlin/Acosta arrived in Paris a few hours later.

The Legacy

Lindbergh's transatlantic flight was a major milestone in aviation history. It proved that it was possible to fly across the Atlantic Ocean, and it inspired a new generation of aviators. The race to cross the Atlantic also had a lasting impact on the development of aviation technology. The aircraft that were

used in the race were the most advanced of their time, and they helped to push the boundaries of aviation.

The race to cross the Atlantic was also a story of human drama and tragedy. Several of the competitors lost their lives in their attempts to cross the ocean. Wilkins and Eielson were never found, and their fate remains a mystery. Byrd and Chamberlin/Acosta both survived their flights, but they were never able to match Lindbergh's achievement.

Lindbergh's transatlantic flight is still remembered as one of the greatest feats in aviation history. It is a story of courage, determination, and triumph. It is also a reminder of the risks that were taken by the early pioneers of aviation.

Timeline

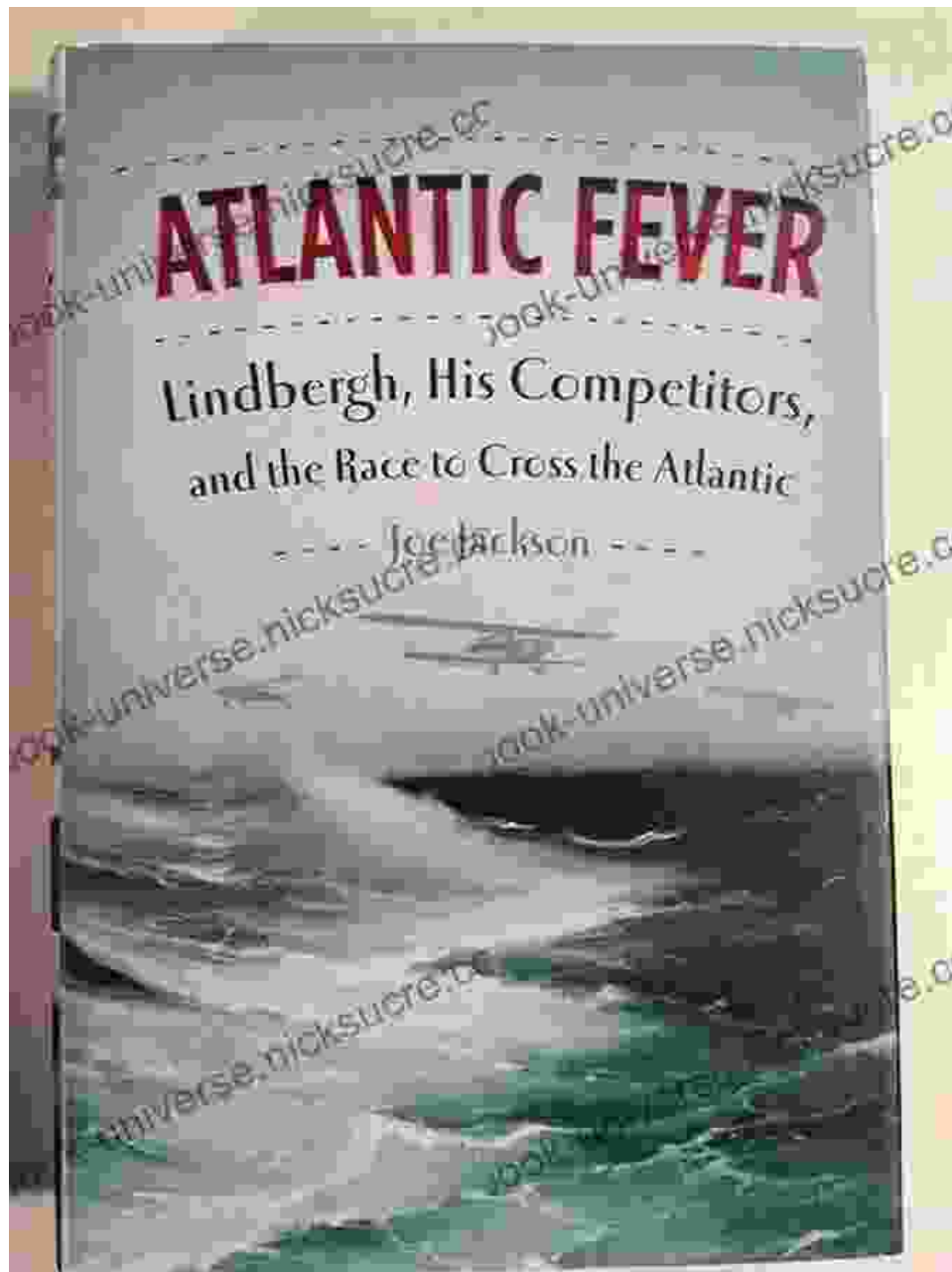
- **April 15, 1928:** Wilkins and Eielson set off from Point Barrow, Alaska.
- **May 20, 1927:** Lindbergh takes off from Roosevelt Field.
- **May 21, 1927:** Lindbergh lands at Le Bourget Airport in Paris.
- **June 4, 1927:** Chamberlin and Acosta set off from Roosevelt Field.
- **June 29, 1927:** Byrd sets off from New York.

Table of Competitors

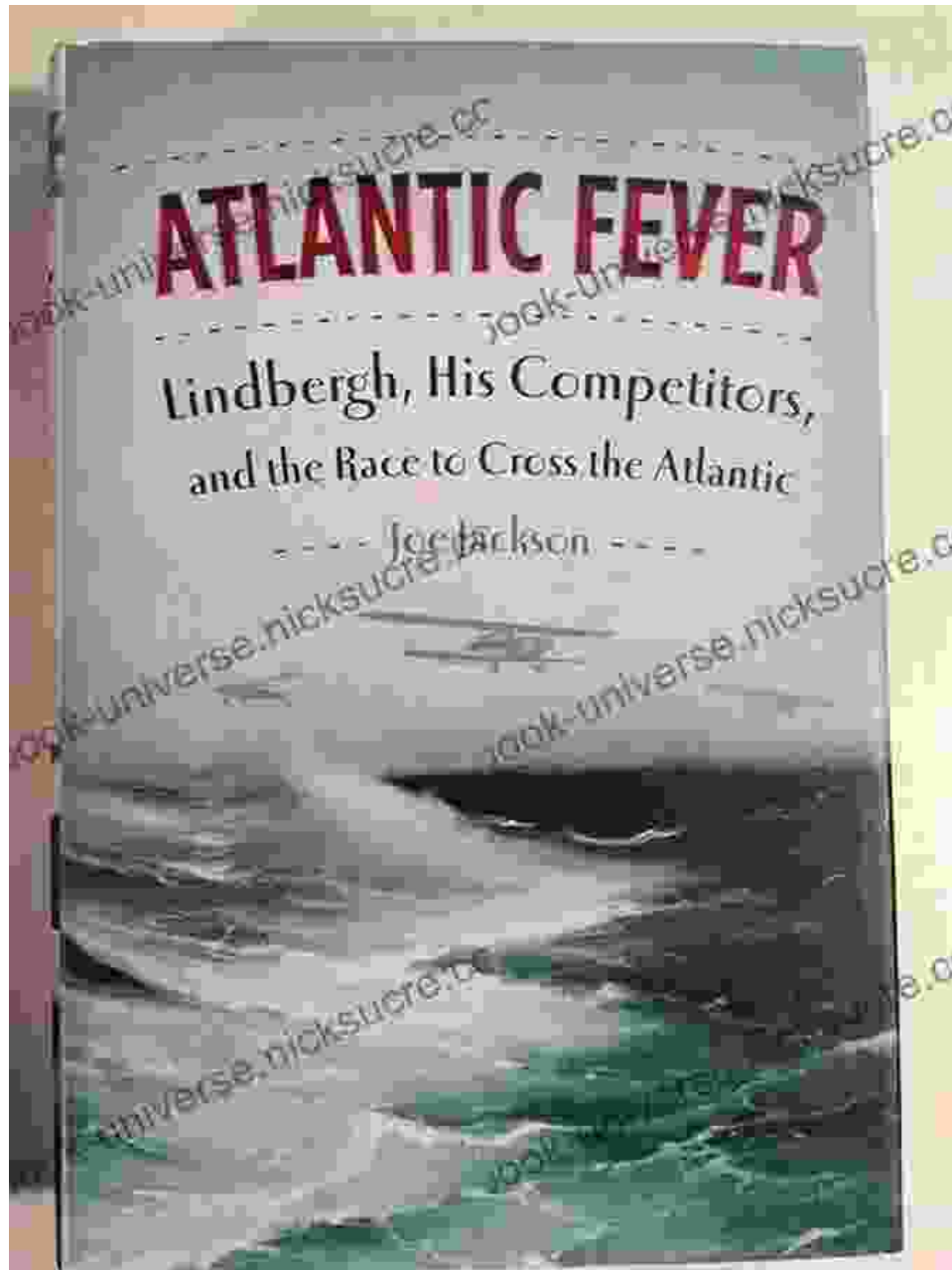
Competitor	Aircraft	Departure Date	Arrival Date	Outcome
Charles Lindbergh	Ryan NYP Spirit of St.	May 20, 1927	May 21, 1927	Winner

Competitor	Aircraft	Departure Date	Arrival Date	Outcome
	Louis			
Richard E. Byrd	Fokker F.VIIb/3m America	June 29, 1927	N/A	Turned back due to engine problems
Clarence Chamberlin and Bert Acosta	Bellanca CH-300 Pacemaker Old Glory	June 4, 1927	N/A	Turned back due to engine problems
George Hubert Wilkins and Carl Ben Eielson	Lockheed Vega Detroit	April 15, 1928	N/A	Crashed into the Arctic Ocean and were never found

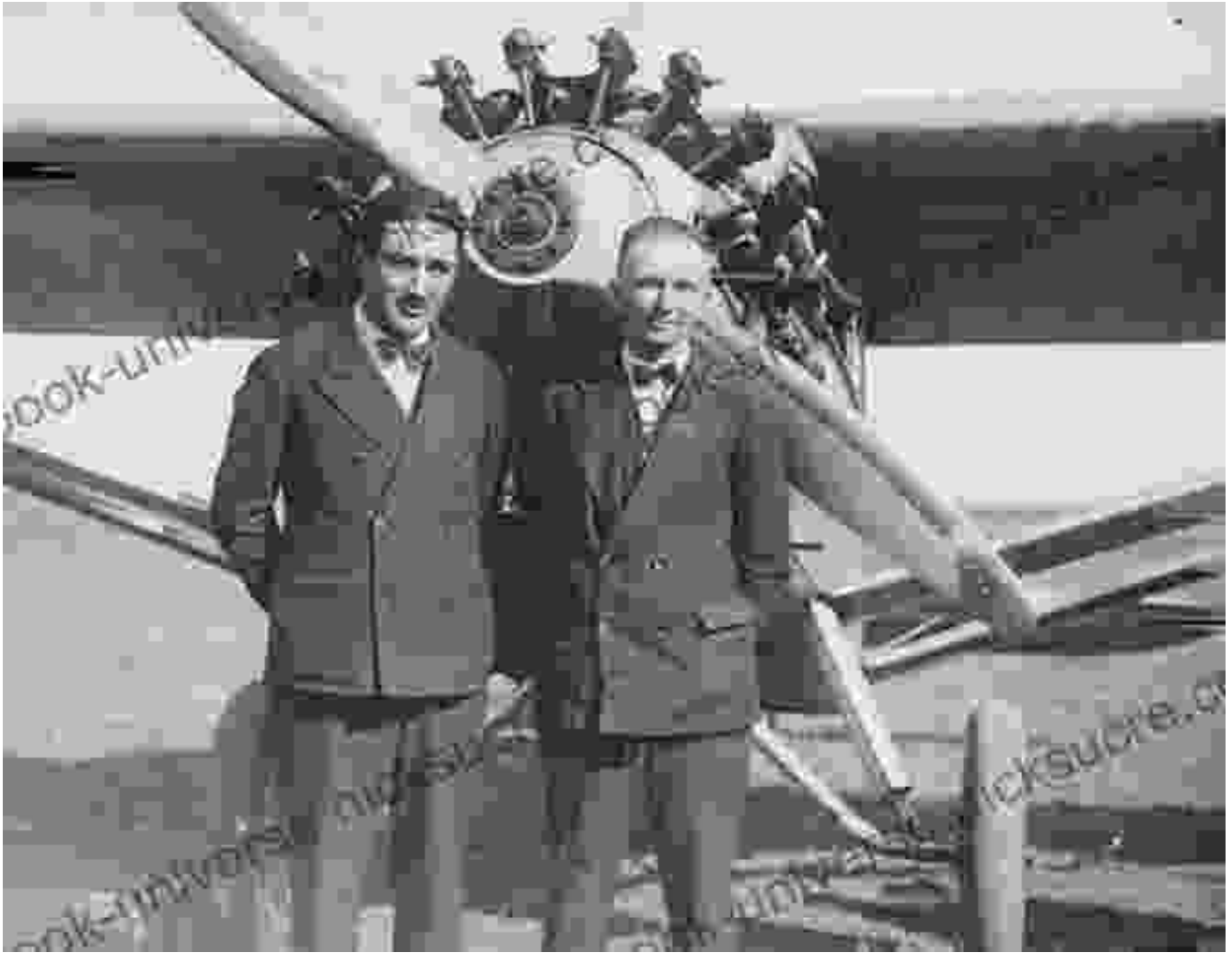
Image Gallery



Charles Lindbergh



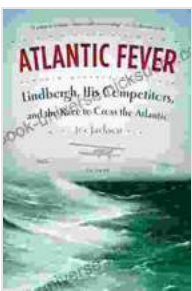
Richard E. Byrd



Clarence Chamberlin and Bert Acosta



George Hubert Wilkins and Carl Ben Eielson



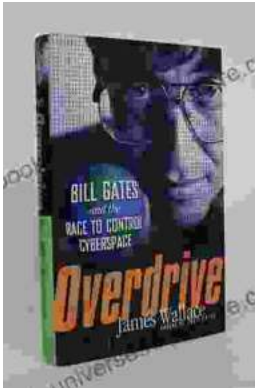
Atlantic Fever: Lindbergh, His Competitors, and the Race to Cross the Atlantic by Joe Jackson

★★★★☆ 4.6 out of 5

Language : English
File size : 1136 KB
Text-to-Speech : Enabled
Screen Reader : Supported
Enhanced typesetting : Enabled
Word Wise : Enabled
Print length : 541 pages

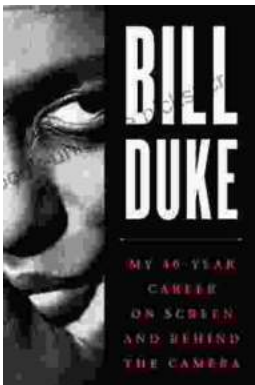
FREE

DOWNLOAD E-BOOK



The Race to Control Cyberspace: Bill Gates's Plan for a Digital Divide

Bill Gates has a vision for the future of the internet. In his book, *The Road Ahead*, he argues that the internet will become increasingly important...



My 40 Year Career On Screen And Behind The Camera

I've been working in the entertainment industry for over 40 years, and in that time I've had the opportunity to work on both sides of the camera. I've...