

LINDBERGH AVOIDS OTHERS' LIMELIGHT

Objects to Being Photographed
While Going Down Bay to Greet
Five Who Followed Him.

ENJOYS CHAT WITH BENNETT

Colonel and North Pole Pilot Dis-
cuss Aviation Problems—See
Value of Ocean Flights.

Colonel Charles A. Lindbergh came out of the seclusion in which he had kept himself for the last two weeks to go down the bay yesterday to meet Commander Byrd and his shipmates of the America and Clarence D. Chamberlin. He arrived on board the Macom about 10 o'clock, just before she left the pier. With him was Harry F. Guggenheim, President of the Daniel Guggenheim Fund for the Promotion of Aeronautics, under the auspices of which Colonel Lindbergh starts tomorrow with his Spirit of St. Louis on an air tour of the forty-eight States in the interest of commercial aviation.

Commander Fitzhugh Green, explorer and writer, who was also on board, said that he had seen some of the manuscript of Colonel Lindbergh's book, on which the flier has been hard at work for the last two weeks, and to which he put the finishing touches yesterday morning. Colonel Lindbergh has written about 60,000 words, Commander Green said, all in pencil, and revised the proofs himself.

Attempts to Avoid Limelight.

Colonel Lindbergh, it was learned, hesitated several days before he decided to join the Mayor's Committee of Welcome aboard the Macom. He told friends that he wanted to greet the returning fliers, but he disliked to do anything that would draw attention to himself or that savored of "publicity seeking." When he came aboard he went to the pilot house, where he remained during most of the trip down the bay.

As soon as he could get away from the photographers he went to the after deck, where he was introduced to Mrs. R. E. Byrd, the mother of Commander Byrd, who had come from Virginia with the Commander's brother, Captain Thomas Byrd, to greet her son.

Mrs. Byrd rose quickly when Colonel Lindbergh was announced and asked first for his mother. Ap-

parently the flier did not hear the question for she repeated it.

"She is well," he replied, and added in answer to a question as to her whereabouts, "She is in Detroit."

Planned to Write to Her.

"I wanted to meet her," Mrs. Byrd said. "I had started several times to write to her, but I never have done it. I realize that she has had much to think of and do."

Colonel Lindbergh smiled his thanks and turned the conversation to Mrs. Byrd's famous son. As he started back to the privacy of the pilot house he was surrounded again and asked to tell his views on the two transatlantic flights that followed him.

"The flights of Commander Byrd and Clarence Chamberlin are most important," he said, "because they proved what one flight couldn't, that transatlantic flights are not only possible but practical. The fact that three ships have made it in so short a time demonstrates that regular service is possible."

Lindbergh Meets Floyd Bennett.

Once more he turned to hunt seclusion in the pilot house and again he stopped, but this time voluntarily. On the narrow port side deck he met Floyd Bennett, who flew with Commander Byrd over the North Pole and was seriously injured last April in a test flight of the America. A few weeks ago Bennett visited the America hangar at Roosevelt Field and then was limping painfully on crutches. Yesterday he walked with the aid of a cane, but he walked quickly and without apparent difficulty.

Tom Mulroy, chief engineer of the Chantier at Commander Byrd's Spitzbergen base and chief mechanic in the preparations for the transatlantic flight, was with Bennett, and he introduced the two fliers. For the first time since he came aboard the Macom Lindbergh talked eagerly and with animation. They talked for ten minutes on the deck and then climbed the steps to the pilot house, where they met Rear Admiral Charles P. Plunkett, commandant of the Third Naval District.

Later they were joined by Giuseppe M. Bellanca, designer of the Bellanca plane, who was invited by Grover Whalen to go down the bay to meet Chamberlin and the other fliers. Colonel Lindbergh and Mr. Bellanca were old acquaintances. Before the Colonel bought his Ryan monoplane he had talked with Mr. Bellanca about buying the Bellanca plane.

Agree on Value of Flights.

Admiral Plunkett asked the three aeronautical experts for their opinions on long-distance flights, and transatlantic flights in particular, and they all agreed that the value of these pioneer flights was great in arousing public interest and in proving that transatlantic air service was coming.

Colonel Lindbergh remained in the

pilot house until the Macom had been warped against the steep side of the Leviathan. After the fliers had come aboard he stepped out, shook hands with them and congratulated them, and then retired again, determined to keep out of the picture of the "o... fellows' show" as much as possible. When the Macom arrived at the Battery he left quickly and spent the greater part of the afternoon in conference with his advisers at the office of the Guggenheim Fund for the Promotion of Aeronautics. He went last night to the country for another day of quiet before starting on his nation-wide tour.