

“Spirit”

The story of the Spirit of St Louis.

MUSIC UP TO ESTABLISH THEN under

This production “Spirit: the story of the Spirit of St Louis” is dedicated to someone with the most **spirit** I’ve ever known—Lorene Jackson.

With this play, we pay tribute to the courage of a 25-year-old airmail pilot who **believed** he could change the world—and did. (MUSIC FADE INTO:

RSFX: MUSEUM BACKGROUND UP AND THEN UNDER:

DOCENT Welcome to Smithsonian's Air and Space Museum. I'll be your guide today.

SARAH Gee, Dad, that plane up there looks like the one we have back in Seattle, at the Museum of Flight. That little one, near the ceiling. See?

DAD Sarah, our plane was built by the same company as this one.

SARAH It was?

DAD It sure was. But this one flew across the Atlantic ocean.

SARAH All by itself? But it's so small!

DAD Well, it did have a pilot. But he was all alone.

SARAH Wow. Just him and the plane flying above the water...

DOCENT Would you like to hear her story?

SARAH Yeah, mister. I really would.

DOCENT I like to call her “Spirit”. Her name is “the Spirit of St Louis” and her story begins back in 1919...

SFX: FADE MUSEUM SOUNDS

28

1 RADIO SIGNAL/RSFX: 8c97A up to establish then under
2 News1 1919 New York. Raymond Orteig, the well-to-do owner
3 of the plush Brevoort and Lafayette Hotels in New
4 York, has offered a prize of \$25,000 to be awarded to
5 the first aviator who shall cross the Atlantic in a land
6 or water aircraft (heavier-than-air) from New York to
7 Paris or the shores of France or vice versa without a
8 stop. The flight must take place within the next five
9 years. The contestants are required to file a 60-day
10 notice of intention prior to take-off.

11 News2 1924 New York. Raymond Orteig has renewed his
12 challenge to the aviation world. \$25,000 to go to the
13 first plane to cross the Atlantic non-stop, New York to
14 Paris. MUSIC OUT

15 NEWS1 Sept. 25, 1926. 6 am. New York. Rene Fonck, famed
16 French aviator, attempted a take-off from Roosevelt
17 Field in his Sikorsky tri-engined biplane "New-York-to-
18 Paris". At over 28,000 pounds, the plane labored
19 toward a take-off when part of the landing gear failed,
20 and the plane collapsed. Orange flames and black
21 smoke shot 70 feet into the still dark sky. Two of the
22 four crew survived

23 SFX: RAILROAD STATION UP/ESTABLISH FOR 4 SECONDS
24 (PHONE CALL FROM A RAILROAD STATION)
25

1 KEN (shouting into phone)

2 Hello? Robertson Aircraft? You fly the airmail, right? I
3 gotta talk to the boss, Bill Robertson. (pause) Mr.
4 Robertson?... Ken Boedecker, from the Wright
5 Company. I'm calling for Charlie Lindbergh.... Well,
6 no, I'm not in Chicago and neither is he. I'm at the
7 Peoria train station... Slim just got on a train with the
8 mail. His plane ran out of gas in the storm and he had
9 to jump... Yeah, jump... //That's what I'm tryin' to
10 tell you. ...He's fine. He wanted me to call. You know
11 that gas tank you had repaired? ...Yeah, the 110
12 gallon one. You better get your money back. I had a
13 look at this one and it can't hold more'n 85 gallons.
14 (pause) Oh, nobody *told* you? Well, nobody told Slim
15 either. He coulda used that extra 25 gallons. SFX:
16 RAILROAD STATION OUT

17 MUSIC BRIDGE (5C38) UP AND THEN UNDER

18 (ROBERTSON AIRCRAFT OFFICE, LAMBERT FIELD)

19 NARR September 1926 St Louis, Lambert Field: Home of the
20 Robertson Aircraft Company, the company that flies
21 the air mail between St Louis and Chicago, using war-
22 surplus airplanes. The company has three pilots,
23 including a tall slender young man, Charles A
24 Lindbergh, better known as Slim.

25 SFX: DOOR OPEN/CLOSE; PLANES PERIODICALLY UNDER

26 SECTRY Oh, Slim! We heard all about the crash. Are you
27 okay?

28 SLIM Fine, I'm fine. Say, is the boss in?

29 SECTRY He is, and he told me to send you in right away.

30 SLIM I hope Bill's not too sore about me wrecking another
31 plane.

32

1 SECTRY Oh, you know how he gets. (SFX: CLICK OF
2 INTERCOM BUTTON) Mr. Robertson—Charles
3 Lindbergh to see you. (SFX: CLICK) Go right in, Slim.

4 SLIM Thanks, Sue. Into the lion's den.

5 SFX: DOOR OPEN/CLOSE, FOOTSTEPS

6 RBTSN Slim! I hoped you'd be by soon. How are ya?

7 SLIM I'm sorry about the crack-up, Bill. I just got a little
8 lost in the storm, and it just ran out of gas.

9 RBTSN Thank God you're all right. You got the mail through?

10 SLIM Oh, yeah, it's on its way. (uneasy pause) (RBTSN: good
11 good) Say, Bill, I got something else I want to talk
12 over with you.

13 RBTSN What is it, Slim?

14 SLIM I've been thinking a lot about the Ortieg Challenge,
15 and I want to give it a shot.

16 RBTSN What are you planning to do about a plane? None of
17 ours can do that sort of trip.

18 SLIM The Wright Company has built a plane using
19 Bellanca's designs. I'm positive it would go the
20 distance.

21 RBTSN Wonder how much something like that would cost?

22 SLIM Maybe...\$10,000.

23 RBTSN Wheuuuuu! That's a *lot* of money. Where are you
24 going to get that kind of dough?

25 SLIM I been working on that. I've got \$2,000 socked away in
26 my savings account. I've talked to Earl Thompson;
27 he's interested.

28 RBSTN (qk) Good, good.

29 SLIM Major Lambert says he'll put in a \$1,000.

30 RBTSN Lambert did? A thousand dollars? (musing) Now,
31 *that's* something to think about.
32

1 SLIM He said he would if I could get enough of the right
2 kind of men together.

3 RBTSN (hesitantly)(pause) We'll help as much as we can, Slim,
4 but you know we aren't in a position to put up much
5 cash. We're losing money every day right now.

6 SLIM I know. Bill, you can help in a couple of other ways. I
7 want to be able to say that the Robertson Aircraft is
8 the group that's behind me; and there's the mail
9 schedule to consider.

10 RBTSN You can say we're behind you if that will help any,
11 Slim, but I don't know about the schedule. You know
12 the Post Office won't take excuses. The mail's just got
13 to go through.

14 SLIM I think we can keep the route running all right, Bill.

15 RBTSN Well, be dang careful, Slim. You know how critical it is
16 to keep the Post Office happy.

17 SLIM You know me—I'm always careful.

18 RBTSN Maybe Harry Knight can give you a hand. He's the
19 president of the St Louis Flying Club. He's been real
20 helpful to me. He's got connections.

21 SLIM Before I talk to him, I want to talk to the Wright
22 Aeroplane Company, in New York. I want to know
23 just what the Bellanca can do, and how often
24 Whirlwind engines fail. If I have accurate data, I can
25 put up a better argument. I have to make a trip back
26 east.

27 RBTSN Okay with me. Just make sure the schedule is
28 covered. Keep me posted. And I'll talk to Harry.

29 SLIM Sure..sure, boss. And...thanks.

30 RADIO SIGNAL

31 NEWS2 Oct. 28, 1926 Associated Press,—Bridgeport, Conn.
32 The conqueror of the North Pole, Commander Richard

1 Byrd, to fly Atlantic; predicts ocean crossing next
2 year.

3 RADIO SIGNAL

4 NEWS1 Nov. 3 St Louis Post-Dispatch. Lindbergh makes
5 4th emergency parachute jump! He had several
6 anxious moments when the parachute kept being
7 inflated by gusts of wind. The mail, much of it oil-
8 soaked, was recovered from the wrecked airplane and
9 delivered.

10 MUSIC BRIDGE 5c38 5 SEC.

11 (Harry has country/western accent/mannerisms)

12 RBTSN Harry, this is my head pilot, Charles Lindbergh.

13 SLIM Thanks for seeing me, Mr. Knight. Just call me Slim.

14 HARRY Harry, call me Harry. (beat) Bill tells me you're stuck
15 on this idea of flyin' the Atlantic.

16 SLIM (selling) I think a modern plane can make that flight, and
17 I'd like to try. It would show people what airplanes can
18 do. It would advance aviation. It could even advertise
19 St Louis.

20 HARRY Whoa, boy, whoa. Pretty high-flyin' ideals for a simple
21 plane flight.

22 SLIM Yes, sir. AND there's a plane that would be perfect—
23 the Wright Bellanca.

24 HARRY The Wright-Bellanca? But...that's a land plane. And if
25 I remember correctly, doesn't it have only one engine?
26 Now, You...aren't...thinkin' of flying over the ocean in
27 a single-engined plane, are you?

28 SLIM I know it sounds crazy. Everybody keeps telling me
29 that 3 engines is the only way to go. But, sir—I know
30 they're wrong. Just think about how much more fuel
31 you'd have to carry to feed them—and how much it
32 would weigh. And the chances of failure increase
33 exponentially with each engine.

1 HARRY (chuckle) I'll admit that you got the confidence of a
2 coyote.

3 SLIM But I'm not confident about the money that I have to
4 have to buy the plane. *If* they'll sell it to me.

5 HARRY Have you gone to New York to talk to them?
6 Sometimes you gotta hog-tie 'em face to face.

7 RBTSN (disgusted) He's been there several times.

8 SLIM Bellanca really wants to sell me the plane, but there's
9 always someone who says no.

10 RBTSN If Bellanca comes through, we'll need money to fix the
11 deal.

12 SLIM (depressed) The men I've talked to who are interested don't
13 have enough money. Those who have enough money
14 consider the risk too great—if not for their bank
15 accounts, then for their reputations.

16 HARRY If you're goin' to make it, Slim, you've gotta put all
17 your attention on that flight. You shouldn't be runnin'
18 around havin' to worry about raisin' money.

19 RBSTN Slim's been talking about trying to raise money by
20 popular subscription. But that will take a lot of time
21 and effort.

22 SLIM It's not that many weeks to spring. The clock's ticking.
23 Any day now someone's going to go for it.

24 HARRY Hmm, Let me talk to a friend of mine in the bank,
25 Harold Bixby. Maybe we can take care of the financial
26 end for you. How much money is it goin' to take?

27 SLIM If we can get the plane and engine manufacturers to
28 stand part of the expense, I think \$10,000 to maybe
29 \$15,000 would be enough.

30 RBTSN You're still talkin' about a single-engined plane.
31 Wouldn't a tri-motor be better for that kind of flight?
32

1 SLIM (sigh) For one thing, they cost a lot more: \$29,000 to
2 get a tri-motored plane from Bellanca. The Fokker
3 Company wants \$90,000. Multi-engined planes are
4 more complicated,

5 HARRY But..but don't you want something that's... sturdy?

6 SLIM They're also heavy, and hard to handle in thick
7 conditions; there are more things likely to go wrong
8 with them. Besides, the greatest danger isn't engine
9 failure.

10 HARRY It's not? Then what is?

11 SLIM It's the weather, and the take-off with that full load of
12 gas.

13 HARRY(sigh) You've only got a life to lose, Slim. But I've got
14 my... reputation to consider. Bill, your reputation will
15 be on the line too.

16 RBTSN Harry, this boy is the luckiest flier I know. He'll get it
17 done.

18 SLIM I can't believe that a flight to Paris would be any more
19 dangerous than a winter on the mail line.

20 SFX: TELEGRAPH KEY

21 WU DEC13, 1926 WESTERN UNION— PETERSON
22 WRIGHT AERO COMPANY TO C.A. LINDBERGH.
23 ANGLUM, MISSOURI

24 REGRET THAT WE DO NOT DESIRE AT THIS TIME
25 TO HAVE WRIGHT BELLANCA USED FOR
26 TRANSATLANTIC FLIGHT. STOP. SUGGEST FOKKER
27 OR HUFF DALAND 3 ENGINE PLANES.

28 (TELEGRAPH KEY OUT)

29 MUSIC BRIDGE 5c38—5 seconds

30 HARRY Slim, you've sold us on this proposition of yours.
31 Now, it's a tough job you're takin' on, but we've talked
32 it over and we're with you.

33

1 SLIM That's swell. I can pay you back when I get the Orteig
2 Prize money.

3 HARRY Now, now...From now on, you'd better leave the
4 financial end to us. If you can keep costs down to the
5 figures you gave us, I believe I can swing this deal.
6 You concentrate on the plane and getting ready for the
7 flight.

8 SLIM I've got a couple of possibilities for a plane. Travel Air
9 Company in Wichita is producing a monoplane along
10 the general lines of the Wright Bellanca—and the
11 National Air Transport pilots have been talking about
12 it all winter.

13 SFX: TELEGRAPH KEY

14 WU JAN 13, 1927 WESTERN UNION TRAVEL AIR
15 COMPANY — TO C. A. LINDBERGH. ANGLUM,
16 MISSOURI
17 NOT INTERESTED IN ACCEPTING YOUR ORDER.
18 (TELEGRAPH KEY OUT)

19
20 SLIM Then again, I've read of a high-wing monoplane built
21 by a company called Ryan in San Diego—Pacific Air
22 Transport is using it on their mail route up and down the
23 coast. If they don't work out, I'll try some smaller
24 companies, like Douglas or maybe even...Boeing.

25 SFX: TELEGRAPH KEY

26 WU FEB. 4 WESTERN UNION -- RYAN AIRLINES TO
27 ROBERTSON AIRCRAFT. -ANGLUM, MISSOURI
28 CAN BUILD PLANE SIMILAR M ONE BUT LARGER
29 WINGS CAPABLE OF MAKING FLIGHT. STOP. COST
30 ABOUT 6000 WITHOUT MOTOR AND INSTRUMENTS.
31 STOP. DELIVERY ABOUT 3 MONTHS. (TELEGRAPH
32 KEY OUT)

1 SLIM Three months! February, March, April—I'm running
2 out of time!

3 RBTSN And I'm running out of mail. I need this flight of
4 yours to get more people to send letters by airmail.
5 The sooner you order it the better. Besides, we can
6 always use it to fly the mail afterwards.

7 SFX: TELEGRAPH KEY

8 WU FEB 5 WESTERN UNION— RYAN AIRLINES TO
9 ROBERTSON AIRCRAFT. ANGLUM, MISSOURI
10 GAS CAPACITY 380 GALLONS CRUISING SPEED 100
11 MILES PER HOUR. STOP. CAN COMPLETE IN 2
12 MONTHS FROM DATE OF ORDER IF NECESSARY.
13 STOP. WILL REQUIRE ..50 PERCENT DEPOSIT.

14 (TELEGRAPH KEY OUT)

15 MUSIC BRIDGE (IN A HURRY MUSIC 2C245A (5 SECONDS))

16 HARRY Do you think they can build a plane with enough
17 performance, Slim?

18 SLIM All I know is that Ryan mail planes have a pretty good
19 reputation.

20 HARRY Well, I certainly wouldn't turn them down because we
21 haven't heard of them. After all they probably haven't
22 heard of us a'toll.

23 RBTSN At least they're anxious to build us a plane. That puts
24 them ahead of the other companies we've tried.

25 HARRY Slim, what say you go out to California and talk to
26 them. See what they're like.

27 SLIM Well, I can't very well size them up from here.

28 HARRY Let's get on it then. How soon can you start?

29 SLIM Within a week. I don't know how long I'll be away, of
30 course. If we decide to buy a plane, I'll stay in
31 California while it's being built—I'll take care of my
32 own expenses on this trip.

33

1 HARRY No, no, no, you won't. We're in this with you. We'll
2 split up on all those things. Bill, it might be a good
3 idea to get another pilot for your airmail.

4 RBTSN () I think I'd better.

5 HARRY We'll take care of you, Slim.

6 SECTRY2 Sorry to interrupt, sir, but Mr Lindbergh, a
7 telegram just came for you.

8 SFX: RIPPING OPEN ENVELOPE

9 SLIM SAY, LISTEN TO THIS. IT'S FROM BELLANCA-
10 SORRY DELAYED AS HAVE BEEN OUT OF TOWN.
11 STOP. WILLING TO MAKE ATTRACTIVE
12 PROPOSITION ON THE BELLANCA AIRPLANE FOR
13 PARIS FLIGHT. STOP. SUGGEST YOU COME NEW
14 YORK SOON AS POSSIBLE SO WE CAN GET
15 TOGETHER IN QUICKEST MANNER. STOP. \$15,000.
16 STOP. WIRE ME CARE COLUMBIA AIRCRAFT
17 CORPORATION.

18 SLIM How about that! He must have gotten a new factory. I
19 should go right away.

20 RBTSN What about Ryan?

21 HARRY Well, (chuckle) A bird in the hand is worth two out in
22 California.

23 (SFX: SCRATCHING ON A CHECK)

24 HARRY Slim, here's a check to take with you to New York.
25 Sometimes cash in hand is the decider.

26 SLIM (stunned) Pay to the order of ...Charles A Lindbergh!
27 Fifteen thousand dollars!

28 HARRY (satisfied chuckle) What would you think of naming it
29 "Spirit of St Louis"?
30

1 SLIM (absently) Sure--sure, Spirit of St Louis. (awed) I didn't
2 know you were going to make this out to me
3 personally.

4 RBTSN (chuckle) Well, Slim, Harry and I decided that if we
5 couldn't trust you with a check, we ought not to take
6 part in this project at all.

7 HARRY Now, When are you goin' to New York, son?

8 SLIM I'll take the train this afternoon.

9 RBTSN We'll start setting up a Spirit of St Louis organization
10 while you're away. Let us know as soon as you can
11 when you'll be here with the plane.

12 SLIM I'll try to land the Bellanca on Lambert Field within a
13 week.

14 HARRY We'll be out there with bells on, to meet you—
15 and...Good luck!

16 MUSIC BRIDGE-- brooding/semi-ominous/edgy? 1c50

17 (LEVINE'S OFFICE, NY)

18 NARR Lindbergh has taken a train to New York, on his third
19 attempt to buy the Bellanca, this time from Charles
20 Levine, of the Columbia Aircraft Corporation. But it's
21 not going very well.

22 LEVINE I'm afraid Mr Bellanca sent you a misleading telegram,
23 Mr Lindbergh.

24 SLIM Mr Levine, you're telling me that the plane *isn't* for
25 sale?

26 LEVINE No, no, the Columbia Aircraft Corporation will sell our
27 plane,

28 SLIM (qk) Good, good.. because I've got the check right here.

29 LEVINE but of course we reserve the right to select the crew
30 that flies it. (pause?)

31 SLIM (stunned) **What?** But ...Bellanca and I had a hand-shake...

1 LEVINE (cuts in) You understand we cannot let just *anybody*
2 pilot our airplane across the ocean.

3 SLIM I'm afraid there's been a misunderstanding. I thought
4 I had made it clear that I would be the pilot.

5 LEVINE The Columbia Aircraft Corporation cannot afford to
6 take such a chance with our airplane.

7 SLIM (getting angry) We wouldn't be interested in such an
8 arrangement.

9 LEVINE Come, come. We would select a good crew.

10 SLIM This is a St Louis project. We'd naturally want to work
11 with you very closely in running tests and planning
12 for the flight...

13 LEVINE Your organization in St Louis would have all the credit
14 for the flight, all the publicity.

15 SLIM But if we buy a plane, we're going to control it, and
16 we'll pick our own crew. AND it's going to be ME.

17 LEVINE We know better than anybody else how to fly the
18 Bellanca, how to take care of it.

19 SLIM As far as I can see, we'd be paying \$15,000 for the
20 privilege of painting the name of St Louis on the
21 fuselage.

22 LEVINE Isn't that what this is all about? Publicity for St Louis.
23 Just leave the flying to us.

24 SLIM Is the Bellanca for sale or isn't it? If it is, we can close
25 the deal. If it's not, I want to look for another plane.

26 LEVINE Yes, yes, it's for sale, but why won't you let us select
27 the crew?

28 SLIM Because I'm going to be the pilot. If you'd stated these
29 terms before, it would have saved me a 2000 mile
30 train trip.

31 LEVINE You should think it over. You're just a boy. I'm telling
32 you, it's better to leave it in our hands.

1 SLIM There's no use thinking it over.

2 SFX CHECK BEING PICKED UP. SCRAPE OF CHAIR.

3 LEVINE (off mic, calling) You're making a big mistake. The
4 Bellanca is the only airplane built that is capable of
5 flying between New York and Paris.

6 SLIM If you won't sell it without strings, then there's no use
7 wasting any more time here in New York. (disgust)
8 Thanks for all your help.

9 SFX DOOR OPEN AND CLOSE

10 MUSIC BRIDGE— (California Here I Come) 1 line, fade into:

11 SFX: BAY SOUNDS, WATER under

12 NARR February 1927. San Diego. The Ryan Airlines factory
13 is in an old, dilapidated building near the waterfront.
14 There's no flying field, no hangar, no sound of engines
15 warming up; and the unmistakable smell of dead fish
16 from a near-by cannery mixes with the banana odor of
17 dope from drying wings. Lindbergh arrives in a taxi,
18 feeling conspicuous.

19 (RYAN FACTORY)

20 SFX KNOCKING, DOOR OPEN /DOOR CLOSE (BAY
21 SOUNDS OUT)

22 SFX: music out

23 AJ (off) Mahoney, someone's at the door!

24 SLIM (calls) Hello? I'm looking for Ryan Airlines?

25 SFX FOOTSTEPS (2 people)

26 AJ (coming on) Mahoney, I told you someone was here.

27 MAHONEY (coming on) Yeah, yeah, yeah...Oh, *hello*. You
28 found us—We're Ryan Airlines.

29 SLIM Charles Lindbergh. You know, from Robertson
30 Aircraft?

31 MAHONEY (enthused)

1 Oh, yes! Welcome. I'm glad to meet you. I'm
2 Mahoney... BF Mahoney...just call me Mahoney—oh,
3 and this is AJ Edwards, (AJ: HOWDY) our sales
4 manager. Let's take a walk around the factory. How
5 was the trip from St Louis?

6 SFX: THEN FOOTSTEPS OF 2-3 PEOPLE UNDER

7 SLIM Oh, fine, but I'd be happier flying.

8 AJ Well, we hope to take care of that. Just put your bag
9 by the wall there. (SFX: THUMP OF BAG) Now,
10 through here...

11 SFX: DOOR OPEN; FACTORY NOISES (M is salesman, L doubtful-can you
12 really do this?) Periodic sawing and rasping of tools.

13 MAHONEY In this section we weld the metal tubing into the
14 frame. It gets covered with fabric upstairs.

15 SLIM For a factory, you don't seem to have much being
16 built.

17 MAHONEY (selling) Oh, we've got plenty of action. Look at it
18 this way--It frees us up to get your plane out of here
19 in the two months you specified. A sure bet.

20 SLIM Where do you test your planes? Not around here,
21 that's for sure.

22 AJ Our flying field is out at Dutch Flats. Just on the edge
23 of the city. We put the wing on a truck and tow the
24 fuselage behind.

25 MAHONEY We'll take you out there later on. You'll want to
26 meet our pilots Harrigan and Kelly.

27 SLIM *I'm* planning on making the tests myself.

28 MAHONEY Oh yeah, Sure, absolutely. Let's go into my office,
29 where we can talk.

30 SFX DOOR OPEN/CLOSE. FACTORY NOISE OUT.
31 FOOTSTEPS OUT. CHAIRS SCRAPE

1 MAHONEY There, that's better. Well, we'd like to build your
2 plane. What do you think of our proposition?

3 SLIM Your telegram quoted a price of 6,000, without engine.
4 How much for an engine?

5 MAHONEY We quoted it that way because we didn't know
6 what you'd want in the way of engine and equipment.

7 AJ (selling) The price includes standard instruments and
8 oversize fuel tanks. If you want one of the Wright
9 Company's J-4 engines, the total would run... just
10 under 10,000.

11 SLIM I'd much rather fly a J-5. They develop a little more
12 power, and their rocker-arms are enclosed. I want a
13 *metal* propeller, and I've got to have a turn and bank
14 indicator. I'll need good instruments—the best we can
15 get.

16 MAHONEY (selling) I'll tell you what we'll do. We'll give you the
17 engine and all the extra equipment we buy for just
18 what it costs us. Straight across the board. We won't
19 take any commission on the extras.

20 SLIM Fair enough. How about performance? Are you sure
21 you can build a plane that will take off with enough
22 fuel for the flight?

23 AJ We can do it. Let's talk to Don Hall about that. He's
24 our designer—he makes the calculations.

25 SLIM (convinced) How soon could you start building the
26 plane?

27 MAHONEY We'd put some of our workmen on it as soon as
28 you place the order.

29 SLIM Can we depend on delivery in ...2 months?

30 MAHONEY We can build it in even less, but I don't want to
31 bank on it.
32

1 SLIM Well, I think the next step is for me to talk to your
2 engineer about some of the details.

3 MAHONEY Don's got his drafting room upstairs next to the
4 wing loft—it'll be quieter up there.

5 (HALL'S LOFT) SFX: DOOR OPEN SFX: FACTORY NOISE
6 SFX FOOTSTEPS ON STAIRS DOOR OPEN

7 MAHONEY (calls) Hey, Don...

8 DON (off mic) Yeah?

9 MAHONEY This is Charles Lindbergh. He's the one looking
10 for a plane to cross the Atlantic. Don Hall, our
11 engineer.

12 HALL Glad to meet you. Come on in.

13 SFX FOOTSTEPS DOOR CLOSE. SFX: FACTORY OUT

14 HALL Now---What would you like to know?

15 SLIM Well, Convince me that you can build me a plane for
16 my trip.

17 SFX MOVING ROLLS OF PAPER (HE'S CONSTANTLY
18 DRAWING ON SOMETHING)

19 HALL I'll be modifying my standard design for the M1
20 according to your specifications—see, I'll add a little to
21 the wing, lengthen the fuselage...

22 SLIM Anything to increase the range.

23 HALL Yes, I need to add to the wing to get enough lift to get
24 you off the ground with the load of fuel. And that
25 means the engine will have to be moved forward.
26 (Slim: Right)When it comes right down to it, I've really
27 got to design a completely new fuselage structure to
28 meet your requirements.

29 SLIM Something like the Bellanca?
30

1 HALL Kind of. Here's the type of landing gear I favor for your
2 airplane—

3 SFX SCRATCHING AS HE SKETCHES UNDER

4 SLIM Don't bother with the brakes—I'll go without..

5 HALL Okay. The loads are efficiently carried to the fuselage,
6 and the wheels are outside of the slipstream—that will
7 cut down on the drag. The gas tanks...

8 SLIM I'll need plenty of those.

9 HALL I've got to put the main tank in the fuselage, at the
10 plane's center of gravity, and smaller ones in the wing.
11 Now, where are we going to put the cockpits for you
12 and the navigator?

13 SLIM I only want one cockpit. I'll do the navigating myself.

14 HALL (startled) You don't plan on making that flight alone, do
15 you? I---I thought you'd need somebody to navigate
16 and be relief pilot. I---I thought it would be much too
17 long for one pilot.

18 SLIM I'd rather have extra gasoline than an extra man.

19 HALL (instantly enthused) Well, of course that would be a big
20 help from the standpoint of weight and performance---
21 particularly range. That would keep the length of the
22 fuselage down to a more reasonable figure. It would
23 probably save oh, about 350 pounds. That's at least
24 50 gallons more fuel, including tank weight.

25 SLIM Will that give me a good reserve?

26 HALL I think so. I was worried about that---but are you sure
27 one pilot, alone, can make a flight like that? It's going
28 to be something like 40 hours in the air, you know.

29 SLIM I don't think that's a problem.

30 HALL Say, exactly how far is it between New York and Paris
31 by the route you're going to follow?
32

1 SLIM It's about 3500 miles. We could get a pretty close
2 check by scaling it off a globe with a piece of string.

3 HALL The public library down the street has one. It only
4 takes a few minutes to drive there. I've got to know
5 exactly what the distance is before I can make any
6 accurate calculations. Let's go.

7 SLIM Better bring along some string, to use on the globe.

8 HALL Oh, that's right. I should have some in here...

9 (SFX: DRAWER OPEN, RUMMAGE, DRAWER CLOSE)

10 HALL Ah-ha, here it is. My automobile's right outside. We'd
11 better snag Mahoney on the way out. He'll want to
12 come with us. He always does.

13 MUSIC BRIDGE (LIBRARY) 2c35

14 LIBRARIAN Our globe is over there, Gentlemen, on the table
15 in that corner.

16 SLIM Thank you, ma'am.

17 SFX: FOOTSTEPS as they walk & (Slim is laying string on a
18 globe)

19 SLIM (figuring) Let's see, from here...to about there...
20 It's...3600 statute miles.

21 HALL I assumed that the airplane ought to carry fuel for
22 4000 miles in still air. Maybe that isn't enough.
23 You'll want to follow the ship lanes...

24 SFX FOOTSTEPS (of Librarian)

25 SLIM Nope, I'm going to fly straight across. What's the use
26 flying extra hours over water just to follow the ship
27 lanes?

28 LIBRARIAN Gentlemen, you'll have to be quiet or you need to
29 leave the library.

30 SLIM Oh, sorry...Yes, ma'am.

31 **SFX: writing on back of an envelope)**

1 HALL (WHISPER) Maybe we'd better put in 400 gallons of
2 gasoline instead of 380...

3 MAHONEY (WHISPER) Don, can you make all those changes
4 and still get it built in 60 days?

5 HALL (WHISPER) It will be a real job; but I think we can if---if
6 the men will put in a lot of overtime.

7 MAHONEY(WHISPER) All right, let's get under way as fast as
8 we can. (FORGETTING TO WHISPER, excited) You give
9 us the order, Slim, and we'll start. That will make
10 \$10,500, —** (whispering) with a J-5 engine special
11 equipment extra, at cost.

12 LIBRARIAN **Gentlemen!

13 MUSIC BRIDGE—California sunshine music?BRIGHT 2c35

14 SFX: BEACH SOUNDS up and under SFX: twig in sand?

15 NARR Taking a break from the factory, in the warm
16 California sunshine, Lindbergh and designer Don Hall
17 sit on the beach. Don continues to draw, using a twig
18 in the sand, trying to finalize the design.

19 HALL Charlie, there's some more things we've got to decide
20 on before I can go ahead with the design. (Slim: Like
21 what?) *Where* are we going to put the cockpit?

22 SLIM Don, I want it behind the gas tank—just about where
23 it is in the M-2.

24 HALL But...then you couldn't see straight ahead. The gas
25 tank would be directly in front of you. I thought you'd
26 want to sit behind the engine for the best possible
27 vision.

28 SLIM Not on your life. I don't like the idea of being
29 sandwiched between the engine and a gas tank. If you
30 crack up, you haven't got a chance.

31 HALL But...But not to be able to see ...forward...
32

1 SLIM (qk) A compass won't work up there either, so close to the
2 engine. And I've *got* to have that on this flight.

3 HALL How will you take off, if you can't see forward?

4 SLIM The nose of the fuselage and the engine blocks out the
5 field straight ahead, see, so pilots always look out at
6 an angle when we take off. Some of the mail pilots
7 even paint their windshields black to cut down
8 reflection at night. They can't see forward either.

9 HALL Okay, so that's not a problem for you—(Slim: nope) it
10 would be for me. But what about once you're in the
11 air?

12 SLIM There's not much need to see ahead in normal flight.
13 There won't be anyone to run into. And no buildings.

14 HALL Well, yeah...

15 SLIM And when I'm near a flying field, I can watch the sky
16 ahead by making shallow banks.

17 HALL Well, I don't know...

18 SLIM Look, why don't we leave the cockpit in the rear and
19 just fair it in? All I need is a window on each side to
20 see through.

21 HALL (enthused, drawing in sand) Hey, a cockpit like that
22 wouldn't add any resistance at all. It ought to increase
23 the cruising speed 2 or 3 miles an hour. We might
24 pick up an extra 100 miles of range that way.

25 SLIM You could even make the center panel of the wing out
26 of glass, so I could see up..

27 HALL Yeah, that'd work. 'Course, you'll be so far back in the
28 fuselage, there might not be enough room for your
29 head.

30 SLIM I'll crouch.

1 HALL For 40 hours? Maybe I can notch the inside of the
2 cockpit, to give you a little more head-room. You're
3 pretty tall, even sitting down.

4 SLIM We need to give first consideration to efficiency in
5 flight; second, to protection in a crack up; third to
6 pilot comfort. I don't see why a cockpit in the rear
7 doesn't cover all three.

8 HALL Charlie, what are you going to use the airplane for
9 later on? The passenger arrangement won't be as good
10 with the pilot behind.

11 SLIM If we're going to break the world's record for distance,
12 we've got to put range above everything else.

13 HALL I suppose you could rip out the gas tank and carry
14 mail. That's what I designed it for.

15 SLIM I'm not going to think about "after" until I land in
16 Paris.

17 HALL Okay. Now, what night-flying equipment do you want
18 in the plane?

19 SLIM I'll use a flashlight.

20 HALL Oh, yeah? Well, okay, if that's how you want it. (beat)
21 You know, I'm just not satisfied with the size of the
22 M-2 tail surfaces.

23 SLIM Would be dangerous to use them?

24 HALL Not for an experienced pilot. But it won't be very
25 stable.

26 SLIM (amused) I'm probably the most experienced pilot from the
27 airmail, who's still alive. Besides, having the plane
28 unstable will force me to stay awake. If I nod off, the
29 plane will nudge me awake.

30 HALL Not something I want my reputation to hinge on.
31 (pause) Okay, Charlie, I'll freeze the design.

32 SFX (beach sounds out)

1 MUSIC BRIDGE (night?) 5c38 5 seconds

2 SFX: DOOR KNOB RATTLES. LOUD BANGS ON THE DOOR.

3 SFX: DOOR OPENS

4 MAHONEY Don't you guys ever quit work? And another
5 thing--where do you keep the key to this door? I might
6 want to get in here some night.

7 HALL For what, your weekly poker game? There isn't any
8 key, at least not since I've been working here. We use
9 a hacksaw blade to get in—just slip it through the
10 crack there, and push.

11 MAHONEY (laughs) Next time we'll leave you a chip or two.

12 HALL Just leave the money on the table.

13 MAHONEY I've brought up the paper. There's an article you
14 may want to see. Good night—and sweet dreams.

15 **SFX: RADIO SIGNAL**

16 NEWS1 FLASH March 2, 1927 New York: Wannamaker
17 behind New York-Paris flight! Will finance Commander
18 Byrd venture with \$100,000! May race with Fonck! A
19 huge three-engined Fokker monoplane, now under
20 construction, is to be used for the trip.

21 NEWS2 This spring may see a race between American and
22 French pilots for the honor of being first to fly between
23 New York and Paris. The Sikorsky Company
24 announced recently that a big plane was being built.
25 It is reported that the pilot will be Capt. Rene Fonck,
26 the French ace who crashed on Roosevelt Field on an
27 attempted take-off for Paris last September.

28 NEWS1 A number of American pilots, including Commander
29 Noel Davis, are known to be planning on competing
30 for the Orteig prize. Charles A. Lindbergh, a St Louis
31 mail pilot, has filed the latest entry, according to the
32 National Aeronautic Association. He will pilot a single-
33 engined Ryan monoplane, and plans to make the
34 flight alone.

35

1 NEWS2 On the European side of the ocean, it is understood
2 that trans-Atlantic planes are being constructed in
3 France, England and Italy.

4 SFX: FOLDING PAPER UP

5 SLIM We'd better go get some supper.

6 HALL I gotta get these drawings done, Charlie. They're
7 holding everything up.

8 SLIM But not tonight, Don. Don't you think you ought to set
9 a regular pace at this work?

10 HALL You're the one to talk.

11 SLIM A fellow can't think as clearly without sleep.

12 SFX: PUTTING COATS ON, FOOTSTEPS UNDER

13 HALL I'll get some rest as soon as I get ahead of the shop.
14 (pause) Say, we ought to have some kind of ventilation
15 in the cockpit if you're going to fly with the windows
16 closed.

17 SLIM How about having the windows removable, to give me
18 the option of open or closed? Maybe a rack to slip
19 them into when they're not in use.

20 HALL Okay. (pause) Do you want gauges on your gas tanks,
21 Charlie?

22 SLIM No. That would mean extra pounds and they never
23 seem to work. I'll measure fuel consumption with my
24 watch.

25 HALL How about dump valves for the tanks?

26 SLIM (qk) Now who's being obsessive. Come on, I'll buy you
27 dinner.

28 SFX: FOOTSTEPS, DOOR OPEN AND CLOSE

29

1 **SFX: RADIO SIGNAL**

2 NEWS1 March 14. NEW YORK. American Legion backs Davis
3 New York-Paris flight! Plane to have 4,600 miles
4 range! Lt. Commander Noel Davis plans to take off
5 from Mitchell Field, Long Island, in June for a non-
6 stop flight to Paris. The big Keystone biplane will be
7 powered with three Wright Whirlwind engines.

8 **FACTORY NOISES UP AND UNDER**

9 NARR The construction of the Spirit of St Louis moves along
10 as fast as Hall can produce drawings from his board.
11 Hawley Bowlus, the factory manager, starts work on
12 less important items without waiting for drawings.
13 And others get involved in the project...

14 RANDOLPH Hey, Mr. Lindbergh, I've been thinking about
15 your lack of forward visibility.

16 SLIM Randolph, I told Don that it would be okay—I can get
17 by with only seeing out the side windows.

18 RANDOLPH I was with the submarines in the War. I got to
19 thinking about periscopes and I had an idea. What
20 about using one of those to give you a look?

21 SLIM What, above the wing?

22 RANDOLPH No. Here, I done a mock-up. (SFX SLIDING OF A
23 BOX) Just a sliding box, with two mirrors. If we put it
24 on the wall of the tank, you could slide it out to the
25 left, and see in front of the engine. SFX: SLIDING BOX
26 A COUPLE OF TIMES See that? (SFX: 2 MORE BOX
27 SLIDES)

28 SLIM I couldn't leave it like that. It'd cause turbulence and
29 affect my speed.

30 RANDOLPH You'd only use it if you needed to. I could make it
31 out of lightweight wood.

32 SLIM Okay, but talk to Don before you install it.

33 RANDOLPH Sure. I don't want to get fired for adding my
34 ideas without permission.

1 NARR Everyone is taking a personal interest in the flight;
2 hours of overtime have become normal and voluntary.
3 Hall often goes to the factory at 5 o'clock in the
4 morning to inspect the previous day's progress before
5 the men arrive. Work on the other planes has almost
6 stopped. It's less than 3 weeks since Lindbergh
7 arrived in San Diego, yet skeletons of the fuselage and
8 wing have already taken form. **SFX: FACTORY OUT**

9 RADIO SIGNAL

10 NEW2 March 26, Paris. Nungesser to fly Atlantic! Captain
11 Charles Nungesser, one of the top aces of the War said
12 today he would pilot a French-built plane across the
13 Atlantic this summer. He will be accompanied by Lt.
14 Coli, the famous one-eyed airman as co-pilot and
15 navigator.

16 MUSIC: BRIDGE 5C38 (5 seconds)(LINDBERGH'S APARTMENT)

17 SFX: WATER RUNNING IN SINK, WRINGING OUT WASHCLOTH
18 (SHAVING BRUSH & MUG, BEING BEATEN?)

19 AJ Slim, I know you're real busy, but can I bother you
20 while you shave? I need to know what you plan to
21 carry, so I can buy it? *Before* you leave?

22 SLIM Sure, sure, AJ. I'll try not to cut my throat while I'm
23 answering.

24 AJ Don tells me you aren't going to carry a parachute.
25 Whyever not?

26 SLIM If I'm over water, what use is parachuting--just to
27 land in the water? I'm dead.

28 AJ Well, you got a point.

29 SLIM I'd need the gear on the plane to survive. So if
30 something happens, I have to bring the plane down.

31 AJ If you're over land, you'll drop the plane onto a field?

32 SLIM Yep, just like we always do when flying the mail. I'd
33 rather have extra gas.

34 AJ And no navigation lights, Don said.

1 SLIM I got permission to do without those.
2 AJ Radio?
3 SLIM Too heavy, and they don't work when you need them.
4 AJ Sextent?
5 SLIM How am I going to hold onto one to take a sight and
6 steer the plane at the same time?
7 AJ How in SAM Hill are you going to find your way there?
8 SLIM AJ, I'm studying navigation while Spirit is being built.
9 AJ You have?
10 SLIM Yep. That gives me 2 months. The fellows over at the
11 Naval Station have been real helpful. I'm going to use
12 dead reckoning combined with a mapped out course
13 using compass headings.
14 AJ But how...
15 SLIM (qk) So many degrees for so many miles. Oh, and fly down
16 to 50 feet to check the wind. I'm going to need all the
17 maps along the route--you'll get those for me?
18 AJ Sure, Slim, sure. Though how you're going to manage
19 the charts I don't know. I always need 3 hands to deal
20 with them.
21 SLIM Well, if I cut away everything but the section that uses
22 my compass headings, they'll be easier. And it'll save
23 weight.
24 AJ You and your weight. I wouldn't put it past you to
25 slice out the extra pages from your log book.
26 SLIM Now *that's* a good idea. (pause) There *is* another thing.
27 I know that Ryan usually puts in leather chairs for
28 their pilots.
29 AJ Yeah, we make 'em real comfortable.
30 SLIM I need you to buy me a wicker chair to replace it. It'll
31 be half the weight.
32 AJ (protesting) But, Slim! It'll be hard to sit in, particularly
33 after hours and hours.

1 SLIM AJ, if the chair's too soft, I'll fall asleep. But if it'll
2 make you happy, you can buy me an air cushion to go
3 on top of it.

4 AJ Okay, a wicker chair. What about clothes for Paris?
5 You going to bring a suit, of course.

6 SLIM You think they plan to wine and dine *me*-- a nobody
7 from Missouri? I doubt it. No, I need to mind every
8 ounce and half-ounce. No suit.

9 AJ Shirt, tie?

10 Slim I can wash mine out.

11 AJ Socks, underwear?

12 SLIM Ditto.

13 AJ Toothbrush?

14 SLIM Too heavy.

15 AJ (laughing) I give up.

16 **SFX: RADIO SIGNAL**

17 NEWS1 April 9, Bristol, Penn. Paris Plane tested! American
18 Legion shows high speed in surprise flight! Lt.
19 Commander Noel Davis took his Keystone biplane on
20 its maiden flight. Construction is progressing rapidly
21 on the tri-motored Fokker for Commander Richard
22 Byrd.

23 **MUSIC—working, working. Under? 1c34 SFX: FACTORY NOISE**

24 NARR On the Ryan factory floors the workman are out to set
25 a record in construction time—they're reading the
26 papers too. They know how desperately Lindbergh
27 wants to be in New York by the end of April. They've
28 been watching the reports about Nungesser's final
29 preparations in France; about Byrd's trans-Atlantic
30 Fokker; about Chamberlin and the Bellanca; about
31 Davis and Wooster. Every expedition is ahead of them.

1 **SFX: FACTORY NOISE OUT; MUSIC OUT**

2 **SFX: RADIO SIGNAL**

3 NEWS2 April 14, New York. Bellanca plane smashes world's
4 record! Chamberlin and Acosta lands after 51 hours
5 11 minutes 25 seconds.

6 **MUSIC: 1C34 UNDER SFX: FACTORY NOISE UNDER**

7 NARR A single day's delay might make the difference
8 between success and failure, and everyone in the shop
9 is determined that the responsibility for such a
10 disappointment won't lie with them. Each is striving
11 to do a quicker and better job on the Spirit than he's
12 ever done before. No pains are too great, no hours too
13 long. (MUSIC OUT/SOUND OUT)

14 **SFX: RADIO SIGNAL**

15 NEWS1 April 16, New York. Byrd's aircraft AMERICA crashes
16 on test flight! Byrd, Bennett and Noville injured,
17 Fokker piloting craft at the time! The big tri-motored
18 Fokker crashed at Teterboro airport at 6 pm.

19 **MUSIC under; SFX: FACTORY NOISE**

20 NARR Lights sometimes burn in the factory all through the
21 night. Don Hall worked for one stretch of 36 hours
22 without sleep. Drawings are sent down to the factory
23 floor calling for accuracy of one thirty-second of an
24 inch—never before required.

25 **(MUSIC/NOISE OUT)**

26 **SFX: RADIO SIGNAL**

27 NEWS1 April 22. Paris. Nungesser plane completes tests!

28 NEWS2 Bellanca made ready for take-off!

29 NEWS1 Drouhin enters contest! The French aviator has been
30 running secret tests with a Farman biplane.

31 NEWS2 Fonck sails for America! Competition in the New York
32 to Paris flight contest intensifies.

33 MAHONEY (calls) Slim! There's more telegrams for you.
34 You've got Western Union really earning their dough.

1 SFX FOOTSTEPS AS SLIM COMES DOWN STAIRS

2 SLIM Thanks, Mahoney. (SFX OPENING ENVELOPE)
3 Hmm...this is the number for the plane. NX dash
4 211. Mahoney, what's an N-X?

5 MAHONEY N stands for planes from the United States. X is
6 for experimental. 'Course you can't carry passengers
7 with an X license, but I guess you aren't going to do
8 that anyway.

9 SLIM They won't exactly fit in the gas tank, will they?

10 MAHONEY It'd be a tight squeeze. I'll make sure Bert gets
11 the numbers painted on top and bottom of the wing,
12 and on the tail.

13 **SFX: RADIO SIGNAL**

14 NEWS1 April 24, New York. Bellanca in crack-up! The
15 Bellanca trans-Atlantic monoplane narrowly escaped
16 disaster, following its christening ceremonies today,
17 when part of the landing gear tore loose on take-off.
18 Chamberlin landed using one wheel and one wing...

19 MUSIC: BRIDGE, 5 SECONDS

20 HALL Slim, this morning we're going to take the ship out of
21 the factory. We got the fuselage out just fine, by
22 taking off the landing gear on one side. But I
23 miscalculated on the wing.

24 SLIM You miscalculated?

25 HALL When I added 10 feet to the wingspan, I forgot how
26 that might affect getting the wing out of the loft.

27 HAWLY We can take the loft doors off. That'll give us a little
28 extra.

29 HALL Hawley, you sure we won't to have to tear out a
30 section of wall?

31 HAWLY I measured it, and I think it'll clear if we tilt it.

32 HALL I hope you're right.

1 HAWLY Jon, you gather the guys and push that boxcar next
2 door over to the factory. It'll give us the first step
3 downward. Oh, and Jon, move the truck next to the
4 boxcar.

5 JON Jah, Hawley. (calls) Hey Fred! Get some guys and
6 come with me.

7 SFX FOOTSTEPS

8 JON (out of breath)calls) Okay, Hawley, we're ready.

9 HAWLY Don, help me hook the derrick onto the wing. There.
10 Now, everybody gently push the wing out the door—
11 gently! Gently. Slim—watch your fingers there. (SFX
12 scrapping sounds) Good---that's got it! Now, let's lay it
13 down on the top of the boxcar. Jon—keep that line
14 taut! Pull your way, Bert! Pull!

15 MAHONEY AJ--Look back at the shop.

16 AJ How about that. Every workman from the factory is
17 watching from the open doors and windows as if some
18 child of theirs were going away to war.

19 MAHONEY Well, their work is done. Now it's all riding on
20 Lindbergh.

21 AJ I hope he doesn't let them down.

22 HAWLY Pull! (SFX pulley sounds—STRUGGLE OF MEN). Now,
23 swing it over to the truck. Let it down slowly—slowly.
24 There. (SFX pulley sounds—STRUGGLE OF MEN)

25 SFX: MEN STRUGGLING--OUT

26 MUSIC—OMINOUS/DIRGE bridge 5L88
27 **SFX: RADIO SIGNAL**

28 NEWS1 April 26. Hampton, Va. Davis and Wooster killed!
29 American Legion crashes on take-off for final test
30 flight! Lt. The tragedy occurred when the machine was
31 carrying almost the equivalent of its full load for the
32 trip. (SIGNAL OUT)

1 SLIM Oh, no! Davis and Wooster killed! Every one of the big
2 multi-engine planes built for the Paris run has
3 crashed—Fonck’s Sikorsky, Byrd’s Fokker and now
4 Davis’ Keystone. All of them.

5 AJ That’s terrible! Two more men—that makes four killed.

6 SLIM Their plane didn’t even burn.

7 AJ Slim, just make sure you’re not next in line, okay?

8 MUSIC BRIDGE (DUTCH FLATS AIRFIELD) 5C38—5 SECONDS
9 (reporter 1 is on filter mic)

10 REPTR1(f) Ladies and gentlemen, it’s April 28, around 8 o’clock.
11 We’re here at Dutch Flats to watch Charles Lindbergh
12 take his new airplane aloft on her maiden flight. The
13 company is well represented here—in fact they must
14 have given the workers the day off, since there are
15 more than 35 of them, from secretaries to the shop
16 foreman.

17 Lindbergh has gotten into the cockpit of the 27-foot
18 plane, which is hidden beneath the large 46-foot wing.
19 Now the moment of truth—will the “60-day Wonder”
20 fly?

21 SLIM (calls, off mic) Off! Throttle closed.

22 RPTR1(F) Jon van der Linde, Ryan’s chief mechanic, turns the
23 propeller over several times by hand. The 223-
24 horsepower engine has 9 cylinders in a circle,
25 behind the propeller.

26 RSFX ENGINE BEING TURNED (Jon & Slim off mic, under
27 Rptr1)

28 JON (calls) Contact!

29 SLIM (calls) Contact!

30 REPTR1(F) Van der Linde swings his body away from the
31 blade as he pulls it through. The engine catches, and
32 picks up quickly (RSFX: ENGINE STARTING; THEN

1 UNDER). The Spirit starts to quiver, the fuselage
2 trembling with power. Corrigan ducks under the wing
3 for just a minute, to pull the chocks away from the
4 wheels. It's taxiing on the baked mud surface of the
5 field—50 feet, 100 feet, 150 feet—it's in the air!

6 BIZ CROWD CHEERING UP AND THEN UNDER

7 RPRTR1(F) The crowd is going crazy, clapping and cheering,
8 as Lindbergh circles overhead.

9 MUSIC Bridge ? TRIUMPH! – 3C98B7

10 FRANK We will return to Spirit: the story of Spirit of St Louis
11 in just a minute.

12 INTERMISSION

13 MUSIC under --tired, sunset-kind of music 2C48A, UNDER

14 FRANK We return to Spirit: the story of the Spirit of St Louis,
15 Act II.

16 NARR The next day, at Camp Kearney, Lindbergh has been
17 taking off and landing all day, doing tests on how long
18 it takes Spirit to get off the ground with different
19 amounts of gas. It's now close to sunset. (MUSIC OUT)

20 SFX ENGINE NOISE TO ESTABLISH (3SEC) THEN CUTS OFF

21 SLIM (tired) How was it that time? I figured it was about 20
22 seconds.

23 HALL Just over a thousand feet.

24 JON That was the 300 gallon test. You want 50 gallons
25 more?

26 SLIM It's too late for another flight today. The sun's almost
27 touching the horizon.

28

1 MAHONEY I don't think you ought to take a heavier load
2 across those stones anyway. The tires and the landing
3 gear are taking a beating.

4 SLIM Don, do we need any more check points?

5 HALL I---I'd like to get one for 350. (hesitantly) But Charlie,
6 if you think the surface is too rough, we can probably
7 get by with what we've got. The wheel bearings were
8 smoking a little, you know.

9 MAHONEY It's landing with all that gasoline that worries
10 me. I'm for calling it enough. We don't want to lose the
11 whole shooting match.

12 SLIM I'll have to take off with 125 gallons more in New York,
13 but the field will certainly be smoother, and at sea
14 level. I think you're right, Mahoney. I'll probably never
15 land anywhere with more than 300 gallons.

16 HALL Hey, Charlie, you want a ride back to town with me?
17 Mahoney's going off to his favorite place in Tijuana:
18 the Agua Caliente Casino.

19 SLIM Sure, Don, that'd be fine.

20 MAHONEY I just need a little fun.

21 HALL Uh-huh. Just make sure you bring back the payroll.

22 MAHONEY I always do. We need to get this gasoline out of this
23 plane, and then stake it down for the night. We'll tow
24 it back to the shop tomorrow. Jon, will you and Fred
25 take care of that?

26 JON Jah sure, boss.

27 MUSIC TO UNLOAD GAS BY 5C38 5 SECONDS BRIDGE

28 FRED (impatiently) Come on, come on. Aren't you guys done
29 yet?

30 JON Just about done...

31 SFX: CLUNK AS THE HOSE SINKS TO BOTTOM OF TANK

32

1 (Fred is supervisor. Pick up the pace, no pauses)

2 FRED (suspicious) What was that?

3 JON (horror) Gott, no! The siphon hose fell into the gas tank.

4 (struggle) I can't get it out!

5 FRED (aghast) You can't let that hose stay in the gas tank.

6 JON (sell) Don't worry, Fred, maybe it'll dissolve.

7 FRED We're going to have to cut a hole in the tank and take
8 it out. What if it blocked Charlie's fuel flow?

9 JON (sell) I'm sure it'll dissolve.

10 FRED It'll dissolve—HA! I built this gas tank—I can rebuild
11 it if I have to. Before Mr Lindbergh finds out. And then
12 I may operate on your paycheck as well.

13 JON (placating) Now, Fred. No need for drastic measures. I'll give
14 you a hand to fix it tomorrow morning.

15 FRED I'll pick you up, just to make sure. You better be ready
16 *early*.

17 JON Jah sure, Fred, sure. Just don't tell Mahoney.

18 **MUSIC BRIDGE 5 SECONDS 2c48A**

19 **SFX: RADIO SIGNAL**

20 NEWS1 May 8-- Paris: Nungesser over Atlantic! Captains
21 Charles Nungesser and Francois Coli took off at
22 sunrise from Le Bourget, Paris with their overloaded
23 Levasseur biplane. If all goes well, they are expected to
24 land in New York tomorrow.

25 AJ (softly) I almost hope they don't make it.

26 SLIM (angry, but guiltily) Don't say that.

27 AJ Aw, Slim, we know how you feel.

28 SLIM I've started thinking about the idea of flying over the
29 Pacific.

30 AJ Slim, let's wait to see whether they make it or not.
31 Okay?

32

1 MUSIC—OMINOUS, LOW IN STARTING, GROWING, UNDER
2 8TC95?

3 (News reports will be almost be overlapping each other, to
4 indicate urgency)

5 **SFX: RADIO SIGNAL**

6 NEWS1 Nungesser sighted off Cape Race!

7 NEWS2 Nungesser's White Bird reported by Destroyer!

8 NEWS1 French Airmen reach Nova Scotia!

9 NEWS2 Ocean plane seen off Portland, Maine!

10 NEWS1 Crowd at Battery waits anxiously! Where are they?

11 NEWS2 Nungesser, Coli lost!

12 NEWS1 Paris Fears Worst!

13 NEWS2 Navy ready for search! (**MUSIC FADING/OUT**)

14 MUSIC UNDER

15 NARR May 10 San Diego. All the details have been attended
16 to: all the bills paid, Lindbergh's bank account closed.
17 No word on Nungesser and Coli, but the worst is
18 feared. Lindbergh has waited for 2 days for the
19 weather to clear, and it finally has. **MUSIC OUT**

20 RSFX: ENGINE UNDER

21 MAHONEY The Pioneer Instrument Company telegraphed to
22 say they'll have that new earth-inductor compass
23 ready for you when you arrive in New York.

24 SLIM Good. I stopped for a few minutes to say good-bye to
25 the men in the factory, and to tell them again what a
26 grand job I think they've done on my plane.

27 MAHONEY They're as pleased as you are about the
28 performance of the Spirit of St Louis. As if they all had
29 a royal flush.

30 SLIM We'll be fine. So long.

31 MAHONEY So long. **SFX PLANE TAKING OFF**

1 **SFX: RADIO SIGNAL**

2 NEWS1 May 10. Hope dwindles. Rumors of sightings of
3 Nungesser prove false.

4 NEWS2 Experts doubt Nungesser, Coli or their plane could
5 survive long.

6 NEWS1 French Air circles grieved by crash.

7 **MUSIC UP AND UNDER + ENGINE?**

8 NARR After an overnight stop at St Louis, Curtiss Field, Long
9 Island, lies just ahead. **(MUSIC OUT)**

10 **RSFX: AIRPLANE ENGINE FOR 3 SECONDS, THEN AIRPLANE**
11 **COMING TO A STOP, ENGINE IDLING**

12 **BIZ/SFX CROWD NOISES, ENGINE IDLING UNDER**
13 **(CURTISS FIELD)**

14 CASEY (shouting, off mic) Keep clear of the propeller! It can
15 cut you in two! Look out! Get out of the way, you
16 darned fools! ...Hey, pal, Taxi her over to this hangar!

17 SLIM (shouting) I'd be glad to.

18 **SFX ENGINE OFF (CURTISS FIELD HANGER)**

19 CASEY Welcome to Curtiss Field. What a circus. I'm Casey
20 Jones...

21 SLIM (awed) Casey Jones, the Curtiss test pilot? Casey Jones,
22 War ace?

23 CASEY And Airport manager, and everything else.

24 SLIM It's certainly a pleasure to meet *you*. Charles
25 Lindbergh. (shake hands?) Most folks call me Slim.

26 CASEY I've got one of the hangars ready for you, Slim. You
27 must have made a fast flight.

28 SLIM Yep, just over 7 hours from St Louis.

29 CASEY That makes a total of...let's see...21 hours 20 minutes
30 from San Diego. *That's* something to crow about. You

1 clipped 5 hours 30 minutes from the record! Great
2 job!

3 SFX FOOTSTEPS (note: Slim doesn't like being interrupted by
4 Blythe. Wright's name is still mud, and he's talking to
5 one of his heroes, Casey Jones)

6 BLYTHE (fast) Mr. Lindbergh, I'm Dick Blythe. I represent the
7 Wright Aeronautical Corporation. They've instructed
8 me to offer you all the help they can give.

9 SLIM (tired) Thanks. (turns back to Casey) Casey, I won't
10 need a whole hanger, just room enough for my plane.

11 CASEY I thought you'd want to have one with lights. This is
12 it.

13 SLIM I'd like to have an expert mechanic check over the
14 engine.

15 CASEY (qk) You bet.

16 SLIM It hasn't had much time in the air, but I want to be
17 sure that---

18 BLYTHE (cutting in) We've got the best Whirlwind men in the
19 country right here waiting. I think you know Ken
20 Boedecker.

21 Ken Hi, Slim!

22 SLIM (smiling) Glad to see you, Boadie.

23 BLYTHE (fast) He's one of the corporation's field service
24 representatives. And this is Ed Mulligan—

25 ED Hello, Mr. Lindbergh.

26 SLIM Nice to meet you.

27 BLYTHE (continuing/fast) ...They're assigned exclusively to your
28 plane, as long as you need 'em. I haven't told you
29 about myself. I handle Wright's public relations.

30 SLIM Fine, fine. Casey, I want to phone about my compass
31 in the morning.

1 BLYTHE (qk) You don't need to bother about that. Brice
2 Goldsborough, from Pioneer Instruments, is just over
3 here...

4 SLIM (amazed) Casey, you mean *all* the organizations I planned
5 on contacting have their representatives right here on
6 Curtiss Field? Ready to go? For gosh sakes.

7 CASEY They've been pestering me for days. Umlauf, from
8 Vacuum Oil Company, has been the worst. Always
9 wanting to know when he can deliver your California
10 gas and oil.

11 SLIM Casey, I've got a question for you—why hasn't the
12 Bellanca taken off yet?

13 CASEY Personnel trouble. They can't decide who's going to fly,
14 and they've taken it to court. There's been a lot of
15 squabbling. Acosta withdrew—he's going to fly with
16 Byrd.

17 BLYTHE (fast) Wright Aeronautical is in the difficult position of
18 having its Whirlwind engines in all the New York-to-
19 Paris planes.

20 KEN Don't I know it. I'm just living at the airfield these
21 days.

22 CASEY And not paying us any rent, either.

23 BLYTHE (fast) You've certainly got the rival camps stirred up.
24 The press boys say it looks as though mechanics are
25 going to work all night on both the Fokker and the
26 Bellanca.

27 **SFX: RADIO SIGNAL**

28 NEWS1 May 13, New York Times. Lindbergh set to go! What
29 promises to be the most spectacular race ever held--
30 3600 miles over the open sea to Paris--may start
31 tomorrow morning. Three trans-Atlantic planes are
32 on Curtiss and Roosevelt Fields, within a short
33 distance of each other, ready to take the air.

1 Observers at the field look to Lindbergh as a dark
2 horse in the race.
3

4 NEWS2 May 14. New York. Bellanca Plane, spurred by
5 Lindbergh's arrival, is ready to go! Spirit of St Louis
6 and America joining their rival here for the hop-off.

7 NEWS1 Weather at sea still bad. Ships continue to hunt
8 Nungesser.

9 SFX: FOOTSTEPS, (SPINNER BEING CARRIED)

10 (CURTISS FIELD HANGER)

11 ED (worried)(effort) I hope this is gonna be okay with Slim.
12 Man, this propeller is heavy.

13 KEN (effort) Yeah, he might have a heart attack when he gets
14 back to find his plane missing her prop.

15 ED (defending) But those guys from the Curtiss Company
16 wouldn't take no for an answer.

17 KEN (effort) I know. It wasn't their plane, but they weren't
18 going to let Lindbergh fly with a cracked spinner.

19 ED (effort) Well, at least it ain't gonna cost him anything.

20 KEN (effort) All I can say is--it'd better be back *before* he
21 decides to fly!

22 **MUSIC UP AND UNDER**

23 NARR Everywhere Lindbergh turns it's the same way.
24 Bellanca and Chamberlin stop by to wish him well.
25 Commander Byrd comes to his hangar to extend a
26 welcome, and to offer Lindbergh the use of Byrd's *own*
27 upgraded runway, Roosevelt Field, for his take-off.
28 Byrd even offers the use of his weather information.

29 **(MUSIC OUT)**

30 **SFX: RADIO SIGNAL**

31 NEWS2 May 15. Flyin' Fool may hop today! Adopts mystery
32 air, indicating quick take-off.

1 NEWS2 May 16: Atlantic weather: stormy with fog
2 SFX: INSTALLING THE COMPASS=TURNING SCREWS?
3 BRICE Charlie, that's the best place I can find for the earth-
4 inductor compass. It'll give you a more accurate
5 indication up there than any other place we can find.
6 It'll swing less in rough air.
7 SLIM The most important thing is to have it accurate and
8 steady.
9 BRICE You sure don't haven't any extra room in here, to put
10 it anywheres else. But you'll have to read it through a
11 mirror.
12 SLIM I don't mind reading it backwards.
13 BRICE Okay. There she stays then. Who's got a mirror
14 around here? (Pat: "Mister!")
15 BIZ: several guys: "Not me." "Sorry." "Left it in the other suit."
16 SFX: SNAP OF PURSE CLASP, RUMMAGING IN BAG
17 CASEY There's one on the wall in the office. (Pat: Mister!)
18 BRICE No, that's too big. It ought to be about 2 inches
19 square.
20 PAT Mister, will my compact mirror do?
21 BRICE Sure, lady, that'd do it.
22 PAT Here you go.
23 SLIM Thank you, ma'am. Brice, I can supply some chewing
24 gum so you can stick it on. (smack of lips) Here you
25 go.
26 BRICE There...that's perfect.
27 SLIM As long as it gets me there.

1 **RSFX: STORMS/RAIN**

2 **SFX: RADIO SIGNAL**

3 NEWS2 May 17: Heavy rain throughout most of the East
4 Coast. Maine covered in dense fog, extending up into
5 Canada.

6 NEWS1 May 18: fog and gale force winds continue to lash the
7 Eastern seaboard. Small craft warnings are in effect.

8 NEWS2 May 19: sky is overcast; light rain falling. Dense fog
9 shrouds the coasts of Nova Scotia and Newfoundland,
10 and a storm area is developing to the west of France.

11 **SFX RAIN IN BACKGROUND MUSIC CUE**

12 NARR Having endured day after day of bad weather, with
13 more in the forecast, Lindbergh accepted Dick Blythe's
14 invitation to see the hot Broadway show "Rio Rita"
15 from backstage. But on the way to the theatre, they
16 stopped at Doc Kimball's for another weather check.
17 MUSIC OUT

18 **SFX SQUISHY FOOTSTEPS, DOOR OPEN/CLOSE.**

19 BLYTHE (fast) Doc says the weather over the ocean is clearing,
20 although you couldn't prove it by me. He says it's a
21 sudden change. The low-pressure area over
22 Newfoundland is receding. Of course, conditions
23 aren't good all along your route.

24 SLIM Let's go to the field. It sounds better than anything
25 we've had so far. If we get ready to fly tonight, I can do
26 it. The haze is too thick and the ceiling too low to fly
27 her over to Roosevelt Field right now. But early
28 tomorrow morning...

29 **MUSIC BRIDGE 2C35**

30 **SFX: (CLOCK DINGS 3)DOOR OPEN/CLOSE /FOOTSTEPS**

31 SLIM (yawning) G'Morning, Boadie.

32 KEN Slim! Didn't you get my message?

33 SLIM What message?

1 KEN Eddie found a back way over to Roosevelt Field. We'll
2 be able to tow Spirit over there. I thought you could
3 use the sleep.

4 SLIM (muttering/yawning)
5 That's good. It was impossible to get any sleep. I kept
6 going over and over the navigation points. "Twenty
7 miles past the Massachusetts coast, change course to
8 71 degrees. Proceed for 100 miles. Then change
9 course to 74. Allow for wind..."

10 ED (coming on) Say, those Curtiss boys have been a real help;
11 they've been working with us all night.

12 SLIM And I kept worrying about something else.

13 KEN What was that, Slim?

14 SLIM I might not win the Orteig prize, even if I get to Paris.

15 ED Why not? If you get there, you'd've earned it

16 SLIM Well, I didn't get my registration to them in time. My
17 partners in St Louis told me to go ahead, but if I don't
18 get the prize, I won't be able to pay them back... You
19 know, a fella couldn't have asked for better partners.
20 They're always behind me whenever I need help.

21 SFX DOOR OPEN/CLOSE, FOOTSTEPS

22 CASEY I thought I'd find you here, Slim. You look a little
23 shell-shocked.

24 SLIM It's just too early. Casey, is anybody else getting ready
25 to start?

26 CASEY Nobody's showing. Byrd is going to run some more
27 tests. There have been lights in the Bellanca hangar
28 but not enough activity to indicate a takeoff.

29 SLIM What are the last reports on weather?

30 CASEY I hear rumors of it improving. Did you get any sleep
31 last night?

1 SLIM Oh, a little. It'll have to do. Come on, let's get her out
2 of here.

3 **MUSIC BRIDGE**

4 **RADIO SIGNAL (Reporter 2 is on filter mic) background:**
5 **crowd noise**

6 RPTR2(F) Ladies and Gentlemen of the radio audience. I'm here
7 at Roosevelt Field, in the wet, to watch the Flying Fool
8 get ready to fly off on his dream. It's close to 7:30 in
9 the morning on May 19. The rain has let up, leaving
10 the ground soggy and muddy. Lindbergh puts his
11 flightsuit on, and sliding himself into the tiny cockpit.
12 He buckles himself into the plane with a seatbelt.
13 (SFX ENGINE STARTS) The engine reluctantly starts.
14 Dick Blythe hands him a sack that contains five
15 sandwiches, I'm told, and a bottle of water.

16 **RSFX ENGINE REVVING (CROWD NOISE IN**
17 **BACKGROUND)**

18 SLIM As we say in the airmail: No flight, no pay. I might as
19 well go. So long.

20 CASEY & ED So long, Charlie. Good luck.

21 **RSFX: ENGINE REVS, AS PLANE STARTS DOWN FIELD UNDER**

22 REPRTR2(F) The plane waddles down the runway, lurching
23 from side to side to compensate for the unevenness of
24 the ground and the heavy amount of fuel onboard.
25 That fuel weighs more than the plane's total weight.

26 Now he's past his mark of no return, a white flag
27 on a stick. He pulls her up...and then she's down. Not
28 quite ready to fly. He pulls her up...up..he's off the
29 ground! Just barely. Come on, come on...

30 He's cleared the tractor by ten feet. And he's over the
31 gully. Can he clear the telephone lines at the end of
32 the field? Friends of his are down there with fire
33 extinguishers--just in case.

34 CASEY Come on, Charlie! (**BIZ: CROWD CHEERING HIM ON**)

1 REPTR2 (F) He's at the telephone lines, still climbing. He's
2 ...he's over! Cleared them by a scant 20 feet.

3 BIZ: WILD CHEERS

4 REPTR2 (F) He's on his way! The Lone Eagle is off to Paris for
5 the Orteig prize.

6 **SFX: WALL OF NOISE FROM THE CROWD UP FOR 7 SECONDS**

7 **(HISTORY) BACK TO THE FUTURE SFX: MUSEUM BACKGROUND**

8 SARAH Did he make it? Did he get to Paris?

9 DOCENT He sure did. After worrying about not knowing anyone
10 over there, about not speaking French, and not having
11 a visa, he found the airfield covered with people
12 running for his plane.

13 SARAH Gee, Dad, how many people were there?

14 DAD Oh, a couple of hundred...thousand. First traffic jam
15 Paris ever had.

16 FRANK I heard that Lindbergh was dragged out of the cockpit
17 after he landed, and they carried around on their
18 shoulders for hours.

19 DOCENT It was probably not more than a half-hour, but I'm
20 sure it seemed like eternity. He really wanted to get
21 back to Spirit, to make sure she was okay, but he
22 couldn't do it. [One of the French pilots grabbed
23 Lindbergh's helmet, crammed it down on the head of a
24 tall American reporter and told the crowd "Here's
25 Lindbergh". Off the reporter was carried, protesting all
26 the way.]

27 SARAH Was his plane okay?

28

1 DOCENT The police finally got it into a hanger, but not before
2 people had ripped pieces of it off as souvenirs. And
3 someone stole his log book. That always bothered him.

4 SARAH How awful! What happened to Charlie?

5 DOCENT Three French pilots bundled him into a small car and
6 took him to Paris on the back roads. They didn't speak
7 English, and he couldn't speak French. They insisted
8 on stopping at the Arc d'Triomphe as his first stop in
9 Paris. They felt it was only fitting.

10 SARAH Then where'd he go? To a hotel?

11 DAD No, Sarah, they wouldn't take him to a hotel. They
12 delivered him to the American Embassy. 'Course, the
13 Ambassador was stuck in the airport traffic, and
14 didn't get back home until 3 am.

15 DOCENT Ambassador Herrick took him under his wing, and
16 had him stay at the Embassy. After being awake for
17 63 hours, Lindbergh finally got to go to sleep. The
18 Ambassador's valet even found a suit for the American
19 to wear, while a rush order of clothes was being made.

20 FRANK What about the other racers? What happened to
21 them?

22 DOCENT The Bellanca plane, with Chamberlin as pilot, and
23 Charles Levine on board, took off from New York on
24 June 4. They got lost and ran out of gas, after 43
25 hours, and crashed in Germany.

26 SARAH How many hours did Charlie and Spirit take?

27 DAD Thirty-three and a half.

28 SARAH And his plane has been here ever since.

29

1 DOCENT Not exactly. Oh, we sent him a telegram, which got to
2 the Embassy before he did, asking him to donate
3 Spirit of St Louis to the Smithsonian.

4 PAT Did he get to see any of Europe?

5 DOCENT Oh, yes, He flew Spirit to Brussels and to London, but
6 when President Coolidge sent the USS Memphis to get
7 him, he figured he had to come back home. Lindbergh
8 flew Spirit around for another year, going to 82 cities
9 within the 48 states.

10 DAD Sarah, he even landed in Seattle, at Sand Point, on
11 Sept. 13, 1927, before going on to his next stop in
12 Portland. [Along the way, he dropped greetings on
13 every town and city he passed over.]

14 DOCENT And then he flew on a tour of Central and South
15 American cities, demonstrating how safe and punctual
16 flying could be, and the need for airports. Spirit of St
17 Louis made her last flight on April 30, 1928. She flew
18 a total of 789 hours, 28 minutes—Lindbergh was her
19 only pilot.

20 PAT Didn't he write a book about it?

21 DOCENT Oh, he wrote several books about it. The first one was
22 called "WE", in 1927, and then he wrote "The Spirit of
23 St Louis" in 1954. That one won the Pulitzer Prize.

24 PAT Didn't they make a movie of it?

25 DOCENT Yes, ma'am, in 1957, with Jimmy Stewart.

26 SARAH But what did *he* get, if you got his plane?

27 DOCENT Well, Spirit got a home...

28 ED (qk) I heard he got the Medal of Honor.

29

1 DOCENT Yes, yes, he did, and the Distinguished Flying Cross—
2 the first one ever awarded. Every nation and city gave
3 him awards—most of them are at the St Louis
4 Museum. Spirit of St Louis made us famous for
5 aviation. 30,000 people came that first day she was
6 here.

7 SARAH But, mister, what did he get?

8 DAD Sarah...

9 DOCENT He got his own air-mail stamp, and the Air Mail was
10 carrying an extra 50,000 pounds of mail by August of
11 ‘27—with his stamp on each one.

12 PAT He did win the Orteig Prize, didn't he?

13 DOCENT Oh, yes, yes. It was personally awarded to him in New
14 York. When Lindbergh tried to pay his partners back
15 the \$13,000 Spirit had cost, they refused to accept it.

16 SARAH But, mister, what did he get from the Smithsonian?

17 DAD Now, Sarah...

18 DOCENT I know it may not seem like much, but the
19 Smithsonian gave him a life-time membership. (pause)
20 I met him, you know. Lots of times he'd wander into
21 the old museum, his hat pulled down low over his
22 face, stand away from the crowd and he'd stare up
23 there—at *his* Spirit—the Spirit of St Louis. (fading **SFX**
24 **ALSO FADES**) Now, if we can move down this way,
25 there's lots of other planes to see...

26 MUSIC UP AND THEN UNDER

27

1 FRANK "Spirit" was written and directed by Joy Jackson. In
2 our cast you heard:

3