

# PLANE DESIGNER LAUDS LINDBERGH

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and construct a plane that would be suitable from every standpoint. The 'Spirit of St. Louis' is the result."

This "we" business, being patent among folks connected with aviation, it was necessary to prod the youthful (he is only twenty-eight years old) chief of the Ryan engineering experts, in order to get a more personal vein. Finally:

## **MET LINDY'S FAVOR.**

"Every improvement I made in the design met with Lindy's favor, and he has good knowledge of construction, engineering and maintenance, as regards 'air wagons,' for he studied the problems. Lindy approved the placement of the pilot's seat back of the fuel tanks, holding with us that it made for proper sense of balance.

"And when the plane was building, Lindy watched and questioned, ever alert to glean beneficial knowledge. Every minute of his time, for four weeks, he devoted to aiding with ideas in construction, and a study of navigation, something he had little need for previously in the mail service, where every mountain and valley is regarded as a landmark."

Questioned as to whether or not Colonel Lindbergh is possessed of a sixth or "bird" sense, the astute airplane designer replied:

"Charlie has a sense of direc-

tion, seemingly inherent, that marks him as a natural-born flier. His keen mind has aided him developing this sense to a degree, I believe, unequaled by other airmen.

And so Don Hall signified he cared no longer to discuss his connection with the Lindbergh flight, immediately setting out on another tack, that of mechanical engineering.

From his mother it was learned that the youthful designer graduated from Manual Training High School and then took the industrial mechanical engineering course at Pratt Institute. Graduating there in 1919, he at once obtained employment as a draughtsman with the Curtiss Motor Corporation in the airplane plant at Garden City.

After two years there he browsed about the country, going to Buffalo for a year, returning to another airplane concern in College Point and then going to the coast for a vacation. While in Santa Monica he connected as an engineer with the Douglas company, now disbanded, and later went to Brooks Field, San Antonio, Texas, to pick up a fundamental knowledge of piloting planes.

He flew back to California early this year, and B. F. Mahoney, president of the Ryan Air Lines, asked him to organize an engineering force for extensive development and building of airplanes. Thus did he come to design the plane in which "America's Ace" won the heart of a nation. Don's father is a telegraph

supervisor, a position he has held for thirty-five years.

As a parting remark, to the surprise of this writer, young Hall said he did not see how people could stand on the precarious ledges of buildings along Broadway like "human files" as they did for Lindy's reception. He said he would not even deign to look out of a window seven stories above the ground, and when asked how he could ride without fear in a plane, said:

**"Fear in a plane? Why, it is far safer in a plane than riding in an automobile. And more comfortable."**