

POSTTEST, continued

DIRECTIONS: Read the next two selections. Then, read each question that follows them. On your separate answer sheet, mark the circle of your answer to each question.

Today, hundreds of people fly across the Atlantic Ocean every day. But this was not always the case. Seventy-five years ago, the only way to travel between the United States and Europe was by boat. It took airplane designers and a brave pilot to change the way people traveled across the ocean. The pilot's name was Charles Lindbergh.



Born February 4, 1902, Charles Augustus Lindbergh grew up on a farm in Minnesota. Even as a child, he had an excellent ability with machines. His parents encouraged him to attend college to make the most of his talent. While studying at the University of Wisconsin, Lindbergh developed a strong interest in airplanes. After two years, he left college to attend the Lincoln Flight School in Nebraska. When he graduated, he was hired to fly mail between St. Louis and Chicago. In his spare time, he performed dangerous airplane stunts at county fairs around the United States. Then, in 1924, Lindbergh joined the army to train as an Air Service pilot. When he graduated the next year, he was named the best pilot in the class.

In 1919, a hotel owner named Raymond Ortig offered \$25,000 to the first person who could fly nonstop from New York to Paris. Several pilots had tried and failed. When Charles Lindbergh read about the prize, he convinced nine businessmen from St. Louis to help him buy a special plane. To thank them for their support, he named the plane

The Spirit of St. Louis. On May 20, 1927, Lindbergh took off from Roosevelt Field near New York City and headed for Paris. Thirty-three hours and 3,600 miles later, he became the first pilot in history to successfully complete a solo, nonstop flight across the Atlantic Ocean. In front of thousands of cheering fans, he proudly collected his prize. The story made the front page of newspapers all around the world, and "Lucky Lindy" became an instant hero.

In the years that followed, Lindbergh took his plane on a tour of the United States to encourage what he called "airmindedness." At the request of the government, he also flew to various Latin-American countries to spread good will. While working in Mexico, Lindbergh met Anne Spencer Morrow, the daughter of the American ambassador to Mexico. Charles taught Anne to fly, and they were soon married. As pilot and copilot, they traveled the world together, charting new routes for airlines.

In 1953, having suffered the kidnapping of their son, the Lindberghs moved to Hawaii to escape curious reporters. There, Charles published his book, *The Spirit of Saint Louis*, which described the trans-Atlantic flight that had made him a household name. The next year, the book won the Pulitzer Prize.

Lindbergh spent his last years speaking to the public, inventing, and writing. Having witnessed the awkward planes of the past develop into the sleek jets of the day, he never lost his interest in flying. Although he was fascinated by new inventions, Lindbergh was also concerned about their effect on the environment. In his speeches and articles, he tried to convince people that nothing was more important than protecting the earth, the water, and the air we breathe.



Five years after Charles Lindbergh made his famous journey across the Atlantic Ocean, an adventurous woman named Amelia Earhart followed in his footsteps. Amelia's success helped to open the doors of opportunity to women. Here is her story.

Lady Lindy



In the fall of 1919, twenty-year-old Amelia Earhart attended an air show with her father. When her father went to lunch with friends during the show, Amelia turned down his invitation to join them. She did not want to miss seeing any of the planes. Still excited from the show, the next day Amelia paid one dollar for a ten-minute ride in an airplane. Years later, Amelia wrote, "As soon as I left the ground, I knew I myself had to fly."

Amelia arranged to take flying lessons from a woman pilot named Neta Snook. Neta insisted that Amelia learn all about airplanes before she allowed Amelia to actually fly one. From Neta, Amelia learned the parts of a plane and how to repair airplane engines when they broke.

In 1926, as a stunt designed to make headlines and sell newspapers, publisher George Putnam asked Amelia to ride aboard a plane as it flew from New York to Great Britain. No woman had ever flown across the Atlantic Ocean before, and Amelia jumped at the chance. Although both of the pilots were men, it was "Lady Lindy," as Amelia was called, who drew the crowds when the plane touched down.

In 1928, George Putnam helped Amelia write a book about flying. Together, they traveled the United States to talk to people about flying and to sell the book. Although people at the time were fascinated by Amelia's book, most were afraid to fly. Some even believed that only men should be allowed to fly.

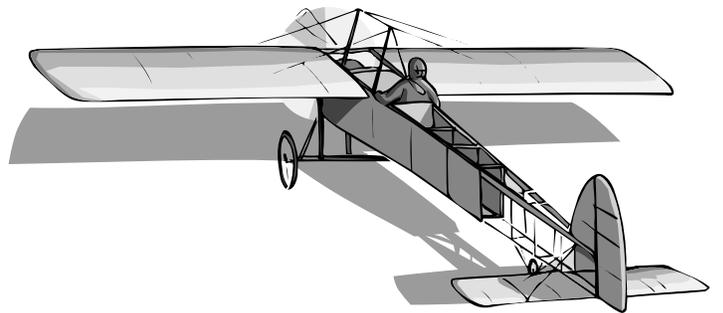
In 1931, Amelia married George Putnam. At that time, several women pilots were planning flights across the Atlantic Ocean, but George pushed Amelia to be first. On May 27, 1932, Amelia became the first woman ever to successfully complete a transatlantic

flight. That year, Amelia was voted Outstanding Woman of the Year, an award that she accepted "on behalf of all women." Amelia thought that all women were heroes, whether they baked cakes for their families or flew airplanes.

In 1935, Amelia announced her plan to fly around Earth "at its waist," making several stops to refuel along the way. Before she took off, she told the crowd that this would be her last long-distance flight. After flying 22,000 miles, with only 7,000 miles to go, Amelia wired her last message from the plane. No one ever saw her or her plane again, though history buffs have continued the search to this day.

In her own way, Amelia Earhart fought for women's rights. She believed that women could and should do anything that men were allowed to do. In a letter that George received several weeks after her plane was lost, Amelia wrote,

"... Women must try to do things as men have tried. When they fail, their failure must be but a challenge to others."



Use "Lindbergh" on page 42 to answer questions 15 and 16.

- 15** In his later years, Charles Lindbergh thought that it was most important to —
- A take care of natural resources
 - B develop faster, safer planes
 - C remain interested in flying
 - D speak and write clearly

- 16** According to the passage, Lindbergh's flight "made him a household name." This means that —
- A many children were named after Charles Lindbergh
 - B Charles Lindbergh became famous
 - C people quickly lost interest in Charles Lindbergh
 - D Charles Lindbergh encouraged people to fly in planes

Use "Lady Lindy" on page 43 to answer questions 17 and 18.

- 17** The author included part of Amelia Earhart's letter at the end of the selection to prove that Earhart —
- A believed that she had failed
 - B knew that she would not make it home
 - C was a better pilot than Charles Lindbergh
 - D believed in equal rights for women

- 18** In April of 1926, why did George Putnam ask Amelia Earhart to fly across the Atlantic Ocean in a plane?
- A to visit him in Great Britain
 - B to show that she was a skilled pilot
 - C to make money
 - D to get married

Use both "Lindbergh" on page 42 and "Lady Lindy" on page 43 to answer questions 19 and 20.

- 19** People called Amelia Earhart "Lady Lindy" because —
- A she reminded them of Charles Lindbergh
 - B they believed that only men should be allowed to fly
 - C she thought that all women were heroes
 - D that was the title of her first book
- 20** Which is not true of both Charles Lindbergh and Amelia Earhart?
- A They believed that women should be allowed to fly.
 - B They wrote books about their adventures.
 - C They successfully flew solo across the Atlantic Ocean.
 - D They died in plane crashes and were never found.