

Wright Brothers Flew in 1903

# Half Century of Flight Progresses to Fast Jets

From the "box kite" to the supersonic jet age.

That's the history of 50 years of flight.

America has come of age— aerially speaking—in the golden half-century of imagination and achievement which, as all the world knows, started Dec. 17, 1903, when Orville Wright flew 120 feet in 12 seconds over some wind-swept North Carolina dunes.

Since that first flight in a wobbly, box-like plane, development of the airplane and the aviation industry have played key roles in development of American military and economic might.

Development of the jet plane is regarded as the most notable achievement in the history of aviation since the Wright brothers conquered the air, but the sonic barrier stood in the way of farther and faster travel.

The barrier was conquered Oct. 17, 1947, when Capt. Charles E. Yeager broke through it in a rocket-powered research plane.

His flight was only a forerunner, though, to the day in 1951 when William Bridgeman, in a research rocket and jet plane, reached an altitude of over 79,000 feet and the incredible speed of 1,238 miles per hour.

**PASSENGER GROWTH.**

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jumpers" and then re-seeding burned out forest; stocking lakes with fish; bringing food and equipment to remote spots and even parachuting beavers onto waterways to perform the instinctive engineering feats which slow down streams and help preserve the land.

Development of airports and landing fields has lagged far behind other aviation advancement.

Since 1927 the number of airports and landing fields (other than military) has increased only five times.

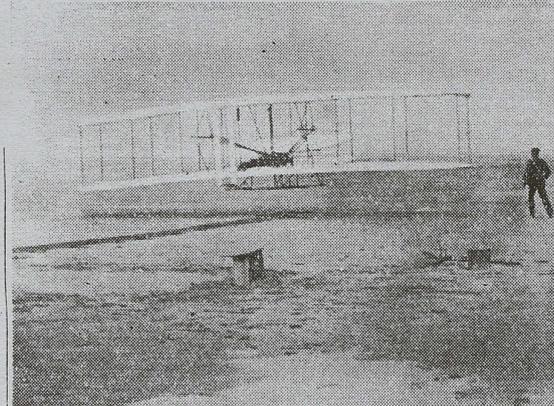
The total in 1927 was 1,036 and in 1951 it was 5,704 and the latter figure represents a drop from 1950 when there were 6,403 civilian airports and landing fields in the country.

In the field of military aviation American aviation, despite stop-and-go production, is giving jet and piston-engined planes to U. S. pilots in Korea which are bringing down Communist-built planes at the ratio of 10-to-1.

**'WHOLE HOUR' IN AIR.**

There are many historic highlights in the history of aviation from the first flights of Orville and Wilbur Wright at Kitty Hawk.

In 1907 the bid of the Wrights was accepted when the U. S. Signal Corps issued specifications for a heavier-than-air flying ma-



**STRIKING CONTRAST**—In this sketch and photo is shown the striking contrast between the first powered flight at Kitty Hawk, nearly 50 years ago, and today's intercontinental bomber, the Fort Worth-made B-36. Wing span of the B-36, 230 feet, is nearly double that of the distance flown by the Wright Brothers on their initial flight. The B-36 has flown more than 10,000 miles non-stop carrying 10,000 pounds of bombs halfway. The Wright plane's engine developed 12 horsepower, as compared to the 44,000 equivalent horsepower of the B-36.

down records), Amelia Earhart Putnam, Louise Thaden, Blanche Noyes, Ruth Nichols and Helen Richey.

The air age has written some names in indelible ink. These include America's "ace of aces" during World War I, Capt. Eddie Rickenbacker, who was credited with 21 German planes and four balloons.

Another is that of Gen. William (Billy) Mitchell, who was later to lead a blistering attack for more military airpower, and who was the first U. S. air officer to fly over enemy lines in World War I.

Still another world famous American name is that of Charles A. Lindbergh, the lanky, tousle-headed young aviator who took off May 20, 1927, from New

## Employees Join In Community Work

In the 12 years since Convair began operations in Fort Worth its employees have gradually assumed more leadership in civic affairs.

And this year, for the first time, Convair people are participating directly in the affairs of city government. Joe B. Ellis, industrial relations supervisor, is a member of the City Council. Rupert Pownder, projects budgets supervisor, is on the City Welfare Board; Budge Lee, industrial engineer, is a member of the City Plan Commission and the City Zoning Commission and Loyd L. Turner, special assistant to the division manager, is on the Fort Worth Public Library Board.

K. C. Rogers, a materials inspector, is mayor of White Settlement Village, and Edgar E. Jackson, a price estimator, is an alderman at Benbrook.

In addition, scores of Convair people are identified with civic

leagues, service organizations, and fund drives. Marion L. Hicks, assistant division manager, is chairman of the Fort Worth Greater Hospital special gifts committee and holds a similar post with the United Fund organization. J. Y. McClure, manager of quality control, is president of the West Side Lions Club. And in Ridglea, where the percentage of Convair employees is high, the nucleus of organizers of the Ridglea Civic League consisted of Convair people.

Top management of the company encourages its employees to become closely identified with the Community.

August C. Esenwein, division manager, puts it this way: "The most valuable asset we have at Convair is our employees. As civic boosters they not only become better employees, but better citizens."

THIRTIETH ANNIVERSARY OF CONVAIR  
1923 1953

*Congratulations Convair on your enviable record. Your contributions to our nation and city are immeasurable.*

# BESTYETT

2100 N. MAIN MA-2166  
Fort Worth, Texas

## ... CASTLES IN THE SKY

Now as in the days of yore, we dream of a better life. The B-36, our champion in shining armor, protects those dreams and stands ready to defend the maiden of liberty against all aggressors.

Congratulations to Convair and the 22,000 employes upon the 30th Anniversary of the building, molding and designing the great B-36 and aircraft of the future. Your payroll of \$100,000,000 yearly has been a great factor in building the greater Fort Worth.

America's Largest DIAMOND Retailers

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FOR CLASSIFIED ADS — FA-4131

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#### PASSENGER GROWTH.

There has been a tremendous increase in airline traffic since 1926, the first year of uninterrupted scheduled airline traffic.

Domestic airlines carried 5,782 passengers that year.

But in 1952 American scheduled airlines carried an estimated 26,190,000 passengers a distance of 12,257,000,000 miles.

United States international carriers transported an estimated 2,333,000 passengers about 3,000,000 miles that year and cargo ton-miles for domestic carriers were estimated at 237,775,000 for international carriers, 77,673,000.

Use of light planes has similarly surged upward since 1909 when A. P. Warner of the Warner Instrument Company began instructing himself to fly a Curtiss plane for business purposes.

American business firms alone own an estimated 9,500 planes, of which 1,700 are multi-engined Corporation-owned aircraft flew a total of 2,986,000 hours in 1951.

#### VARIETY OF USES.

Light planes also are used in many other ways, such as spraying crops and controlling insects; mercy missions in quick transfer of injured and sick; fighting forest fires by dropping "smoke

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In 1907 the bid of the Wrights was accepted when the U. S. Signal Corps issued specifications for a heavier-than-air flying machine.

During demonstration flights at Fort Myers, Va., Orville astounded the world by staying in the air one whole hour.

A speed of 40 miles per hour in a cross-country flight of 10 miles was one of the specifications. The Wrights exceeded that by two miles and got a \$5,000 bonus because of it in addition to the \$25,000 paid for the first plane purchased by the Army. That plane was the world's first military aircraft.

Thus the aircraft manufacturing business was born.

Pioneer aviators were at work in other parts of the world at the same time and they included Louis Bleriot, Leon Delegrange, Henri Farman and Alberte Santos-Dumont.

#### WOMEN'S SHARE.

The world's first woman pilot was Madame de la Roche, who soloed a Voisin in 1909. America's women pilots reached high acclaim in the late '20s and the 1930s when speed and other records began falling by such notable ladybirds as Jacqueline Cochran (who is still knocking

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#### MILITARY PEAK.

Lindbergh set off a series of trans-oceanic and globe-girdling flights in which such air pioneers as Clarence D. Chamberlin, Adm. Richard E. Byrd, Bernt Balchen, Miss Earhart, Wiley Post and Harold Gatty figured.

When World War II loomed President Roosevelt startled the country and the world by calling in 1941 for the production of 50,000 planes a year.

The production peak was hit in 1944 when 96,318 military planes were produced and delivered.

Notable World War II "firsts" included:

The first bombing raid against the Japanese mainland April 18, 1942, when Lt. Col. James H. Doolittle and a squadron of B-25s took off from the decks of the aircraft carrier Hornet.

The first official bombing raid of the U. S. 8th Air Force com-

pleted by Brig. Gen. Ira C. Eaker and 12 "Flying Fortresses" against railway yards and shops of Rouen in occupied France.

The dropping of the first atomic bomb on Aug. 6, 1945, from the B-29 "Enola Gay" piloted by Col. Paul W. Tibbets Jr.

#### On Foreign Soil

The first time any Convair-built B-36 intercontinental bomber had touched foreign soil occurred when six Air Force B-36s landed in England after a routine training flight from Carswell Air Force Base, Fort Worth. The flight took place Jan. 13-16, 1950.

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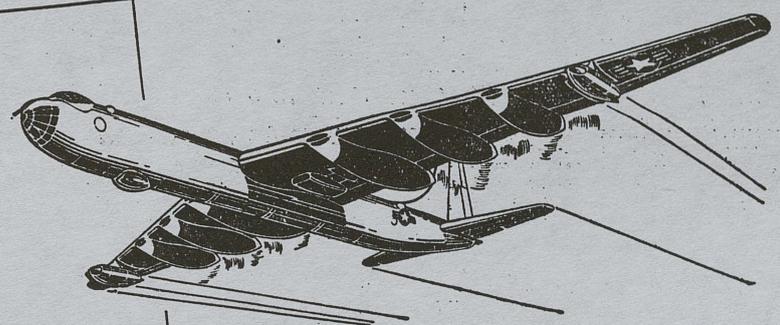
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# Bomber Builder's Birthday



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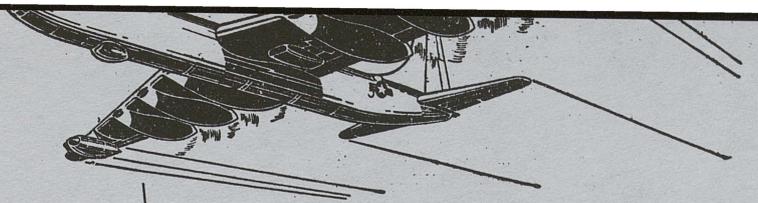
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**GOOD WORK,**



Congratulations on  
your 30th anniversary

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