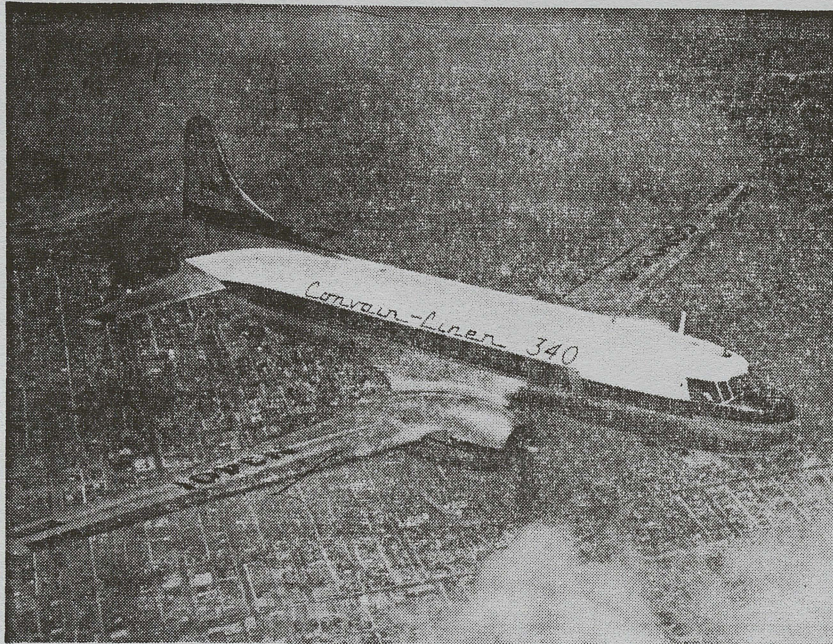


# CHARLES GOREN ON BRIDGE

(Copyright, 1953, by Chicago Tribune.)



**MODERN TRANSPORT**—The Convair 340, modern airliner seating 44 passengers, is made in the San Diego plant. The company has a backlog of nearly 200 orders from the world's airlines. It is a far cry from the early day Fleetsteer, which carried but 10 passengers.

## Convair-Liner Transport Epitomizes Experience

Billions of passenger miles logged by leading airlines on six continents, an unequaled safety record, and dependable, economical operation have established the Convair-Liner as the standard twin-engine transport of the postwar air world.

But Consolidated Vultee old-timers, observing the company's 30th anniversary of its founding on May 29, 1923, in East Greenwich, R. I., recall transports of earlier days and the integrity built into them which has become a tradition with Convair-Liner production today.

Briefly, there was the Fleetster, a cabin monoplane named after the company's founder, Maj. Reuben H. Fleet, and the 32-passenger Commodore commercial flying boat, both built in Buffalo by the then-designated Consolidated Aircraft Corporation; the V1-A, 25 of which were built by Jerry Vultee's Airplane Development Corporation at Glendale, Cal. (ADC was a predecessor of Vultee Aircraft

transport; Model 110, forerunner of the Convair-Liner 240 and 340 series; the Turboliner, nation's first turboprop cargo transport; and now the Air Force C-131A, air evacuation transport.

The original 40-passenger Convair-Liner 240 was introduced at San Diego in early 1947. Since then, more than 350 Model 240's and 44-passenger improved Model 340's have been placed in service or ordered by nearly 40 airlines. Air travelers like the Convair-Liner's high speed, pressurized comfort, its convenient built-in stairway and numerous other features designed to please and protect passengers and crew alike.

The Convair-Liner design actually has broader scope than its commercial applications. Large numbers of T-29 "Flying Classroom" navigator-bombardier trainers and C-131A "Flying Samaritan" air evacuation transports are on order by the U. S. Air Force and some of the trainers are already in service.

Both vulnerable. South deals.

**NORTH**  
 ♠ J 8 5 3  
 ♥ K J 4  
 ♦ 7 2  
 ♣ A K Q

**WEST**  
 ♠ 7 4  
 ♥ 10 8 3  
 ♦ K 8 6 4 3  
 ♣ 10 6 2

**EAST**  
 ♠ 10 2  
 ♥ Q J 6  
 ♦ Q J 5  
 ♣ J 9 8 5 4

**SOUTH**  
 ♠ K Q 9 6  
 ♥ A 9 5 2  
 ♦ A 10 9  
 ♣ 7 3

The bidding:  
 South West North East  
 1 spade Pass 2 clubs Pass  
 3 hearts Pass 5 spades Pass  
 6 spades Pass Pass

Opening lead: Four of diamonds.

Perhaps it was a restless spirit, or it may have been a touch of greed, that led declarer to his downfall in the slam contract which he had undertaken in today's hand.

North, holding 19 points, had good reason to suspect a slam and announced his intention in the prescribed manner, by making an immediate jump shift to three clubs. The fact that he did not have a biddable club suit was no objection to such a call, for it was employed merely as a stepping stone, with the intention of making a vigorous spade raise on a later round. South chose as his rebid three hearts. Our own preference would have been for three no trump. North's leap to five spades is well chosen. Despite partner's showing of two suits, North was not in position to contract for slam on his own power,

for South could readily have two diamond losers.

The suggestion that North might have embarked on a Blackwood bid is not to be entertained, for if it should prove that South had only one ace, North, faced with two losers in diamonds, would have to abandon the slam; yet the slam will be there even with one ace if South happens to have the king of diamonds or a singleton diamond.

The four of diamonds was opened. South won, extracted trumps in two rounds, and with the comment, "Might as well get it over with quickly," led a low heart and finessed the jack. East won and cashed the setting trick in diamonds.

After acting in haste, South repented at leisure. True enough, if the heart finesse had succeeded and the suit broken favorably, declarer would have scored an overtrick, discarding the losing diamond out of dummy on the fourth heart. But not the vaguest consideration should be given to 30

points when a slam is in the balance.

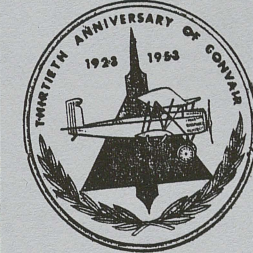
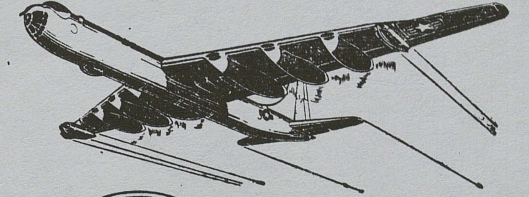
Declarer could have provided himself with a double chance of fulfillment. The heart finesse gave him only a 50-50 chance. The recommended play would afford two 50-50 chances.

After drawing trumps, declarer cashes the ace, king, queen of clubs, discarding the nine of diamonds. The ten of diamonds is then played. If East wins the trick, the contest is over. If West wins the trick, he will lead a low heart. Declarer plays low from dummy. Now if West has led from the ten, declarer would win with the ace and still have the hope that West has the queen.

### Another Convair First

The world's first twin-engine pressurized commercial transport, the Convair-Liner, made its first flight at San Diego, Cal., on March 16, 1947.

Almost anything serves the fish hawk for nest building.

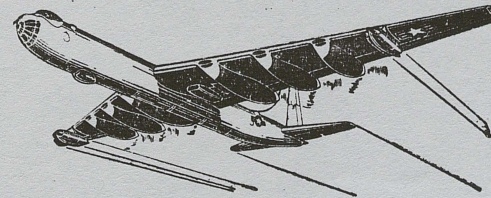


For the future . . .

## CONGRATULATIONS

. . . on the 30th Anniversary of CONVAIR'S

SERVICE TO THE NATION



● We proudly salute Convair's skilled men of production for their outstanding contribution to America's Air Power!

The eyes of peace-loving men gaze skyward and give thanks whenever the ten great engines of the B-36 streak the heavens with their vapor trails—like a giant skywriter spelling FREEDOM for all the world to see.

Stafford-Lowdon Co.

PRINTING • LITHOGRAPHING • OFFICE FURNITURE

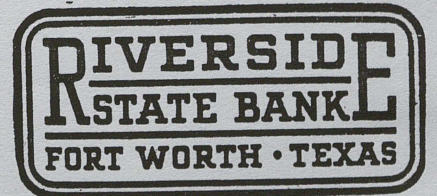
Viscount Louis Marie de Noailles, brother-in-law of Lafayette, was one of the founders of Azilum, Pa.

## HAPPY BIRTHDAY, CONVAIR

You are just an eleven-year-old youngster in Fort Worth, but you are full-grown nationally. We are proud to have you as a citizen of this community. It is mainly through your contribution that Fort Worth has achieved rank as a part of the second largest aircraft manufacturing area in the nation. Congratulations—and a bright future!



WELL MACHINERY



MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION

ard twin-engine transport of the postwar air world.

But Consolidated Vultee old-timers, observing the company's 30th anniversary of its founding on May 29, 1923, in East Greenwich, R. I., recall transports of earlier days and the integrity built into them which has become a tradition with Convair-Liner production today.

Briefly, there was the Fleetster, a cabin monoplane named after the company's founder, Maj. Reuben H. Fleet, and the 32-passenger Commodore commercial flying boat, both built in Buffalo by the then-designated Consolidated Aircraft Corporation; the V1-A, 25 of which were built by Jerry Vultee's Airplane Development Corporation at Glendale, Cal. (ADC was a predecessor of Vultee Aircraft, Inc.); the wartime Air Force C-87 Liberator Express transport; the RY-3, used by the Royal Air Force Transport Command; the Air Force XC-99, world's largest troop-and-cargo

The original 40-passenger Convair-Liner 240 was introduced at San Diego in early 1947. Since then, more than 350 Model 240's and 44-passenger improved Model 340's have been placed in service or ordered by nearly 40 airlines. Air travelers like the Convair-Liner's high speed, pressurized comfort, its convenient built-in stairway and numerous other features designed to please and protect passengers and crew alike.

The Convair-Liner design actually has broader scope than its commercial applications. Large numbers of T-29 "Flying Classroom" navigator-bombardier trainers and C-131A "Flying Samaritan" air evacuation transports are on order by the U. S. Air Force and some of the trainers are already in service.

The service life of present-day piston engine "Convairs" will be extended indefinitely because of design provisions for powerful turboprop engines, when these advanced gas turbine powerplants become available.

# CONVAIR

You are just an eleven-year-old youngster in Fort Worth, but you are full-grown nationally. We are proud to have you as a citizen of this community. It is mainly through your contribution that Fort Worth has achieved rank as a part of the second largest aircraft manufacturing area in the nation. Congratulations—and a bright future!



**WELL MACHINERY & SUPPLY CO. Inc.**  
1629 MAIN ST. FORT WORTH

CONGRATULATIONS  
TO  
CONVAIR  
ON YOUR  
30th ANNIVERSARY

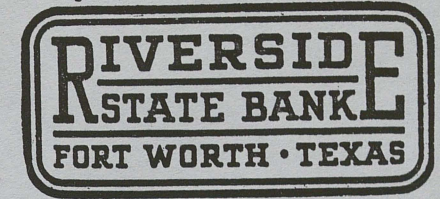
- We proudly salute Convair's skilled men of production for their outstanding contribution to America's Air Power!

The eyes of peace-loving men gaze skyward and give thanks whenever the ten great engines of the B-36 streak the heavens with their vapor trails—like a giant skywriter spelling FREEDOM for all the world to see.

## Stafford-Lowdon Co.

PRINTING • LITHOGRAPHING • OFFICE FURNITURE  
OFFICE SUPPLIES • A. B. DICK REPRESENTATIVE  
1114 W. DAGGETT • FORT WORTH • FO-2401

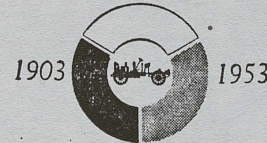
usage of your bank's  
savings and loans services.



MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION

Ph. FA-4131 to Place Classified

*Congratulations to Convair*  
celebrating their 30th Anniversary  
*from an "old-timer"... Buick*  
celebrating their 50th Anniversary

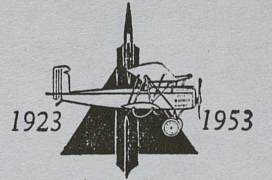


When better automobiles are built . . .

**BUICK** will build them

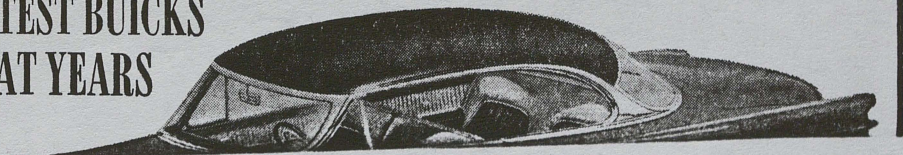
When better airplanes are built . . .

**CONVAIR** will build them



THEN—NOW—TOMORROW

THE GREATEST BUICKS  
IN 50 GREAT YEARS



CONGRATULATIONS  
TO  
CONVAIR  
ON YOUR  
30th ANNIVERSARY

SCINTILLA MAGNETO DIVISION

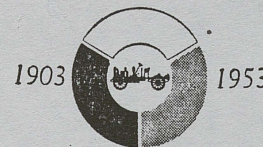
BENDIX AVIATION CORPORATION

Sidney, New York

MANUFACTURERS OF

Electrical connectors . . . low and high tension ignition systems for piston, jet, turbo-jet engines and rocket motors . . . ignition analyzers . . . radio shielding harness and noise filters . . . switches . . . booster coils.

*Congratulations to Convaire*  
celebrating their 30th Anniversary  
*from an "old-timer" . . . Buick*  
celebrating their 50th Anniversary

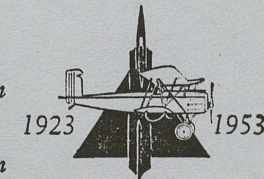


When better automobiles are built . . .

**BUICK** will build them

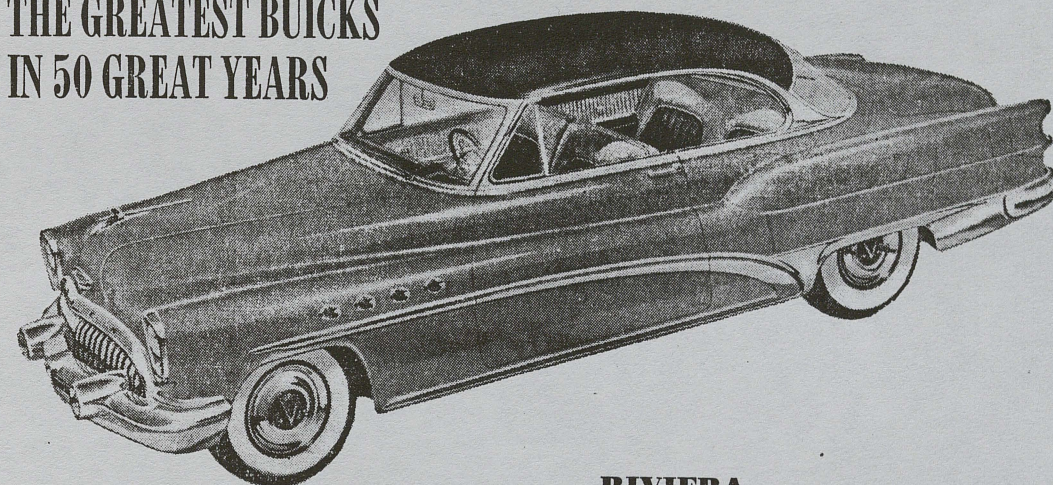
When better airplanes are built . . .

**CONVAIR** will build them



THEN—NOW—TOMORROW

THE GREATEST BUICKS  
IN 50 GREAT YEARS



**RIVIERA**

A wide variety of New Colors and Trim Combinations in all Three Models:

SPECIAL

SUPER

ROADMASTER

Style leader in all Series is the Riviera . . . a Buick "first" that has set a new style because it combines the open-air smartness and fun of a convertible with the steel-roofed snugness of a sedan. Other desirable features you can order at option are: Power Steering (standard on ROADMASTER), Easy-Eye Glass, new quick-get-away Twin-Turbine Dynaflo (standard on ROADMASTER) and foam rubber seat cushions (standard on SUPER and ROADMASTER). What's more, Power Brakes are available in both ROADMASTER and SUPER Series.

Your Authorized  
**BUICK**  
DEALER

SANFORD C. WEBB  
**Sanford WEBB**  
MOTOR COMPANY

ELMO S. WEBB

1022 LAMAR STREET AT 13TH

PHONE FA-6201

YOUR ONLY AUTHORIZED BUICK DEALER IN FORT WORTH