

## BRIDGE STARS BATTLE WORK AND WHITEHEAD

**Noted Experts Compete in  
Close Game Played  
Over Radio.**

**MILTON C. WORK** and Wilbur M. Whitehead made up their table for the Radio Bridge Game, broadcast from Station WFBM, Tuesday night, under the Times auspices, with two of Boston's famous players—Mrs. Prescott Warren, noted for her Radio Bridge lectures and Major R. J. Herman, one of the best of the many excellent players in Army circles.

Mrs. Warren was South the Dealer. She held: Spades, 9, 8, 7, 4; Hearts, 6; Diamonds, K, Q, 9, 8; Clubs, 8, 5, 4. Major Herman, West, had: Spades, K, J, 10; Hearts, 8, 7, 5; Diamonds, A, 6, 2; Clubs, A, Q, 7, 2. Mr. Work, North, had: Spades, A, Q, 5; Hearts, A, J, 3; Diamonds, J, 10, 4; Clubs, K, J, 10, 3. Mr. Whitehead, East, held: Spades, 6, 3; Hearts, K, Q, 10, 9, 4, 2; Diamonds, 7, 5, 3; Clubs, 9, 6.

Mrs. Warren, South, passed. Major Herman, West, with three suits stopped, and the desirable No Trump distribution of 4-3-3-3, bid one No Trump.

Work, North, doubled in formately. He held a typical No Trump hand but Herman had anticipated the bid.

In such case the informative double serves its most useful purpose.

Mr. Work, sitting over the No Trump bidder, had a distinct advantage in position which was somewhat offset by the fact that his partner already had passed.

However, the high card strength of Mr. Work's hand, and the strong support it would afford for a Major suit answer by his partner, justified Work's hope that a game-going bid might be reached by means of the informative double. In estimating the strength of his hand, Work followed his own general rule for a third or Fourth Hand informative double after partner had passed. For such double his requirements are at least six high cards that probably will take tricks, distributed between at least three suits.

This is one more high card than is required for a Second Hand double. Work's hand contained six high cards in the Ace and Queen of Spades, the Ace and Jack of Hearts, and the King and Jack of Clubs. In addition there were valuable intermediates in the 10 of Clubs and the Jack and 10 of Diamonds.

He could count the Jack of Hearts as a high card in his hand, sitting over a No Trump, because it was accompanied by the Ace and another Heart.

WHITEHEAD, East, bid two Hearts over Work's double. Work's double of Major Herman's No Trump did not relieve Whitehead of his obligation to show his partner any strong suit he might hold.

Opening the second round of bidding, Mrs. Warren showed the high caliber of her game by bidding two Spades on her five Spades to the 9 spot. Her partner's double presumably was made with the hope of a



# ONE

## COL. CHAS. A. LINDBERGH'S OWN LIFE STORY

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CHAS. A. LINDBERGH

### CHAPTER XXI

BY the first of April our organization was well under way, and about a week before the inauguration day we took two planes over the route to make any final arrangements necessary.

On April 15, at 5:50 a. m. I took off from the airmail field at Maywood on the first south-bound flight, and that afternoon we sent two ships north with the inauguration mail from St. Louis, Springfield and Peoria.

During the summer months most of our route was covered during daylight, but as winter approached the hours of night flying increased until darkness set in a few minutes after we left the field at St. Louis.

With night flying and bad weather our flights began. Our route was not lighted at first and the intermediate airports were small and often in poor condition.

Our weather reports were unreliable and we developed the policy of taking off with the mail whenever local weather conditions permitted.

We went as far as we could and if the visibility became too bad we landed and entrained the mail.

One of the worst conditions we met with was in flying from daylight into darkness.

It was not difficult to fly along with a 100-foot ceiling in the day-time, but to do so at night was an entirely different matter, and after the night set in, if the weather became worse, it was not possible

to turn around and return to day-light.

With all of our difficulties, however, the mail went through with surprising regularity. During the first five months of operation we made connections on over 98 per cent of our trips.

There are only two conditions which delay the air mail; fog and snow.

If the fog is light or local, and the snow not too heavy, the planes continue even then. But when the ground becomes invisible and the fog covers the terminal fields, or when snow freezes thickly on wings and wires, the planes can not continue.

In such cases the mail is entrained and usually reaches its destination at least as soon as it would have if sent by train in the first place.

Almost every day, in some section of the United States, mail pilots are flying over fog and through storms and rain to bring their ships through on schedule time.

The mail plane is seldom delayed, and then only by impossible weather conditions.

In the future these delays will become fewer as radio navigation and instruments for blind flying improve, until it will be possible for the pilots to keep to their schedules under the worst conditions and in comparative safety.

Another hazard, during certain times of the year, is the formation of ice. This will gather on all parts of the plane, but mainly on the wires, propeller and entering edge of the wings.

If it forms slowly from a fog or light rain, a plane may be able to continue on its course for some time, but if a heavy sleet storm is encountered, the ice may form so rapidly that a ship can not stay in the air over five minutes before it is so loaded down that the pilot will be unable to keep from losing altitude, even with his motor wide open.

The actual weight of ice is not as important as the loss in efficiency of the wing, due to the changed airfoil caused by its gathering on the entering edge.

Still, more loss is caused from the ice forming on the propeller itself. The blades take on a thick coating which continues to increase in depth until the ice from one of the blades is thrown off by centrifugal force. When this happens an excessive vibration sets in and continues until the opposite blade has broken off its coating.

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