



# PIEDMONT AVIATION NEWS

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Friday, November 9, 1945

## OUR SUPPLY DIVISION

The Supply Division and Parts Department is definitely having growing pains. There is a great opportunity in this department. Our sales personnel has done good work and can be proud of the increased volume of sales. We must not forget, however, that in order to keep on growing, it will be necessary for us to make every effort to keep on our toes and speed up and improve our service to the customers. To clarify some of the problems, there will be a meeting of all stockroom personnel Saturday morning at 10:30 A. M. in Mr. Ponish's office. Those requested to attend are Mrs. Shouse, Miss Adams, Miss Mays, Mrs. Ponish, Mr. Gough and Mr. Bailey.

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## PIEDMONT FLYING CLUB NEWS

We're glad to see the "Wench" is flying again, and hope there will be no more freak accidents.

Brownie and Ketner's XC?

In the future, all normal and ordinary expenses incurred on cross-country trips in NC 27127 are to be paid by the club member. The member will be reimbursed by the club treasurer upon his return to Winston-Salem. Gasoline and oil, etc. must not be charged to Piedmont Aviation, Inc. We believe this procedure will eliminate a lot of unnecessary book-keeping.

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We welcome a new employee in our midst, Mr. Bob Northington, who is a former student of Piedmont Aviation. He will be connected with the Airplane Sales Department. Go to it, Bob, we are betting on you.

Why has Gypsy Rose Anderson been walking around looking so lonely since Baker has been gone.

Mr. Vestal demonstrated the 100HP Cruiser in Eastern North Carolina and arrived home rather late Sunday night.

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## WEIGHT AND BALANCE

BY F. H. Ponish

This is the final lecture on Weight and Balance. If you have understood all problems given so far, you should have a fair understanding of how to prepare a Weight and Balance Report. It will take a great deal of practice, however, until you will be able to make all calculations with confidence and speed.

There remains for us to consider what procedure to follow when no CG location is given in the operation record and it is not convenient to weigh the plane in order to determine what effect any equipment change may have on an airplane.

Any equipment removed or installed which is located between the CG limits will have no effect on the aircraft balance. Equipment installed in front of the forward CG limit will tend to make the airplane nose heavy. Equipment installed aft of the rearward CG limit or removed from in front of the forward limit will tend to make the plane tail heavy. How to proceed in these cases is fully explained in CAA Manual 18 page 110 to 115. If you master all problems given on these pages you should have no trouble understanding the principles involved.