



TEN YEAR CLUB

Each of these men proudly wears a Piedmont Pin with a sapphire setting--symbolic of ten years service. Left to right they are: Rear Row - R.N. Whisenhunt, E.L. Headen, L.C. Rowe, F.C. Nicholson, H.K. Saunders, M.F. Fare, L.J. Lambert, C.W. Gough, D.R. Willard, T.H. Davis. Middle Row: W.W. Barber, N.H. Young, J.T. Fix, E.G. Warner, J.F. Rowe. Front Row: H.J. Brendle, H.M. Cartwright, C.E. Culler, A. Chandler, Sr. Not in Picture - Marvin Baugess, Othel Wagoner.

NEWS FROM THE HANGAR

There should be a christening within another 10 days of N55V, Buckeye Pacemaker. Considerable progress is being made on the conversion of this ship to PAI standards.

The Accessory Shop now has its full complement back at work. Sickness hit them hard. Tom Miller, M.W. Graham, C.E. Wilson, C. K. Lane have all been laid up but are now back at work and we sure are glad.

Quite a few of our regular customers who fly executive aircraft have been in for inspections and repairs. Corps of Engineers flown by Floyd Graham and Steve Dunne-gan; Sears, Roebuck and Company flown by Bill Dameron and Mr. Hicks; Eastman Kodak Company flown by Mr. Clemow and Mr. Schultz. Bill Stevens in charge of maintenance for Eastman accompanied them. R. J. Reynolds Tobacco Company

flown by Herb Drew and Curley Kandzer.

The Fire Marshalls of Piedmont Airlines held a meeting March 2 at 3:00 P.M. Chief Fire Marshall is H.K. Scott of the Sheet Metal Department. Assistant Chief is Kenneth Shelton of Accessory Overhaul. Fire Marshalls are Robert Rothrock, A.M. Lundy, Bill Powles, Mark Adams, J. B. Robertson, Ralph Williams, J. H. Pitts, Joe Miller and L. J. Fowler. These fellows are doing a fine job of fire prevention in our Maintenance Shops. Fire drills have been held which proved the efficiency that has been achieved in each department. Here's hoping they are all drills and never the real McCoy.

INTM was recently presented with a banner by Maryland Casualty Company as a result of not having had a lost time accident in 5 months ending December 31. Be careful people! When an accident occurs YOU and your COMPANY both lose.

A record engine change was completed March 4. N43V arrived at the hangar off Flight 12 for an engine change at 2:53 P.M. and was ready for schedule at 5:21 P.M. This is an elapsed time of 2 hours and 38 minutes. The change was started by Griffins crew and completed by Johnsons crew. This is a record that is going to be hard to beat and is certainly a credit to the high degree of efficiency and cooperation that has been achieved by the Maintenance and Inspection Departments.

Since this was written the record was broken again with a 2 hour engine change. Keep it up fellows and we can change them on a through flight without a delay.

Bill Johnson's crew held a chicken stew to end all chickens, Friday, April 8. Chicken stew, cold drinks!!--and--cards were the order of the day or night, and a wonderful time was had by all. Incidentally, if anyone is looking for some good cooks I am sure they could do no better than check with this bunch of fellows. They're tops.

MECHANIC SERIOUSLY INJURED BEANED BY GOLF BALL

H. W. Kreeger, INT-M, was the victim of one of those freak accidents recently when he was struck behind the ear by a golf ball at the Reynolds Park course. The drive, which carried some 260 yards on the fly before striking Kreeger, fractured his skull, and he was rushed to the hospital for emergency treatment. If our reports are correct, all the rules of golf etiquette had been observed, and Kreeger was simply unlucky enough to be in the way. Our best wishes for his speedy recovery.

ENGINES HIT 1000 HOURS

Piedmont's Pratt & Whitney R-1830-92 engines have been officially approved by CAA for 1100 hour operation between overhauls, a 10% increase. This increase will mean a considerable saving in operating costs, and Red Willard and his engine overhaul crew deserve a great deal of credit for this accomplishment.

Your roving reporter,

Billa Davis