



X-Ray Unit Saves Time And Money In Inspection

Keeping pace with the modern air age, Piedmont has purchased a portable X-ray unit which will be used primarily for maintenance inspection of the F-27. These X-rays will clearly show fatigue cracks or other malfunctions in the air frame and skin of the planes without costly and time-consuming dismantling. This is especially true with the F-27 because as Jim Wood, engineer, points out, "There are many hidden cavities in modern aircraft such as the F-27 that we didn't encounter in our DC-3s." And too, the actual wing construction of the F-27 makes inspection more complicated when disassembling is involved.

Mr Wood points out that the X-ray is especially helpful in inspecting such parts as the wing fuel tanks. These tanks have inspection holes, but they are sealed with approximately 36 pressure-sealed screws and opening each tank requires several hours of labor and poses the threat of fuel leakage.

The X-rays will also show up loose rivets, screws dropped during assembly and loose washers as well as fatigue cracks. Although the X-rays made thus far have been impressively free of defects (only one minor fatigue crack has been found), a rather unusual piece of debris turned up . . . a nickle inside a wing section.

Four F-27s have been X-rayed after 1200 hours flying time. After this first check, every plane will receive another X-ray every 600 hours.

Each inspection involves taking 64 pictures which, if assembled like a jig-saw puzzle, would show a full-sized interior plan of the F-27 from engine to engine. We plan eventually to expand the use of X-ray to check other components such as control surfaces, landing gear parts and propellor blades.

At the present time the X-ray laboratory at the Baptist Hospital is developing air film. However, Piedmont has ordered developing tanks and film dryers for our own developing laboratory and hopes that it will be in operation in the near future.

AIRPORT AID ACT PASSED

WASHINGTON, D. C.—(ATA)—The airports aid act, signed into law by President Eisenhower June 29, is basically a two-year renewal of the former act which expired the next day.

The act authorized the Federal Aviation Agency (FAA) to spend \$63 million a year to help communities in their airport development programs.

Seventy-five per cent of the money is to be allocated among the states on an area population basis and the rest by the FAA on a discretionary basis.

Limit per airport is \$1 million. This must be matched by the community.

Money authorized was considerably less than the Senate had sought, somewhat less than the House proposal and about the same as the Ad-

McGee Attends N. C. Travel Council

W. G. McGee attended the summer meeting of the North Carolina Travel Council at Carolina Beach July 15-16.

Mr. McGee is a member of the Board of Directors of the Travel Council and has been active in the organization since its inception. The prime objective of this organization is to promote and develop travel within the state of North Carolina.

IN THE NBAA HANGER 5,000 Means A Party In DCA

Noland Company F-27, Chief Pilot: Karl Styne, Complete interior installation.

Reynolds Tobacco Company DC-3, Chief Pilot: Herb Drew, Overhaul hydraulic system and main gear oleos and engine change.

Sears Roebuck Company DC-3, Chief Pilot: Bill Dameron, Repair miscellaneous items.

Thompson Products DC-3, Chief Pilot: Bob Sheriff-Rework interior, double engine change and new air controls.

S & W Cafeterias DC-3, Chief Pilot: Lawrence Gesse-Miscellaneous Repairs.

Miami Airlines - DC-4, Clear Pilot Irregularities.

Noland Company Lodestar, Chief Pilot: Karl Styne, Repair generator system.

Management Services DC-3, Chief Pilot; Hap Wilson 100, hour inspection.

Tennessee Eastman Corporation DC-3 Chief Pilot: Leo Boyd - engine change and miscellaneous repairs.

Champion Spark Plug DC 3, Chief Pilot: Ken Colthorpe. Engine change and miscellaneous repairs.

Alcoa DC-3, Chief Pilot: Dave Flannery, 1000 hour inspection, new de-icer boots reupholster interior.

The Marriot Motor Hotel was the scene of a well deserved celebration as the Washington staff had its 5,000-Passenger-Boarding party. The record number of passengers boarded was reached during April.

The agents and their wives, guests, and a representative contingent of Washington based pilots and their wives enjoyed the well catered Roast Beef dinner. Mr. Tom Davis, one of many guests from the home office, made a short after-dinner speech on proposed route extentions.

With nearly six thousand passengers per month as the par now, the Washington group is busily working toward a 10,000 party. With the way things look, it won't be long before they make it.

Roanoke shares the honors with Washington, having reached the 5,000 mark in May. They will be having their party in the near future.

The personnel at these two stations certainly deserve congratulations in making these outstanding records possible.



The Ones That Didn't Get Away

It only takes six hours to become a world champion fisherman. That is, if you have the luck of Dr. R. T. Childers, Jr., of Madison, Indiana, and if, of course, you fly Piedmont.

On Saturday Dr. Childers left his home in Indiana and connected to Piedmont to arrive in Wrightsville Beach Saturday night. The next day he spent six hours deep-sea fishing, caught an afternoon Piedmont flight and was back in his office Monday morning.

During the six hours he spent fishing, Dr. Childers fought and hauled in three blue marlin. The first was hooked about 70 miles off shore and was hauled in some thirty minutes later. The fish weighed in at 161½ lbs. and measured 9 feet, 4 inches. After relaxing a few minutes over a cup of coffee, the doctor again tried his luck and after a battle of one hour and 30 minutes, landed a 216½ pound blue marlin

which stretched the tape to measure 9 feet, 10 inches. The doctor and the crew of the ship figured that was pretty good fishing for one man, but just for the heck of it, the doctor proceeded to try one more time. Up comes another blue marlin. Again taking one hour and 30 minutes to land, this one weighed 183¾ lbs. After this episode, the champion marlin catcher and crew were nearly exhausted and barely had room to walk around in the fish-filled boat. They didn't even flinch as Dr. Childers trolled on the way home, nor when a 38 pound wahoo hit the line and was boated.

After accepting congratulations from hundreds of people Dr. Childers proceeded to pack up his fishing gear and head for the Wilmington airport. As he boarded his Piedmont flight he was dead tired, but had a world record catch of 3 blue marlin by one man in one boat in half a day to his credit.