

# Month's Personality Knows Ventriloquism

"What's your name, young man?"

"LeRoy R. O'Day."

"Hmmm. What does the 'R' stand for?"

"Rover."

"Rover! ?!"

"Yes, Daddy wanted a dog."

So goes the conversation between O. E. "Bud" Halsey, Piedmont's city sales manager at Richmond, and LeRoy, his affable dummy.

When Bud was just a youngster, he fervently read the advertisements on ventriloquism. He answered many of them through the years but, despite an intense interest in "vent," did not seriously consider taking up the hobby until he read the following ad:

"Guaranteed to make you a ventriloquist—Throw your voice—\$50, dummy included."

That was in 1953. Bud says, "I got the dummy, the book and I was in business." He spent hours looking into mirrors to practice control of lip movements. Two



BUD and LeROY

months after receiving the kit he gave his first program.

## Entertainment Group

He was then in West Virginia, his native state. Soon afterwards he joined an entertainment group called "Programs For Hospitalized Veterans." With the group he traveled into various rehabilitation centers to introduce LeRoy.

When asked his father's name, LeRoy replies, "O'Day O'Day."

"No, I mean his first name," Bud explains.

"O'Day," persists LeRoy.

"Now, how can his first name be O'Day and his last name be O'Day?" Bud reasons.

"He stutters."

Bud is also a magician who makes objects disappear and then reappear in unlikely places. (This writer found a salt shaker in her coat pocket after visiting a drug store fountain for a "Coke.")

## Talking To Self

Speaking of ventriloquism Bud says, "All you're doing is standing on a stage talking to yourself." He points out that it is a hobby that takes a lot of practice. "Consequently," he explains, "I have gotten mighty rusty, especially on lip movements."

While working with the entertainment group, whose headquarters were in Charlotte, Bud met several people from Piedmont and "gave up ventriloquism" to become station agent in August, 1955. Nine months later he was

promoted into sales at Richmond.

## Purple Heart

During the second World War, Bud was in active combat with the 28th Infantry Division in Europe. He participated in the Battle of the Bulge, carrying a bazooka. During combat he won a Purple Heart as "a matter of circumstance," or so he modestly reports.

Flying used to be a hobby for Bud. Now, most leisure time is taken up with golf or a variety of musical instruments. Bud is married to the former Phyllis Baird of Bangor, Maine. They have no children—with the exception of LeRoy.

## Office At Home

Work hours for Bud and Piedmont are busy ones in the Richmond and Lynchburg areas. His "office" is at home, except when he uses that of American Airlines, with which Piedmont has a joint ticket office.

And his reputation in representing Piedmont is summed up by Spencer Rice, American's district sales manager, who says "There's not another airline man better liked or more respected in Richmond than Bud."

## Crowe Promoted From INT Sales To City Manager

W. A. Crowe, who has been with Piedmont almost 11 years, succeeded H. B. Slater as Cincinnati sales manager November 16. Slater resigned November 13 to accept a sales position with American Airlines at Washington, D. C.



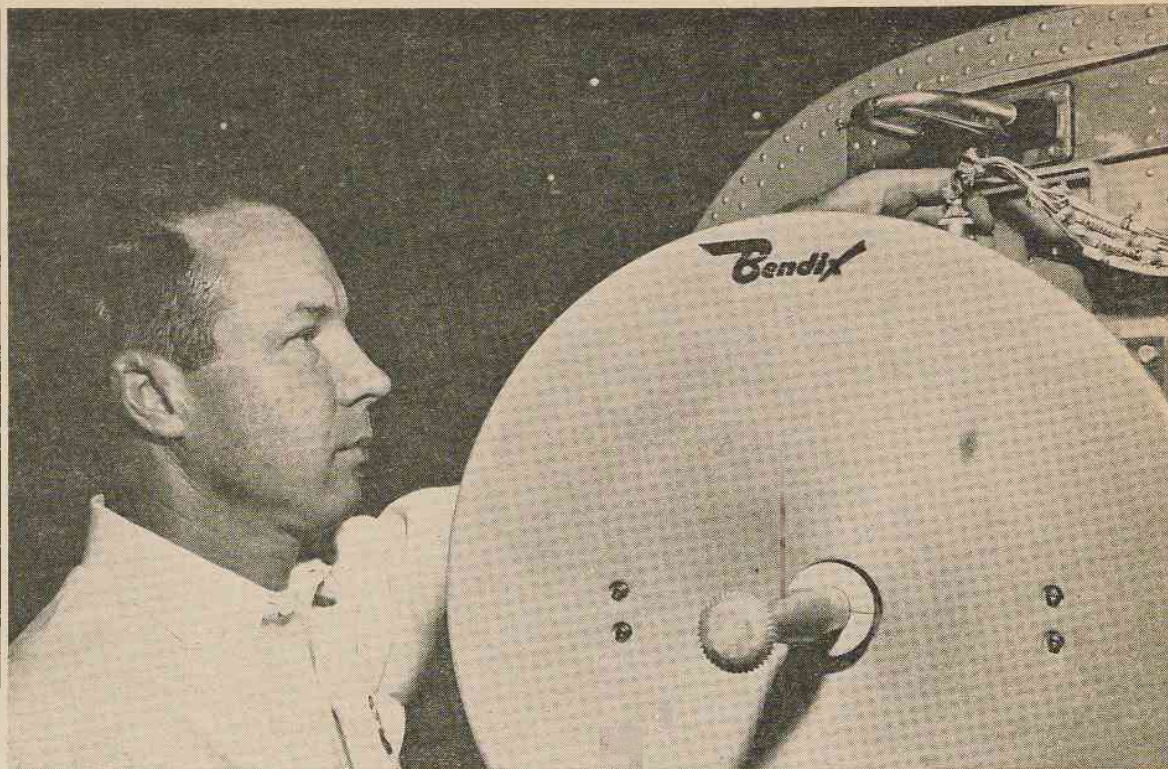
Crowe

Crowe was sales representative at Winston-Salem for the past two years. He joined the company in 1949 as a flight attendant. After military leave, during which time he served in the Korean conflict, he became sales representative at Cincinnati.

He and his wife Florence have moved to Cincinnati, where Crowe will take over the sales work in the metropolitan area.

General Sales Manager W. G. McGee announced the new position and said, "Crowe has made excellent progress in sales work. We feel that the promotion is richly deserved and that he will continue to do an outstanding job for Piedmont in Cincinnati."

Janet M. Fuemler has been employed to replace Janice Somers, who resigned several weeks ago.



**NAVIGATIONAL AID** of a secondary nature—pilot radar—gets a routine mechanical check by INT Lead Radio Technician Carl E. Mullins, as he inspects connections on the Bendix screen. The checks are made periodically as part of overall maintenance. If parts become defective, they are replaced.

## From Bonfires To Radar Beams

# Navigation Aids Developed

ATA—In the early days flying was a strictly visual—a daytime, fair-weather—operation. A pilot kept his bearing by following railroad tracks or highways, marking progress by sighting landmarks. "Instrumentation" usually consisted only of a compass and altimeter.

When pilot Jack Knight made the first air mail night flight from North Platte, Nebraska, to Chicago in 1921, his navigation aids consisted of bonfires, red flares and a road map.

## Bonfires Replaced

In the mid-Twenties rotating light beacons replaced bonfires. Spotted at intervals along major routes, they guided pilots at night in good weather. They were supplemented by a ring of lights around the airport so pilots could spot their destinations.

The advent of the LF/MF Four Course Radio Range in 1927 was a big step toward navigation in weather. LF/MF means "low frequency-medium frequency (the frequency band just below the standard home radio band).

"Four Course" refers to the fact that a ground transmitter sends out radio beams in four different directions, usually pointed along an airway or toward a nearby airport.

## Marker Beacon

This aid was supplemented in the late twenties by another called the "marker beacon," which was not a light but a transmitter along a route that gives out a radio signal. Thus, the four-course radio gave the pilot directional information; the radio marker beacon indicated how far he was along his route.

Until 1930, radio communica-

tion was one-way—from ground to plane—and in code. The radio-telephone of the early thirties brought two-way voice communication.

Throughout the 30's these devices, combined into an airway system, were adequate for traffic demands. But lack of airways became a major problem in the early 40's.

Installation of more LF/MF ranges to permit more airways was difficult because the radio frequency band was already crowded in high-density areas. And because the band was extremely susceptible to static, communication frequently broke down in bad weather when needed most.

## A Better Beam

A most important post-war step was the move to a new radio band—the very high frequency (VHF) area—just above the frequency band on the home FM radio. It's virtually static-free.

VHF permitted a new range system, far more useful than the LF/MF system. This was the Very High Frequency Omnidirectional Range, or simply VOR. The VOR transmitter fans out a beam in all directions.

When using the LF/MF system, a pilot listens for radio code signals to determine his relative position to the range and the "on-course" beam. And the LF/MF range offers only four "on-course" signals. But when using VOR, an indicator on his instrument panel shows bearing to the radio station tuned in.

DMET apparatus sends out a pair of signals picked up by a special ground installation and bounced back to the aircraft.

The elapsed time is translated into a distance figure on the cockpit panel.

A later device brought measurement of two more dimensions—distance and ground speed. The pilot's airspeed indicator tells him how fast he is going through the air, not his progress over the ground. An electronic device, called Distance Measuring Equipment or DMET, can tell him his distance from a ground station.

Through the combination of the VOR (for direction) and DMET (for distance), the pilot knows his bearing to a station (and the distance to or from it) and can compute his rate of ground speed. The combined elements are known as VOR/DMET.

The government established the first set of rules for air traffic in 1926. In 1935, the infant scheduled airlines established the first control centers at Cleveland, Newark and Chicago. In 1936, the Bureau of Air Commerce of the Department of Commerce took over the airline-operated control centers. This was the start of the air traffic control (ATC) service as a government function.

## Centers Set Up

During the next three years, centers were established at Pittsburgh, Detroit, Washington, Los Angeles and Oakland. By 1939 there were 27,074 miles of radio-monitored routes, or airways. They were served by 11 air traffic control centers which passed instruction to aircraft engaged in instrument flight.

To handle traffic landing and taking off, control towers were located at 52 airports. At that time there were only 29,000 aircraft in use including military, commercial and private. And few planes cruised faster than 150 m.p.h.

An important post-war device for navigation and air traffic control was radar. The radar transmitter fires bursts of ultra-high-frequency radio waves which do not penetrate solid objects. Instead, the waves bounce back.

A variety of ground radar equipment is used for traffic control. Airborne radar, though not a traffic control aid, is used by airlines to detect storm clouds, allowing a pilot to detour to avoid turbulence.

## Fares, Rates, Routing Will Change In New Year

A general revision of passenger fares and freight rates and a new local fare routing format will be put into effect at the same time service is begun at Staunton.

However, the inaugural of the new service has nothing to do with the revision, except to provide a convenient date for making the changes effective. The changes have been in the making for several months, Director of

Tariffs and Schedules F. Preston Lincoln said.

Passenger fares will be revised to meet published trunk fares and to make other necessary adjustments. Generally, the revised fares will affect Cincinnati, Huntington and Charleston on the one hand and Washington on the other. Also affected will be several other intermediate cities.

Freight rate changes will

bring increases and some reductions. The revisions are being made to equalize trunk rates and to round off charges to even 50 cents' wherever practical.

The new local fare routing format will spell out in more detail the routing by which a passenger can travel. It will show each and every allowable intermediate city at which the passenger can stop over if he so desires.