



Student Perry Chapman, getting a few pointers from Jim Wood, Superintendent of Engineering.

# Pilot Salutes A 'Lady'

Roanoke-based First Officer Bill O'Connell recently added a new facet to his aviation career—that of monthly aviation columnist for the Roanoke Times. In addition to his column, O'Connell also does free lance writing for several popular trade magazines. Following are excerpts from his first column, "Orbit."

"A grand ole gal is gradually relinquishing her last tenacious hold on the scheduled airline industry. Formerly the queen of the world's fleets as well as the saviour of World War II allied military transportation efforts, all of us who have known her well will mourn her banishment from the impatient timetables of today.

"This once-proud lady, of course, is the Douglas DC-3, flying her last runs in the skies over Virginia. For the most part, regional scheduled airlines, my own included, are rapidly phasing out the 'old workhorse' in favor of the newer, pressurized, radar-equipped, faster and larger airplanes much more suitable to today's tempo.

### Teaches Humility

"Those of us who have been privileged to know all of the moods and caprices of this lovable ship are quick to agree she is, for all her marvelous dependability, a sometimes cantankerous creature, well suited to teaching humility to any co-pilot who dares let his confidence exceed his ability.

Believe me, one of the longest walks in the world is the one you take down the aisle between two rows of people whom you have just jarred awake in time to let their eyes attest far more eloquently than any words to their opinion of



O'Connell

## Piedmont Enters Co-Op Program

Through the facilities of the Georgia Institute of Technology, Piedmont has joined a cooperative student training program designed to give prospective engineers a hand and provide experienced engineering personnel for the future.

The program was put into operation the first of January at the INT Engineering Department. Working on a rotating basis, students will gain practical experience in the Aeronautical Engineering field.

The Cooperative Plan is of benefit to Piedmont also. "Most industries have realized that a man with practical knowledge plus theory is worth much more than one with purely academic knowledge," explained Jim Wood, Superintendent of Engineering.

"This is a long-range program

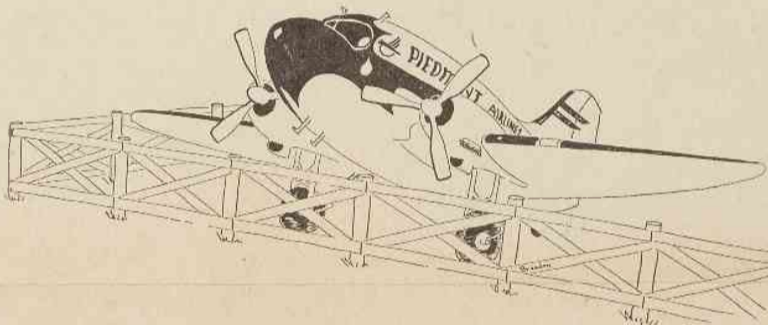
which will be a training field for prospective technical help. In addition to Aeronautical Engineering we will consider applicants from Mechanical and Electrical Engineering courses as well."

Piedmont's first co-op student is Perry Chapman, a Georgia Tech student from Spartanburg, S. C. He will work interchangeably with another student, spending three months on the job and three months in the classroom.

Employment Supervisor Jim Bradley said additional applicants for the plan will be considered from several qualified schools.

"In the event any employee's children enter a school which has such a co-op program," he added, "Piedmont will be glad to consider them for a co-op student position."

A NEW FILLY IS NOW PULLING HER LOAD.



your so-called landing techniques! To say nothing of how the Captain feels about your thumping his passengers around.

"If all the aisles I've walked thusly were laid end to end, they would reach easily from Salem to a point just north of Buchanan. Suffice to say, a DC-3 co-pilot is a humble person indeed.

### It's An Art

"... Piloting the DC-3 properly is more of an art than a science, especially ground handling. The newer aircraft have tricycle landing gear with nose steering. When they land, your troubles are over. On the other

hand, in the DC-3, with its three-point gear, especially in gusty crosswinds, you do not quit flying her until the engines are stopped at the ramp.

"Without the power to climb over the weather, and without the radar to go around the weather, in a DC-3 you stay in the weather whether you like it or not. On your slow motion voyages in inner space, ice and thunderstorm flying befall your lot. That's when your love affair with an older girl really builds up steam.

"If you must be in weather, the old DC-3 will get you there with as much certainty as any

vehicle invented since wheels were square. With all her perversities, which are strictly confined to matters outside the realm of safety, she's basically easy to fly and docile when it is important that she be so.

"She'll embarrass you and harass you in a million little ways known only to her pilots—but she'll never leave you 'holding the bag.' She just isn't a money-maker anymore.

### Have No Color

"The newer airplanes are flown strictly by the book with its digital litany of V-speeds to be sung during each flight to the bass accompaniment of chart readings, graph readings, and power settings. All very modern, all very necessary, with robot-like adherence to the "book," a modern, efficient way to conduct a safe flight in a cockpit where the heater even works. Fast, efficient, profitable — and as devoid of personality and color as my old Aunt Hettie.

"We've still a few trips left before progress begets poignancy. There's just enough time for the Flight Attendant to call up a time or two more after the landings and inquire solicitously, 'Anybody hurt up front?' I'll even try to laugh."

## Happy Birthdays

### FEBRUARY

R. C. Baskin, Flt. Disptchr., INT-F	1	E. L. Hurt, INT-M	13
F. L. Jackson, INT	1	Marie Prillaman, RIC	13
V. P. O'Brien, F/O, INT	1	R. D. Sasser, INT-M	13
R. R. Hyatt, INT-M	2	S. F. Anderson, F/O, INT	14
A. T. Kyle, Capt., INT	2	R. V. Davis, INT-M	14
D. W. McGuire, ROA-M	2	H. G. Ferguson, INT-M	14
D. O. Meadows, INT-M	2	J. W. Furr, CLT	14
W. G. Shanks, Ld. Agt., TRI	2	J. R. Southern, INT-M	14
P. L. Wood, INT-CPA	2	H. H. Foltz, F/O, INT	15
L. L. Huls, INT-FB	3	E. L. Headen, INT	15
D. T. Morrison, Sta. Mgr., EWN	3	R. L. May, F/O, DCA	15
H. G. Carter, INT-M	4	T. W. Morton, Asst. Controller, INT-A	15
D. K. MacPherson, RIC	4	A. E. Rumpf, F.A., TYS	15
M. W. Graham, INT-M	5	B. L. Russell, INT-M	15
W. H. Kerr, Ld. Agt., RDU	5	H. L. Warner, Dir. Flt. Services, INT	15
G. A. Willetts, F.A., DCA	5	G. L. Bordeaux, ILM	16
Dixie Holt, Sec., INT	6	J. R. Martin, INT	16
R. W. Pendleton, Chf. Agt., DCA	6	A. Q. Crisler, F/O, CLT	17
C. E. Simpson, TYS	6	H. E. Freeman, INT-M	17
Louise Christenbury, Sec., INT	7	F. A. Hoffman, INT	17
D. L. Martin, INT-M	7	R. C. Masencup, INT-M	17
F. J. Perry, Aircraft Disptchr., INT	7	R. S. Northington, Vice Pres., INT	17
O. C. Robinson, ROA	7	J. F. Rowe, INT-FB	17
Leamon Wilcox, LEX	7	J. C. Newell, Sta. Mgr., CLT	18
H. C. Naprstek, ORF-FB	8	H. L. Parker, ILM	18
Carol Kayser, TRI	9	W. E. Smith, INT	18
T. M. Kersey, INT-M	9	S. H. Coe, INT-M	19
J. R. Norman, INT	10	H. C. Harris, ROA	19
R. E. Turbiville, Gen. Traffic Mgr., INT	10	B. J. Heflin, LEX	19
R. A. Yontz, INT-FB	10	W. C. Cash, Sta. Mgr., CMH	20
H. D. Campbell, INT-M	11	Eloise Hewett, INT	20
S. P. Gilley, Capt., INT	11	J. F. Holder, Capt., TYS	20
J. T. McCann, RIC	12	W. E. Stafford, DCA	21
R. T. Bentley, INT-FB	13	R. P. Sutphin, INT	21
H. B. Galloway, TRI	13	L. P. Wrenn, Piper Sales Mgr., INT-FB	21
		L. M. Fox, Capt., ILM	22
		W. M. Russell, INT-P	22

### PIEDMONT POSTMAN

(Continued from Page Two)

port when your Piedmont flight had to by-pass Tri-City this a.m. Many of us missed our flights but your personnel have made my long wait more pleasant.

Please give these nice people a special "above and beyond the call of duty" award.

Sincerely,  
G.T.  
Goldsboro, N. C.

E. D. Akard, Ld. Agt., CVG-F	23
C. R. Anderson, Capt., ORF	23
T. E. Alley, ROA	24
V. C. Brunelle, Capt., DCA	24
H. C. Kelly, Capt., DCA	24
B. R. Neal, ROA-M	24
D. E. Stewart, INT	24
R. E. Bradley, INT-M	25
G. J. Callicot, HTS	25
L. D. Wall, Ld. Agt., EWN	25
P. H. Wilbourne, Dir., Tariffs and Schedules, INT	25
B. L. Hanes, INT-M	26
R. E. Dudley, CVG	26
Janet Tuemler, CVG	26
W. M. Earley, INT-A	27
H. A. Schulze, F/O, INT	27
F. D. Spillman, INT-M	27
G. H. Riggs, F.A., ORF	28

Dear Sir:

I am in charge of an orchestra and we travel a lot, but I must say we've never had a better flight and handled more efficiently than with your line. That F-27 is a beautiful plane. We left Tri-City Airport December 23 and returned December 24 on your savings plan. We traveled round trip to Louisville and returned.

The ticket agent at Tri-City, a girl by the name of Miss Susan DeMarco, wrote our tickets out and from then on we were handled like red carpet style. Our steward (C. L. Stewart—Ed.) was most courteous. The pilots made landings I didn't believe. I slept through one of them when we landed in Lexington. I didn't feel a thing. Let me express my thanks and feelings and I speak for the rest of the fellows in the band.

Sincerely,  
C.S.  
Jackson Heights, N. Y.

### 1961 EVENTS . . .

(Continued from Page One)

chiefly a projected 1961 \$30 million combined loss by the nation's trunk airlines.

President Davis attributed the favorable earnings picture to "... an aggressive sales program, careful cost control, and a high degree of hard work and esprit de corps from our 1300 employees."

## Davis Reappointed By N. C. Governor

President T. H. Davis has accepted a reappointment by North Carolina Governor Terry Sanford to the Governor's Council on Occupational Health.

Mr. Davis had previously served on the Council and will work with it again for a term of three years. Chief objective of the group is the furtherance of industrial safety measures and health practices. It is closely connected with the state's program to attract new industries.