



THE PIEDMONITOR

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SPACE WITH THE PACEMAKER

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16 New Pilots Join Piedmont

In conjunction with a general program of increased service begun with the purchase of two new Martin 404 aircraft last month and effective with the April 25 schedule change, Piedmont Airlines has hired 16 new co-pilots who began training March 15. A 17th pilot has been hired as a replacement.

The increased service will mean an additional 2500 scheduled flight miles per day for the airline. In general, the new schedule will have the effect of adding additional morning flights from Roanoke to Washington, Atlanta to Roanoke, and Washington to Atlanta with intermediate stops for each flight. Round trip service between Cincinnati and New Bern with intermediate stops in Charleston, Roanoke, Raleigh-Durham, and Kinston will also be added.

The new pilots are Harry Wood Bradshaw, formerly a pilot with the Virginia Iron and Coal Co. in Roanoke; James Gay Brockenbrough, a former pilot for S. E. Airmotive in Charlotte; James Gordon Campbell, former charter pilot with Midlands Aviation in Columbia, S. C.; Ronald Allyn Folk, former charter pilot with H and H Aviation in Columbia; Dabney Boyd Holt, pilot with Piedmont Aviation,

Norfolk fixed base; Douglas Frank Johnson, formerly a pilot with Fulton Air Service in Atlanta; John Howard Jones, former pilot for Holiday Aviation in Lynchburg; Robert L. Mason, former Atlantair pilot in Atlanta; Jack Aaron Nemeroff, formerly a pilot with Piedmont's fixed base division in Winston-Salem; Eugene Whitlock Parker, former flight instructor for the Air National Guard in Charlotte; Raymond Bailey Parker, former Piedmont station agent in Wilmington; Gary Gene Perry, former policeman in Oakridge, Tenn., and flight instructor for the Tennessee National Guard; Gary Alton Willetts, former Piedmont flight attendant based in Wilmington; Donald Ray Wood, former pilot for the Sky Ranch Airport in Knoxville; Joseph Augustus Polhill, former U. S. Navy pilot in Lincolnton, N. C.; Henry Thomas Young, former aircraft mechanic with the Marine Corps stationed at Cherry Point, N. C.; and Jeffrey Ross Michael, former chief flight instructor with Piedmont's fixed base division in Winston-Salem.

Accompanying the hiring of the 16 pilots will be eight promotions to Captain which will be decided upon at a later date.



To the captain belongs the thrill of flying — and the awesome responsibility of some 40 passengers.

UAL Signs Interline Agreement

The pass bureau has announced a new interline agreement between Piedmont Airlines and United Airlines. This is the first time that employees have been offered free and reduced rate pleasure travel over United's 18,000 mile system.

United serves more than 115 U. S. cities on routes which span the continent, extend the length of the Pacific Coast and reach the Great Lakes to Florida as well as from California to Hawaii.

The United-Piedmont agreement provides two types of travel benefits:

Passes — Full-time Piedmont employees with at least one year seniority, their spouses and dependent children under 21 are eligible for one space available pleasure pass on United annually. This is good for one round trip to and from any mainland city served by United, with a stopover privileges enroute. Pleasure passes are not valid between California and Hawaii.

Reduced fare — Full-time employees with six months or more seniority, their spouses and dependent children under 21 are eligible for unlimited 50 per cent discount positive space transportation, including California-Hawaii.

Both pass and reduced fare travel are applicable on all UAL flights and all classes of service except "The Executive" (men only) between New York and Chicago.

Pass travel is subject to a small "zone service charge." Under this plan, United's system is divided into nine zones. Charges for a given trip are determined by a special Service Charge Table, based on certified UAL routes, not timetable routings.

Requests for either pass or half-fare travel on United should be made to the PI pass bureau in Winston-Salem, which has full details covering service charges and ticketing.

What Is A Pilot?

He is always pictured as a rugged individual, silent, confident, and assured. He is trusted by old ladies, idealized by young boys, idolized by young girls, and revered by his peer group. It seems as though he had been born at the controls of an airplane — the commercial airline pilot.

Contrary to the theory that pilots were "born flying" however, the day when a man first walks down an aisle between his admiring passengers comes only after months and years of hard work. According to a recent ATA pamphlet, it takes seven years, or as long as professional medical training, to qualify as a captain.

Many of Piedmont's pilots first worked with the company as agents or flight attendants, using their off hours to prepare for careers as pilots. How do they do it? Usually 2 or 3 will share the initial cost and subsequent upkeep for a small plane on which to begin learning. The first step is to obtain a private pilot's license which requires 35 hours of flying time and the successful completion of a written exam and a practical flight test.

The commercial pilot's license, along with an instrument rating, is the next step. Commercial pilot requirements are much stiffer and necessitate a great deal more time than the private pilot's license. After completion of 200 hours flying time, a comprehensive written exam on such subjects as navigation and meteorology must be passed. The flight check includes such maneuvers as chandelles—180° turns climbing at maximum performance—Lazy 8's, and crosswind landings. The pilot must be able to land within 200 feet

of a given spot on the runway. He must also prepare to execute simulated emergency landings due to engine failure or fuel exhaustion.

The instrument rating, though requiring only about 10 hours flying time is one of the most difficult requirements to meet. Besides innumerable instruments which require frequent watching in flight, the F-27, for instance has approximately 24 instruments that require almost constant attention. It takes four instruments just to guide the pilot in keeping the plane right side up!

The applicant for an instrument rating must fly the plane "blind" with the windshields blacked out by a hood, making approaches and orientations on purely instrument readings. In addition, the applicant must pass a fairly technical test on Civil Aeronautics Regulations, instrument flight rules, basic mechanics of the instruments, familiarization with radio equipment and limitations of instrument flying.

When a pilot has completed 1,000 hours flying time, and holds his commercial license, instrument rating, and third class radio telephone license, then and only then can he be considered for a co-pilot position with Piedmont. If he is accepted, he then must complete a basic indoctrination which includes a review of the CAR's, a familiarization with company policies and a 2 week course in familiarization and transition into the Martin 404 aircraft. If he may be based in Atlanta, Washington, or Winston-Salem, he also must complete two weeks of ground school and six hours of flight training on the F-27 aircraft.

(Continued on Page Six)

JOIN THE MILITARY PERSONNEL WHO RELY AND FLY ON PIEDMONT AIRLINES



Modern F-27 prop-jets and 404 Pace-makers provide frequent scheduled service direct to cities in nine states and the District of Columbia, assuring reliable flight service to many of the United States' most important military installations.

FLY FOR LESS THAN HALF-FARE

Piedmont's Military Standby Plan offers big savings to military personnel traveling in uniform. Fly for less than one-half the regular one-way fare when you travel on a standby basis... no reservations... and submit a copy of your furlough or leave papers when you purchase your ticket.

CALL PIEDMONT AIRLINES OR YOUR BASE AIRLINE OFFICE FOR RESERVATIONS, OR FURTHER INFORMATION.



Judy Hurlburt, Piedmont stewardess based in INT, invites military personnel to "Come fly with us." This advertisement will appear in 1965 military publications.

9:00 To 9:15 A.M.

I've dusted my desk and I've wound up my watch,
I've tightened (then loosened) my belt by a notch,
I've polished my glasses, removed a small speck,
I've looked at my check stubs to check on a check,
I've searched for my tweezers and pulled out a hair,
I've opened a window to let in some air,
I've straightened a picture, I've swatted a fly,
I've shifted the tie clip that clips down my tie,
I've sharpened each pencil till sharp as a dirk . . .
I've run out of reasons for not starting work.

—Richard Armour from "We the People" (N.C.) January, 1965