

Mechanics work in the engine overhaul shop around 1943-44. The cylinders in the background are from Lycoming engines out of Stinson aircraft. In the foreground is a Lycoming cylinder from a Piper J-3. Left to right around the room are Red Willard, Othel Wagner, Cliff Rowe, Bill Swaim, Jason Rowe, and Mr. Wheeler.



Tom Davis relaxes in an old airplane chair in the middle hangar. With him are, left to right (unidentified), Joe Culler, T. A. Apple, and Mary Jane Ferguson. Date: c. 1940. Joe Culler, a former Piedmont employee, is now a pilot for Krispy-Kreme Doughnut Co.



The Waco UP F-7 was used in the CPT program and for acrobatic instruction. The biplane accommodated only the pilot and his student.



This was one of the first DC-3's purchased by Piedmont for the airline. Tom Davis and S. P. Gilley went to Boston to pick up one DC-3. When they arrived, they decided to bring two back. Each soloed a DC-3.



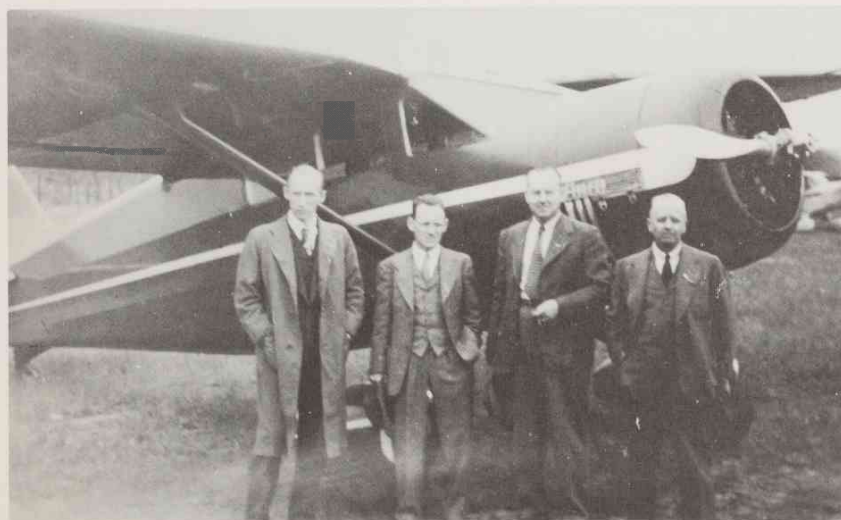
This was the operations building for the Civil Pilot Training (CPT) and War Training School (WTS) programs. Employees built the cupola on top for use as a control tower.



This Piper J-4 coupe was displayed in front of Piedmont's hangar in 1941. Notice the wind driven generator.



Fred Bahnsen, a one-time flight instructor for Piedmont, wears one of the first company caps. Bahnsen also flew regularly for pleasure. Bahnsen is now a member of the North Carolina Legislature and a prominent INT industrialist.



T. H. Davis (far left) and "Pop" Olson (far right) join two friends in front of Olson's Stinson Reliant. The "Reliant" was a popular airplane in the early days of the company.



Early instructors Bill Taylor, Frank Pierce, Alton McCullough, and Glenn Hendrix stand beside a Stinson Reliant in 1942. Bill Taylor and Glenn Hendrix are still with the company, Taylor as a dispatcher, Hendrix as a Captain.