

How Safe Is Flying?

One of the major factors preventing many prospective air travelers from making their first flight and subsequently using the airlines as a convenient and frequent means of transportation is that old bugaboo—fear. It is easy to see why the uninitiated consider flying risky and even downright hazardous. They pick up their morning papers and read via bold, front page headlines that somewhere, perhaps halfway across the country, 68 persons were killed in an air crash.

They do not see any articles assuring them that 193,200 persons rode through the air safely that day. Nor does the article include how many days, weeks, or months have passed without a single air fatality. Nor does the article mention the 119 persons who die each day in automobile accidents.

There are two principal reasons for fear of flying. One is awe of the new or unknown. And, much as airplanes have become a way of life to those in the airline business, air travel is still an infant to many. It still happens that when one says he is going to fly, friends seem to think he's embarking on a daring adventure. It is also true that 80 per cent of the American people have yet to set foot on an airplane.

The other major fear factor is publicity. Simply because "good news is no news", the only aspect of air travel which re-

ceives headline coverage is the macabre scene of the fatal air crash.

It is up to the people in the airline industry to change the picture of air travel from one of danger to one of understood safety, first by abolishing their own fears and then by letting their confidence in the everyday occurrence of air travel penetrate to others. The best way to overcome fear is to increase understanding.

A hard look at the facts reveals that flying is safer than climbing a ladder, riding in an automobile, owning firearms, having poison in the house, or participating in a water sport. These are statistics. They are good enough for the insurance companies, who have reduced insurance rates by one half since the beginning of air travel. Where else but an airline counter could you purchase \$10,000 worth of life insurance for only 25 cents? Considering the amount of time pilots and stewardesses spend in the air (minimum average is about 80 hours a month), one would think that their insurance rates, if the American public's fear is justified, would be extremely high. Not so. These flying professionals pay exactly the same insurance rates as the corner grocer, the barber, or the lawyer who lives next door. Insurance companies, as everyone knows, do not, cannot, afford to make inaccurate, or even lenient guess-

es. The skeptic, however, the man who trusts neither statistics nor insurance company judgement, must be convinced by showing him most of his major fears are unfounded. And what does he fear?

He fears that mechanical failure will occur while he is in the air. But does he know that, for instance, each Piedmont plane is inspected several times a day in a turn around visual check? At the beginning of each day's flight, each plane is given a thorough visual safety inspection which includes, among other things, checking brakes, oil level, and landing gears. Every 200 hours flying time warrants a thorough operational check; every 500 hours, a complete overhaul. And every 15,000 hours, a Piedmont plane is completely stripped and rebuilt.

In addition, records are kept of each functioning part of each airplane. A constant watch is kept of the time the part has been in use and the part is replaced as soon as it has served its safe flying time. As a special check each month Piedmont takes an average of 600-700 x-rays of such parts as the out-

INT'ers, Join Pecos Pete, Old Rebel For Local T.V. Show

INTers recently enjoyed a visit from area television personalities. The Old Rebel and Pecos Pete of Greensboro mosied over to the Smith Reynolds Airport to shoot some pictures and round up a story on Piedmont Airlines.

The Old Rebel, who is George Perry off screen, and Jim Tucker, better known to the kids as Pecos Pete, were working on a series for their program, "The Magic World of the Old Rebel."

The obliging home office corralled an F-27, Audrey Black put on her stewardess duds and the photographer was ready to shoot a few scenes of passengers boarding, in flight and unboarding, all in the hanger lot.

The passengers making their T.V. debuts included everybody from Turby to Miss Linda Crom-

er, one of our clerks. And there were kids, too; Mrs. James (Betty) Fulp brought her two children Jeff and Sherry. The Old Rebel was convinced they'd had a good time. When Betty was ready to take them back to school they were quite definite about not wanting to leave.

Following the fake flight on the F-27, the Old Rebel and Pecos Pete saddled up on one of our Beech planes to get some aerial views of Winston-Salem. Don Britt, Bonnie Hauch and Betsy Winstead met them at the terminal for lunch. Local autograph hunter, for her children of course, Evelyn Fabrizio dropped by.

After the "So long podners" were said, T.V. went back to its station, WFMY in Greensboro, and INTers went back to work.



The cameraman from WFMY-TV seems satisfied with Audrey's smile as she greets the Old Rebel and his co-star, Pecos Pete.

Congrats

25 YEAR PIN
Milton F. Fare, Vice President-Finance, INT Aug. 6

15 YEAR PIN
William G. Robertson, Jr., Captain, ILM, Aug. 16
Lawrence D. Wall, Lead Agent, EWN, Aug. 16
Fred Kozak, Captain, ECA, Aug. 21
Harold L. Warner, Director-Flight Services, INT, Aug. 28

10 YEAR PIN
Jane Charlene Griffith, Chief Agent, CVG, Aug. 1
Ben Kennedy, First Officer, ILM, Aug. 1
James L. Martin, Chief Agent, ATL, Aug. 1
Howard T. Robbins, Mechanic Specialist, INT, Aug. 1
Ralph Van Shipton, First Officer, ILM, Aug. 1
Robert Paul Gilbert, Agent, SDF, Aug. 8
Ralph W. Evans, Utility Serviceman, ROA, Aug. 15
Jimmy M. Fouts, Lead Agent, DCA, Aug. 16
Katherine H. Fishel, Agent, DCA, Aug. 17
Louise Christenbury, Secretary, INT, Aug. 19
Iona Mae Carr, Agent, ROA, Aug. 20
Helen Hull, Prod. Control Clerk, INT, Aug. 29
Oswald Halsey, Dist. Sales Mgr., DCA, Aug. 29
Donald M. Vance, Agent, ROA, Aug. 29
Frances Dresser, Lear Agent, LYH, Aug. 30

5 YEAR PIN
Don Lee Johnson, Mechanic Specialist, INT, Aug. 1
William W. Pearman, Jr., Sta. Agent, DAN, Aug. 1
Faye Evans Plott, Sr. Steno., INT-FB, Aug. 1
James Larry Hester, Jr. Clerk, INT-FB, Aug. 2
George A. Scherer, Jr., Agent, BAL, Aug. 7
Robert Lee Nunnery, Agent, FAY, Aug. 9
Genevieve F. Fincher, Agent, TRI, Aug. 10
Clayton L. Brooks, Agent, INT, Aug. 16
Guy N. Mowbray, Agent, ROA, Aug. 16
Barbara S. Whitaker, Communicationist, INT, Aug. 16
Lacey C. Woodcock Jr., Flight Attendant, ILM, Aug. 16

er and center wings, the fuel cell, and the breastplate.

He fears the wings may fall off. But does he realize that, although constructed to move up to nine feet out of position, the wings will never, even in the most turbulent weather be called upon to give more than two feet in either direction?

He fears that all air crashes are fatal—no survivors. But chances of survival are increasing each day. No area of air safety other than preventing mid-air collisions is receiving more attention than surviving an emergency. Specifically, among other measures, the airlines are going to greater lengths to lessen the chances of fire after impact. They are installing improved evacuation chutes, better marked evacuation exits, and stronger seats.

He fears a mid-air collision. Yet the last fatal collision was

five years ago. Odds against air collision are one in four million. Compare that figure to the odds against having a fatal automobile collision.

He fears the incompetence of the man flying the plane. It takes as long (about 8 years) for a pilot to qualify for command of an airplane as it does for a doctor to qualify for practice. No matter how long he remains a pilot, his flying ability and his capability for command are tested twice a year. He must also go through recurrent training every twelve months.

As a final point, one may expect to fly 435,468,000 miles aboard a U. S. scheduled airliner before being fatally injured. This is about 25,615 times around the world. Or, in other words, your chances of safely completing an airplane trip are about 99.983 per cent.

Happy Birthdays

C. K. Carter, F/O, ATL	1	W. O. Radford, HSP	18
B. N. Evans, GSB	1	R. C. Rothrock, INT	18
J. K. Gray, INT	1	R. E. Saunders, INT-M	18
D. L. Odum, Div. Chief Capt., ORF	1	Joyce Sharrett, INT	18
T. E. Snow, INT	1	H. L. Baum, ORF	19
C. A. Dunn, INT	2	L. A. Beggs, ROA	19
J. R. Formby, Jr., ATL	2	C. L. Brooks, INT	19
J. B. Russell, INT	2	D. E. Carpenter, DCA	19
Virginia Shackelford, FAY	2	T. C. Conrad, F/O, INT	19
J. D. Whidden, ORF	2	Betty T. Hampton, INT	19
D. K. Carlyle, SDF	3	C. L. Martin, F/O, TYS	19
S. R. Collins, GSB	3	W. H. Smith, INT	19
C. T. Foster, F/O, DCA	3	L. I. Van Loan, ORF	19
C. L. Harrell, INT	3	Barbara A. West, Stewardess, ROA	19
J. W. Kinnimon, INT	3	G. A. Brittain, INT-FB	20
Ella M. Lanier, CLT-C	3	R. R. Burke, INT	20
S. H. Logan, INT	3	A. M. Chandler, INT	20
W. J. Moriarty, DCA	3	J. T. Hall, INT-FB	20
E. J. Thurber, Jr., Capt., ATL	3	Doris M. Hardison, Stewardess	20
Bobby Walls, ATL	3	ILM	20
R. C. Abshire, CRW	4	N. E. Hase, ATL	20
R. W. Lay, ATL	4	E. L. Lee, ECG	20
R. E. McKinney, IN T	4	D. G. Moles, Jr., INT	20
T. A. Meredith, DCA	4	L. G. Redden, Jr., ORF	20
K. A. Sallies, F/O, ATL	4	J. E. Shaw, FAY	20
Iona M. Carr, ROA	5	B. R. Talbert, AVL	20
C. E. Moyer, ROA	5	W. E. Walker, CHO	20
C. F. Wiesener, INT-FB	5	M. O. Everhart, INT-C	21
H. L. Gordon, INT	6	Evelyn Fabrizio, INT-F	31
D. T. Hyatt, ORF-FB	6	G. T. Hutchinson, ROA	21
E. L. Jayne, DAN	6	R. S. Jackson, INT	21
Jackie J. Light, DCA	6	H. W. Kelly, INT	21
P. F. Pitts, INT-FB	6	L. W. McNames, Dir. Flight Standards, INT	21
G. M. Smith, ISO	6	R. V. Moore, Sta. Mgr., GSO	21
S. B. Ellis, F/O, ATL	7	C. C. Kiger, Sta. Mgr., ECG	22
W. R. Gordon, INT-SC	7	B. G. Linn, LYH	22
W. B. Nester, ROA	7	W. C. Matheis, DCA	22
D. M. Vance, ROA	7	R. L. McAlphin, Dir. of Schedules, INT	22
R. J. Brandon, Sta. Mgr., INT-F	8	T. F. Sizemore, INT-M	22
H. C. Richardson, PHF	8	J. H. Curtis, ATL	23
R. G. Russell, INT	8	G. W. Ketner, M-INT	23
R. H. Wampler, ROA	8	R. S. Macklin, INT	23
Marylin R. Eastes, DCA	9	R. L. Martin, ROA	23
E. S. Gibbs, Capt., INT	9	A. W. Almond, ROA-M	24
Pearle P. Grimmett, ROA-FB	9	Sandra W. Bennett, FAY	24
G. W. Hauser, INT	9	J. R. Johnson, DCA	24
W. F. King, INT	9	J. D. Samples, INT	24
J. R. Morgan, F/A, ROA	9	A. S. Wingfield, INT	24
P. W. Swaim, INT-M	9	J. Z. Christenbury, INT	25
Wilma Cook, INT	10	J. A. Harris, INT	25
G. D. Edwards, ROA-M	10	Sylvia A. Reid, INT-A	25
Sherianne Gillenwater, Stewardess, ORF	10	Susan Blankenship, ROA	26
C. L. Gray, Jr., RIC	10	L. W. Cline, RMT	26
R. R. Griffith, F/O, INT	10	Judith A. Cocekham, INT-A	26
Gayle Grygo, Stewardess, INT	10	G. R. Griggs, INT	26
G. D. Smothers, Jr., F/A, ATL	10	Frances Hand, INT	26
W. H. Allen, Sta. Mgr., ISO	11	H. M. Wooten, INT	26
E. E. Benton, ILM	11	J. T. Burger, SDF	27
H. W. Butner, INT-FB	11	J. R. Duggins, INT	27
D. L. Caudle, F/A, ILM	11	J. W. Gillespie, INT-M	27
A. J. Page, Capt., ILM	11	R. M. Iden, DCA	27
D. G. Sutphin, INT	11	P. P. Jones, Div. Sta. Supervisor, ILM	27
C. O. Walters, SHD	11	E. R. Pope, FAY	27
B. R. Barnes, F/O, ILM	12	S. R. Poston, INT	27
T. L. Brown, INT-A	12	Leona L. Queen, Stewardess, ORF	27
Kathryn Spainhour, INT	12	L. A. Clyburn, FAY	28
R. M. Stuphin, INT-P	12	F. R. Foster, Jr., CVG	28
J. H. Taylor, INT	12	R. A. Greenlaw, SHD	28
R. B. Bennett, BLF	13	D. R. Moore, CRW	28
F. C. Carroll, ROA	13	R. T. Pardue, INT	28
D. L. Hayes, INT	13	J. A. Rehder, ROA	28
H. N. Holleman, F/O, ORF	13	Barbara Sasala, DCA	28
Margaret A. Pequignot, CUG	13	D. M. Shanks, Sta. Mgr., DCA	28
C. F. Meacham, Capt., ILM	14	Deanna L. Tepe, CVG	28
C. B. Morris, DCA	14	W. H. Walker, INT	28
M. J. Cigliano, INT-FB	15	B. R. Britt, ATL	29
K. B. Miller, INT	15	W. B. Haitcock, INT-C	29
T. W. Roberts, INT	15	E. H. Land, INT-A	29
L. G. Brown, INT	16	L. B. Barwick, ISO	30
R. E. Kendig, DCA	16	K. W. Byrd, ISO	30
J. L. Smith, INT-OC	16	C. E. Collins, ROA	30
W. B. Johnson, INT-FB	17	G. A. Ficke, CVG	30
M. D. Marion, FAY	17	Margaret M. Franklin, ROA	30
D. R. Sizemore, INT	17	A. L. Huddleston, ILM	30
R. C. Williams, INT	17	Sandra J. Keays, Stewardess	30
F. E. Woodruff, MBC	17	INT	30
M. A. Blythe, EWN	18	I. W. Pope, INT	30
R. R. Brown, Div. Chief Pilot, TYS	18	H. A. Vestal, INT	30
R. E. Bullard, INT-F	18		
J. H. Hill, INT-X	18		