



**SANTA SAYS** — Since some of PAI's Christmas presents, the FH-227B's, came a little before the big day, his helpers have a lot of work to do in order to get them on the line early next year. He seems to be pitching in to help INT radio technician James Samples.

## Aerospace Institute Opens Under Piedmont Sponsorship

The announcement of the opening of a training school for aviation students sponsored by Piedmont Aviation, Inc., has been made by President T. H. Davis.

Named the Piedmont Aerospace Institute, the new department is located at 1800 North Liberty Street in Winston-Salem. Its stated objective is the provision of technical education and training opportunities for persons interested in entering aerospace careers.

The initial course offered is "The Aircraft Maintenance Technician." It is a fourteen month full-time program which prepares the students to become Federal Aviation Agency certified airframe and power plant mechanics.

### Future Curriculum

Plans for future curriculum additions include advanced electronics specifically related to aviation (avionics) as well as programs designed for ground and air crew personnel.

Lt. Col. Henry F. Murray, USAF (Ret.), is director of the institute. Included among the institute's staff are: J. Fryhover, administrative assistant and instructor in Basic Mathematics and Science; A. S. Rinehardt, senior Airframe and Power Plant instructor; Darius Moles, Jr., instructor in Aircraft Electrical and Basic Electronic subjects; James R. Johnson, shop technician and instructor in Mechanical Drawing and Blueprint Reading; Mrs. Faye Flippin, secretary; and Leonard Jackson, custodian. Other personnel from Piedmont will also serve as instructors in their areas of technical specialization.

### Unique Spot

Murray feels that Piedmont Aerospace Institute occupies a unique place in the aviation industry.

"Few, if any, other schools can provide as broad a base for technical education as does our institute," he commented.

"The resources of highly experienced, technically qualified personnel are exceptional. Physical facilities of a scheduled airline, a general aviation complex, and a FAA approved flying school, provide a base for unbeatable learning situations in a variety of aeronautical occupations."

The Aircraft Maintenance Technician curriculum involves a six-weeks introductory study

including aero-industrial mathematics, aero-physics, mechanical drawing, blueprint reading and a basic acquaintance with related Federal Aviation regulations.

Eighteen weeks of the course is devoted to the study of airframe structures, sheet metal work and welding of aircraft metal structures, and maintenance of landing gear, brakes, air-conditioning and pressurization. Similarly eighteen weeks of intense study are devoted to aircraft powerplants, including operation, maintenance, overhaul procedures and practice. Twelve further weeks are consumed in aircraft electricity and introductory electronics, including elementary electro-physics study.

President Davis predicted that Piedmont's Aerospace Institute will be a giant step toward the provision of training not previously available in this region, where more and more persons are becoming interested in technical career fields. The vast expansion of aviation expected within the next few years will provide a tremendous increase in good career opportunities for well trained aerospace technicians.

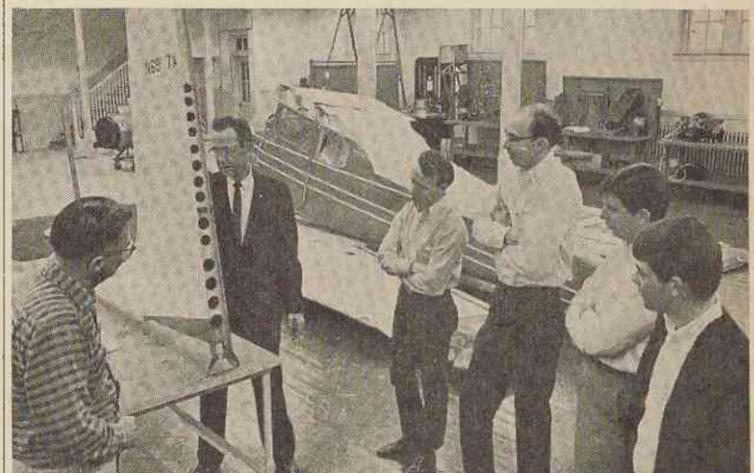
### Training History

Piedmont Aviation, Inc., has trained aviation personnel since the company was established in 1940. The Piedmont Aerospace Institute represents a higher degree of formalization in this field.

The present curriculum and facility is recognized by the Federal Aviation Agency as an approved mechanic school, and has been awarded an Air Agency Certificate to that effect. It is also approved by the State Commissioner of Veteran's Education for education benefits under PL-358. Close liaison is being maintained with Forsyth Technical Institute of Winston-Salem. This coordination will assure mutuality of purpose and strive to avoid duplication.

Col. Murray stated that the first class which began November 21 was "the culmination of many hours of work developing the Aircraft Maintenance Technician curriculum." There are nine students in the first class.

He paid particular tribute to Rinehardt, Johnson, and Jackson on his staff. These men, he said, utilize their craftsmanship, knowledge and ingenuity in setting up the shop and equipment in a very short time.



**CLASSROOM PRACTICE** — Part of the Institute's first class listens to Instructor A. S. Rinehardt explain repair steps. They are, from left, Ray Shoemaker of Portsmouth, Va., Rinehardt, Arnold Moore of Greensboro, John Hayes of North Wilkesboro, Wade Saunders of Winston-Salem, and Jerry Hughes of Trinity, N. C.

## New Facilities Are Planned For Home Office

Along with the Forsyth County Airport Commission, Piedmont has announced plans for a \$1 million expansion program at Smith Reynolds Airport.

The Airport Commission will build a large maintenance hangar north of the main airport building and lease it to Piedmont.

President Davis said the number of new jet aircraft being bought by the airline is one of the main reasons for the expansion.

"Our present facilities are not adequate to accommodate all the growth we foresee," he said.

Included in the 300,000-square-foot maintenance hangar will be additional office space.

Included in the airport commission's expansion plan is extension of runway 3 to the northwest to give the airport another runway capable of handling Piedmont's big jets.

The airport's primary runway, which can handle jets now, will be strengthened to accommodate even heavier aircraft.

Piedmont intends to construct ten T-hangars at the northern end of the airport and lease them to owners of private planes. This will be a \$50,000 investment.

Construction of the T-hangars and strengthening of the main instrument runway will begin in the spring of 1967.

Construction of the maintenance hangar will begin at about the same time. It is expected to be completed by the spring of 1968.

The new hangar facility will enable Piedmont to continue its policy of bringing all the airline's planes to Smith Reynolds for inspection, maintenance and overhaul.

## New York Progress Report

by Eddie Jones

Since the beginning of our operations into New York, we have received many questions relative to our setup here. We would like to familiarize you with some of the local conditions and answer some of your questions.

First of all, we handled a total of 2,462 passengers during November's fifteen days of operation, 1,207 boarded and 1,255 deplaned.

Our operations in New York are handled by Eastern Air Lines at LaGuardia Airport — MAIN TERMINAL. The reason for indicating main terminal is that Eastern operates their shuttle flights from a separate terminal approximately one-half mile from the main terminal. Here in the main terminal they handle their fifteen scheduled flights plus our five. A courtesy car operates between the two terminals every five minutes for the convenience of connecting passengers. This courtesy car is a stretched Checker Limo painted in Eastern colors and operates during hours of the shuttle flights.

### Check-In

There is no specific check-in position at Eastern's ticket counter for Piedmont customers. All positions are equipped with our tie-lines to Washington Reservations Offices, Piedmont baggage tags, etc., in order to expedite our customers as they arrive.

### Ticketing

Eastern ticket stock is being used for all ticketing, all of which must be done at LaGuardia—Main Terminal. We are not set up for any advance ticketing at either of the downtown terminals (Eastside or Westside

Terminals) or at the Eastern Shuttle Ticket Counter. There has been some confusion recently whereas passengers were advised they could check-in at the downtown terminals before coming to the airport, or perhaps purchase on-line tickets with Piedmont credit cards, at these points.

Insofar as our Piedmont Credit Cards, Trade Agreement Cards, etc., Eastern uses the same policy we do even though their ticket stock is used; however, tickets must be purchased at LGA — Main Terminal only. Our Washington Reservations Office handles bookings for the New York flights, and our present procedure is for them to forward Eastern's ticket counter a ticketing manifest approximately two hours prior to each flight. This enables them to have tickets ready prior to the customer's check-in.

### Ground Transportation

The distance between LGA and JFK is approximately fourteen miles, all via Expressway; however, driving time can vary drastically, depending upon the time of day. Under normal conditions, driving time is approximately twenty-five minutes and can increase up to forty-five minutes to one hour during rush hours (7:00 a.m.-9:30 a.m. and 4:00 p.m.-7:00 p.m.).

Various ground transportation rates requested recently are:

LGA-JFK — Carey Coach \$1.35 — Every half hour.

LGA to City (Eastside or Westside Terminals) — Carey Coach \$1.50 — Every fifteen minutes.

LGA-JFK — Taxicab approx. \$3.00.

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