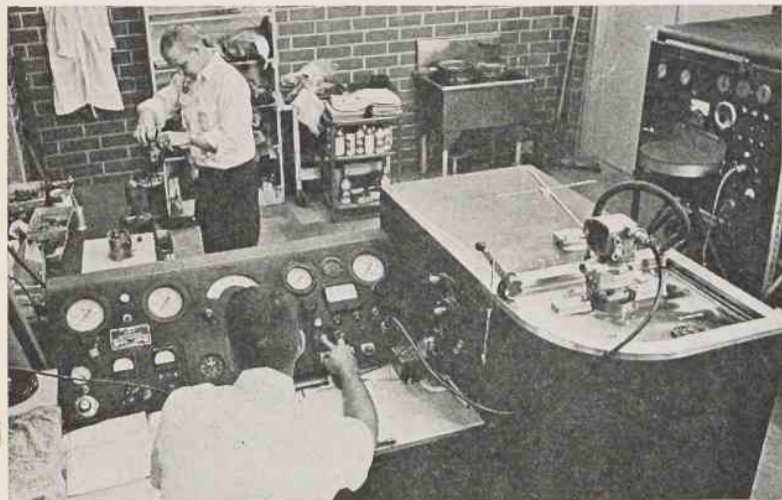


Disregarding The Jet Age

# Prop Shop Business Is Increasing



GOVERNOR OVERHAUL involves a lot of prop shop man hours. Shown here are John Harris and Ronald Elliot, checking out a governor.

Very soon 1967 will be last year. And Piedmont will look back on it as having been a busy one. Most all departments have had more work to do and have done more than in preceding years.

The prop shop in Winston-Salem is a good example of how busy all of Piedmont has been during 1967. Charlie Wiesener and Vestal Widener direct the operations of the 12 man shop crew that overhauls everything from Hartzell and Hamilton Standard two and three blade props to the Rotol four blade props.

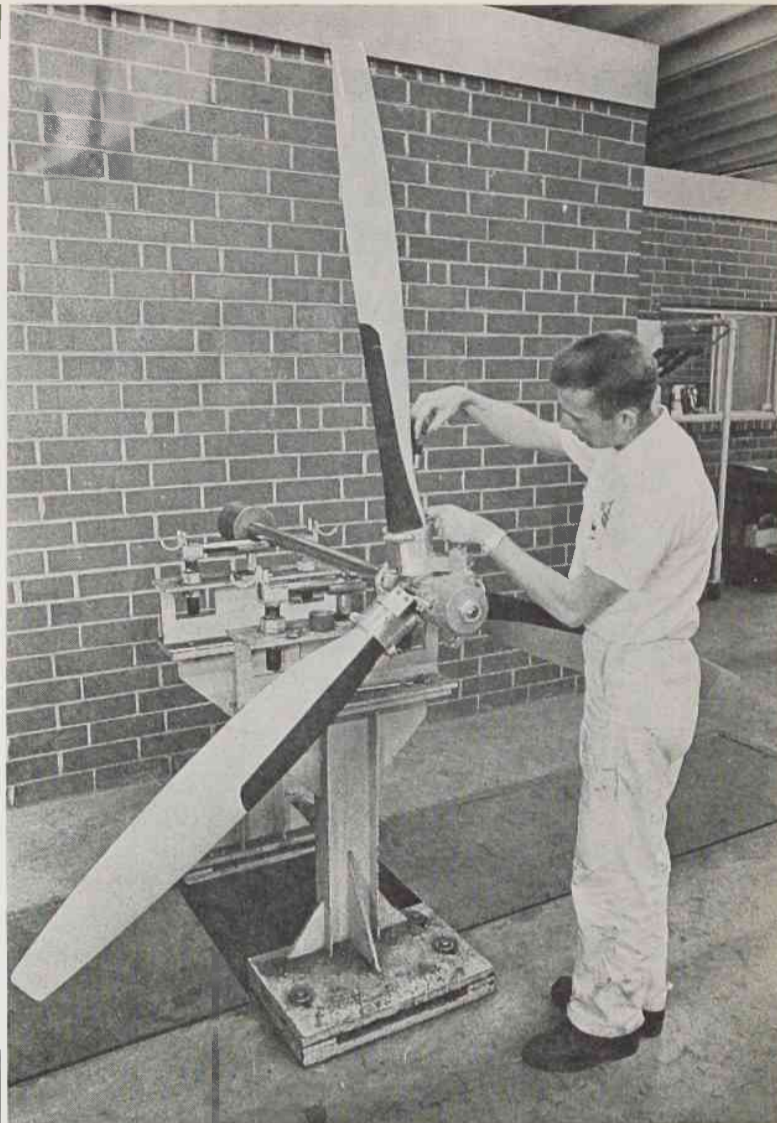
### Eight Props Per Week

The men turn out about eight props per working week which is actually quite a production considering that it takes roughly 120 man hours to completely overhaul a Rotol prop. The Hartzell props are those for small air planes, i.e. Beechcraft and Piper, Standard Hydromatic props are found on DC-3's and Martin 404's and the Rotol props are used on F-27's, FH-227's and Gulfstreams.

### Half Airline

Just over 50 per cent of the prop show work is for the Airline. The remainder involves the planes sold and serviced by the General Aviation Division and a large number of Piedmont's corporate aircraft customers.

Piedmont's prop shop is one of the largest on the east coast. The only other shop in the area for Hartzell props is in Lancaster, Pa., while the closest firms equipped to handle Rotol props are in Miami and New York. A look at the customer roster shows the planes that come into INT for work vary from NASA's four Gulfstreams to an Apache brought in by Golden Isles Aviation in St. Simon's, Georgia, and include most every shape and size prop in between.

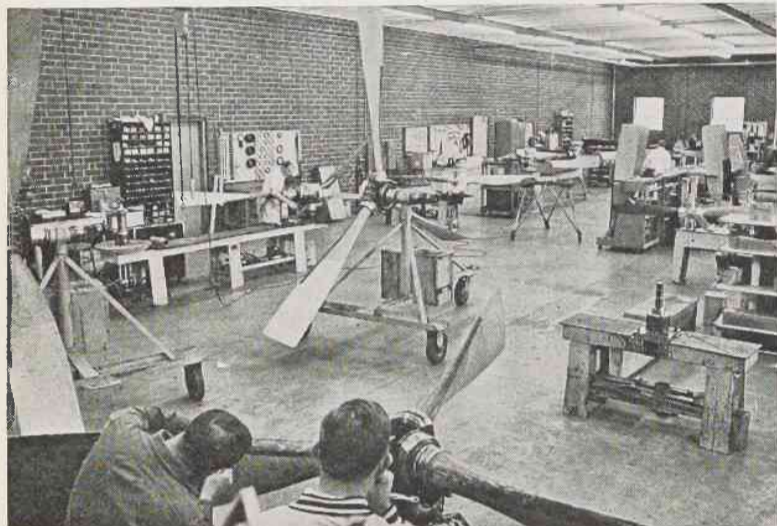


HARTZELL PROP is checked out by Sherman Pugh.

During 1966 the prop shop overhauled 181 large props. They also turned out 70 small props.

Through mid-November of this year they had done 189 large props and 144 small props.

The jet age is coming to Piedmont, but simultaneously the new Rotol propped YS-11's will be arriving. Piedmont has yet to even ponder over being propless. And will probably be more propped up next year than ever before.



OVERALL VIEW of the shop shows the variety of propellers.



SAYING GOOD-BYE seems to be far from a sad occasion as President Davis, Mr. Saunders and Mr. Brown send off N2703R.

## The Return of the Last F-27

## A Final Departure

It was almost cold on the morning of December 4, 1967, when N2703R left Winston-Salem for Hagerstown, Maryland.

That day marked the end of the era of Piedmont's F-27's.

They wore the PAI colors for nine years, one month and 29 days.

By departure time of the last plane, the F-27 fleet had flown a total of 170,519:24 hours air time. They had 341,038:48 engine hours, 1,066 inspections performed and 261 engines changed.

When they first came to Piedmont back in 1958 the F-27's introduced their fair share of trials and tribulations. But most any new equipment has its own "new" problems. Piedmont's perseverance and hard work kept 'em flying.

The first of the eight Piedmont F-27's to go back to Fairchild Hiller was N2704R. That was May 5th of this year.

Now they are all gone.

The good-bye to the F-27's was sentimental, but not sad. Piedmont is growing quicker and going faster now.



THE CREW of Captain Mike Holton and First Officer G. L. McRanie took N2703A for its last flight in Piedmont colors, the return trip to Hagerstown, Maryland.

PUTTING CHICAGO ON THE MAP is Piedmont's newest ambition. The application was filed with the Civil Aeronautics Board on December 1. For full details see story on Page one.

