

Did You Know That . . .

If you flew on all 20 U. S. domestic airlines to each of the 522 points served by the scheduled airlines, 56 per cent of your flights would be on regional airlines.

A British medical study revealed that driving a car on a 250-mile trip places more strain on the heart than does piloting a jet plane for six hours.

By 1979, about 7,000 general aviation planes are expected to be jet powered.

The old faithful DC-3 airlines is scheduled to disappear from the U. S. scheduled airline scene this year. The few regional airlines that are still using them will replace them with new jet equipment. More than a thousand of the DC-3's are still in service with free world airlines.

Automobile owners should be glad they don't "drive" a Boeing 707. This big four-engine jet airlines gets a little more than three blocks to a gallon of "gas."

Before an airplane pilot is licensed to fly he must acquire at least 40 hours of flight training.

Considering relative speeds, this is the equivalent of requiring a student driver to make a transcontinental trip before he is qualified to drive passengers in an automobile.

A year-long airline industry evaluation has proved that thin, shallow grooves cut into the surface of a runway — definitely improve a plane's braking and stopping distance on wet runways. The conclusion was recently announced by the ATA with the recommendation that all major airport from now on should be groovy.

A jet airliner cruises at about the same speed as a .45 caliber bullet.

The productiveness of a big jet airliner is about 3,200 per cent more than that of a veteran DC-3 piston engine air transport.

Hot coffee can be made more quickly aboard a jet airliner in the air than on the ground as the water for the coffee boils at temperatures lower than 212°F depending on flight altitude.

The higher speeds and altitudes flown by jet airliners tend to keep them clean for longer periods than piston engine planes.



PIEDMONT'S VERY OWN helicopter, a five-place Bell JetRanger, is shown here with pilot Jim Rinehart.

Medal of Honor Recipients Fly Piedmont to the Inauguration

The following letter was received recently expressing gratitude for the Company's participation in the airlift of Medal of Honor men and their wives to and from the Presidential inauguration in January.

Mr. T. H. Davis
President and Treasurer
Piedmont Airlines
Winston-Salem, N. C. 27102

Dear Mr. Davis:

May I, in behalf of the Inaugural Committee, thank Piedmont Airlines for its participation in the airlift of Congressional Medal of Honor men and their wives to and from the 1969 Inauguration. The assistance and cooperation of your company, in concert with other airlines, made possible the attendance of this select group of heroes at a memorable event which was enhanced with their presence.

We also wish to express our appreciation to the flight crews and office personnel of Piedmont Airlines who we are told went out of their way to make the trips of the Medal of Honor men and their wives most enjoyable. These people will not forget the effort, courtesy, and good will of Piedmont Airlines.

Sincerely yours,
Edward F. McGinnis,
Chairman
Veterans Committee

Those who received free transportation aboard Piedmont under the Medal of Honor Exemption were Lt. Commander and Mrs. Herring of Fayetteville, Mr. and Mrs. Elliott Williams, Jr., from Florence, Sgt. and Mrs. Lawrence Joel, from Fayetteville, and M/Sgt. and Mrs. Morris, also from Fayetteville.

FAA/Dot Predicts Growth For Aviation Through 1980

Airline passenger traffic will continue to grow rapidly over the next decade and will more than triple by 1980, the Federal Aviation Administration of the Department of Transportation predicts in its latest multiyear forecast. The FAA also foresees further significant expansion in general aviation flying and in all major measures of aviation activity.

The forecast predicted that in 1980:

Airlines will be carrying some 470 million passengers, more than three times the Fiscal Year 1968 total of 152.6 million. This reflects an average 10 per cent annual growth rate, somewhat less than in recent years. In FY 1968, passenger traffic increased 20.7 per cent over the previous year. In the FY 1964-1968 time period, the average annual growth rate was 16.5 per cent.

Revenue passenger-miles flown by airlines will soar to 379 billion from the FY 1968 figure of 106.5 billion. This growth had been averaging 18 per cent a year since FY 64.

More than 90 per cent of the 3,600 airline planes in use will be jets

— especially two-engine aircraft and three-engine air buses. In FY 1968, slightly more than 50 per cent of the 2,452 planes were jets.

The general aviation (non-airline) fleet will total 214,000, compared with 114,186 in FY 1968. Sharpest increase will be in the number of turbine-powered, fixed-wing aircraft — 7,800 compared to 1,281 in FY 1968, a six-fold growth.

Production of civil aircraft is expected to reach 33,950, more than double the FY 1968 total of 15,044. However, because they are becoming bigger and faster, air carrier transport aircraft production will decrease gradually to 250 from the FY 1968 level of 625, which was the largest annual production on record.

FAA air traffic projections are used by the agency to plan its aviation facilities and services during the next decade. A limited number of free copies of "AVIATION FORECASTS, Fiscal Years 1969-1980" is available to the public. Written requests should be addressed to FAA, TAD-484.3, 800 Independence Ave., S.W., Washington, D. C. 20590. Requests should be accompanied by a self-addressed mailing label.

New Books On Aviation Released By Doubleday

Following closely his best selling novel, "The President's Plane is Missing," Bob Serling has now written an engrossing probe of aviation safety today.

Just released by Doubleday, "Loud & Clear" begins by putting you in the observer's seat as a highly-trained airline flight crew takes a brand-new Boeing 727 through a painstaking acceptance flight, submitting the plane to every conceivable test in search of possible "bugs" before it enters scheduled service. The book covers in fine detail current jet transportation, always with focus on the point of the book: **Air Transportation is Safe.** It concludes with the jets of the future, the jumbo jet and the SST.

Serling gives the reader an intimate feeling for the quality of crew training; what planes can do and can't do; weather prediction and modification; Congressional action and lack of it; noise abatement; what happens and why in fatal or near-fatal accidents and what's being done about it; the

vital role of air traffic control; and a myriad of other subjects relating to safety.

He goes deeply into sometimes harrowing details of accidents. But in spite of some pretty hairy descriptions, the net effect of the book is the feeling that scheduled air transportation is safe. And that it will get safer.

The book retails for \$5.95. However, Doubleday has made the book available to airline employees for a dollar less, \$4.95. Purchases may be made through the Horizon Book Shop, 3532 —12th Street, N.E., Washington, D. C. 20017, and airline letterhead will serve as identification. Price includes postage.

Another book, also just recently released by Doubleday is "Famous First Flights That Changed History" by Lowell Thomas and Lowell Thomas, Jr.

An exciting story of the conquest of the frontiers of aviation, this one sells for \$6.95.

The authors, who had active roles in 3 of the 16 history making flights included in the book, recount all the harrowing details of the aeronautical feats of daring which have literally thrilled the world during the past 60 years.

Readers everywhere will find themselves involved in the romance and hazards of long-distance flying; with Lindbergh as he plays a breathtaking "game of solitaire" with the forces of nature; with the Magellans of the Air on their round-the-world air race; and with Ross Smith and his three crewmen on their trouble-plagued flight from London all the way to the Land of Down Under. In this volume, amply illustrated with 40 on-the-spot photographs, the authors also tell the stories of several attempts that failed, some of which surpass the success stories for sheer adventure.

Fifteen Years To Die

It was an obituary that really set you to thinking: "Local man, age 36, dies after 15 years in hospital, following auto accident in which he was totally disabled."

Fifteen years of of staring at the same ceiling; 180 months of complete dependence upon others; 780 weeks of hope-erosion, with expense towering to crowd everything else off the skyline; 5,475 days of waiting for the night, 5,475 nights waiting for the day; 131,400 hours of four walls, fading flowers, medicinal smells, useless sympathy; 7,884,000 minutes of vegetation with roots withering in hopelessness, spirit shriving in stagnation; 473,040,000 seconds of death before burial.

And probably because of some "little" fault that you might be committing every day of your driving life. Such as failure to glance left and right, or forgetting to check your rear-view mirror. Squeezing one more trip out of bald tires. Crowding the car ahead. Leaning on luck in a blind spot. Trying to average 60 on a 50-mph road, or in 50-mph conditions. Or just plain, blind assumption that the other driver will do the right thing.

Death at 36 after 15 years of dying! Within that period of time a man usually marries, has a family, climbs upward in the world, travels, plays, begins to mature, enjoys a million sights, sounds, sensations.

Over these same 15 years, this man was a castaway on a lonely bed-island. He absorbed tasteless food, slept a desperate sleep, suffered, cursed, cried, felt the bitterness kink his insides into knots at such ordinary sounds as laughter, free footsteps, and hearty talk.

For every person who dies in traffic smash-ups, many others spend agonizing weeks, months, life-times of disability.

You risk this as well as a quick ending when you commit those "little" driving errors. Do you realize this? Do you know what errors are yours, and what you must do to correct them?

—From General Telephone of the Southwest

TRIMOTOR . . .

(Continued from Page One)

pull the plane with its load of mail and express out of any airstrip which was 1,200 feet long. The corrugated metal which forms its fuselage is all aluminum.

This particular Trimotor has been purchased by D. D. Overton, who owns an aircraft and automobile museum at Santee, S. C., about halfway between Columbia and Charleston.

Pilot Mishler flew it to Winston-Salem so Piedmont Aviation's skilled airplane finishers could give it a coat of special \$35-a-gallon paint and refinish it in the original Pan-Am colors.

Then it will join 41 other classic aircraft in the museum. If you go to South Carolina this summer, you may persuade one of Overton's muscular pilots to give you a ride in the all-metal transport which revolutionized aviation nearly half a century ago.