



continued from page 1

## New headquarters For GAG

the second hangar built at Smith Reynolds Airport. We inherited the other hangar, often referred to as the old Beech Hangar, after World War II. It was built in 1941 by the Army Air Corp's Office of Flying Safety. The cinderblock building was formerly used as a DC-3 overhaul hangar and was the first building to be renovated by the airline. The small brick office building next door to the hangars opened in 1961. All four structures will be removed to make way for the new complex.

"The first step will be to tear down the old hangars," Culler said. "When the new complex is completed in July, we will move from our present location to the new offices, then the present office building will be removed. Once this stage is completed, the parking lot will be graded and paved and final landscaping can be done. Everything should be finished by late August."

The new complex has been designed by Hammill-Walter Asso-

ciates, Inc., and is being built by Fowler-Jones Construction Company. These firms also designed and constructed the T. H. Davis Training Center. The interior will be done by Design Works.

Our general aviation facility in Winston-Salem is the most complete service facility available in an area whose boundaries extend as far east as Wilmington, DE, north to Rockford, IL, south to Miami, and west to Dallas. We serve customers primarily in a 13-state area.

"In addition to normal services such as refueling, maintenance, instruction, and sales, we offer piston engine overhauls and complete propeller overhaul service for small aircraft as well as turboprops such as the YS-11," Culler said.

"We also have a large wholesale parts department and offer APU (auxiliary power unit) turbine overhaul.

"With our new facilities we'll be able to expand all of our programs," he added, "and provide even better service to our customers."



## Seat selection OK from start

We're doing it at Piedmont and with great success!

The new Automated Seat Assignment and Boarding Control System is being integrated into our present system all across the Piedmont network, and it's being done with ease. Our station agents and reservations agents received instruction this summer, and the training has paid off in terms of a smooth transition to the new check-in process.

"Our agents have responded to the new system in a very positive way," Carl Crumley, director-passenger procedures, said.

"The entire check-in process has changed for the better. When fully implemented, the new system will speed up the reservations and check-in process, streamline our

computer program, simplify all procedures, and most importantly, provide one-stop check-in for the passengers."

ATL became the first station to go on-line with the new system. (At left) Eric Morgan, station training, watches as Jan Von Bauer checks in one of the first passengers.

"It went like clockwork," Jeanie Dial, ATL station manager, said. "We're glad to have the new technology available to us."

All stations will be on-line by early November. At this point, reservations will switch over to the new program.



John Corral (right), with United Airlines, presents Piedmont Station Manager Bill Twiddy with a plaque in appreciation of the help our CAK employees gave in a recent fundraising event.

During the summer, United's Mainliner Club at CAK sold pineapples to raise money for the Muscular Dystrophy Association of Ohio. Our CAK employees helped by raising over \$1,000 by selling the pineapples to employees around the system.

With Twiddy and Corral are Piedmont agents (l to r) Tom Corington, Bob Michaels, Kevin Adams, John Lee, Paul Zoll, and Mike Burwell.

## World's first 737-300 simulator on way to Piedmont

Bay Number 3 in the T. H. Davis Training Center — empty since the building opened two years ago — will soon be home for a state-of-the-art simulator to support our new generation aircraft.

Piedmont has purchased a brand-new 737-300 simulator which, when delivered next June, will probably be the first fully operational 737-300 simulator in the world.

The simulator was built two years ago by CAE in Canada as a 737-200 trainer for Air Zaire. When plans for the training facility in Africa didn't develop, the simulator was put in storage in Montreal until it was purchased by Piedmont last June.

"CAE is now converting the simulator so that it will mirror the cockpit of our new 737-300s," Captain C. D. McLean, director-flight

training and technical support, said.

"The outside physical appearance of the simulator will be identical to the 737-200 simulator we now have in Number 1 Bay, but the new version will be much more advanced on the inside."

McLean explained that the 737-300 aircraft is much more computerized than the 737-200. The new generation aircraft incorporates an advanced flight management computer system which should result in fuel savings.

"In reality, the captain can just key in a program and the computer will fly the plane, including navigation and automatic landing. It's very similar to the 757 and 767 auto flight programs."

In addition to the new simulator, Piedmont is purchasing a new hands-on computer training sys-

tem which is being installed at the Training Center this month.

"The PLATO system consists of a computer which displays the cockpit system. Just by touching points on the face of the screen, a pilot can activate specific systems programs," McLean said.

For example, a pilot can sign him- or herself in, designate what program he or she wants to go through, then the computer will coach and grade the pilot's performance.

Each of Piedmont's 800 737 pilots will be required to go through an extensive training program which includes ground school, training on the PLATO system, and finally, time in the simulator itself. In early November, four Piedmont instructor pilots along with a representative from the FAA will receive training from Boeing in

Seattle on the new aircraft. Then in February, Boeing will train 60 Piedmont pilots. Piedmont will begin training the remaining pilots in July following installation of the new simulator.

"It's an exciting program, one we're glad to see," McLean said. "The simulator will have the latest technology and be a great asset to our 737-300 program."



Piedmont was one of the major corporate sponsors of the recent presidential debate between President Ronald Reagan and Walter Mondale. The debate, sponsored by the League of Women Voters, was held in Louisville, KY, on October 7.