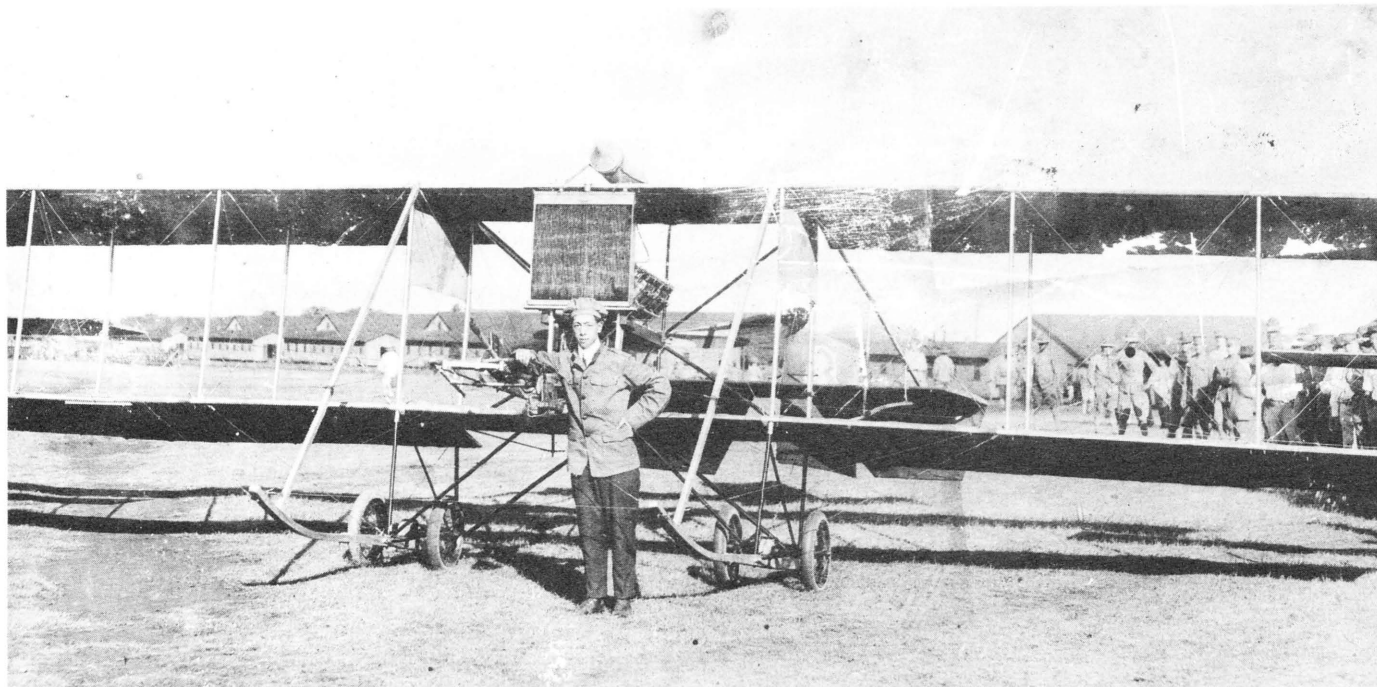




Your Editor, too, presents an interesting photo to tease Aviation Historians knowledge. (However, he knows the answers). Please send your information to the editor at the A.A.H.S. address (Photo – Walter Eklund).

AEROVIGNETTES

by D.D. Hatfield

REGULATIONS FOR AIRLINE PILOTS 1929

The following items were taken from memoranda issued to pilots of a leading airline from the general superintendent during the year 1929:

Steep climbing turns, side slips, and a rolling ship are to be avoided as much as possible.

The door between pilot's cabin and passenger's cabin should be closed when ship is in flight.

Smoking is not allowed by pilots or passengers.

Coats may be removed to take care of temperature gradient, but caps should be worn at all times; and during the summer season white caps will be standard. No suspenders should be exposed when coats are removed.

There will be no drinking of spiritous liquors on board our planes and no passenger in an intoxicated condition will be allowed to enter our planes.

Unless forced lower by weather, pilots will maintain at least 500 feet altitude.

Pilot should not leave the cockpit except to go to the toilet and this should happen but seldom.

The curtain between cockpit and passenger cabin should be pulled down at all times when the ship is in flight, except in emergency cases, such as pilots desiring to call courier, etc.

A number of passengers have complained about smelling cigarette smoke and feel that they should also be allowed to smoke under these conditions. Kindly remember that the

odor of a cigarette smoked in the cockpit permeates the whole passenger cabin.

Employees should, of course, never discuss accidents, crack-ups, force landings or company policies or personalities.

It is found necessary to again emphasize the elimination of climbing turns and steep banks except in an emergency.

Please do not discuss weather conditions within the hearing of any of the passengers, as it only results in these remarks being magnified as they are passed on, and eventually, it reacts badly upon them.

The practice of providing pilots with lunches at the company's expense should be discontinued. If the pilots desire box lunches provided them, they may make arrangements with the transportation department and pay the regular cost of these luncheons.

It is not the company policy to allow our pilots to fly equipment other than our own, for hire or otherwise, with the following exceptions, through permission of the company:

1. National Guard or Army ships.
2. Personally owned ships.
3. Testing aircraft which will be of mutual benefit to individual, company and advancement of aviation.
4. Riding in new types of aircraft for educational purposes.
5. In other words, we feel that our pilots should not supplement their pay in this company by doing outside routine or hazardous exhibition flying.