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ORAL HISTORY DEED OF GIFT

The oral history collection of the Baltimore Neighborhood Heritage Project includes taped interviews with significant Baltimore-area citizens who can provide first-hand accounts of some aspect of Baltimore history which would otherwise go unrecorded. Our goal is to supplement and enhance the more conventional archival materials held by the Baltimore Region Institutional Studies Center of the University of Baltimore.

You have been asked to give an interview for this collection. A tape recording of your interview will be made by the interviewer. In some cases a verbatim transcript will be made. In every case an abstract will be made of the tape. All materials connected with your interview will be deposited with the Baltimore Region Institutional Studies Center and copies will be sent to the Maryland Historical Society. This material may be used for research, education, scholarly publications and other purposes according to the educational and historical objectives of the Baltimore Neighborhood Heritage Project, the Baltimore Region Institutional Studies Center and the Maryland Historical Society. Specifically, this material may be used by the Theatre Project in the preparation of dramatic presentations.

I, [Name], have read the above and, in view of the historical and scholarly value of this information, I knowingly and voluntarily permit the Baltimore Region Institutional Studies Center, its Baltimore Neighborhood Heritage Project and the Maryland Historical Society the full use of this information. I hereby grant and assign all my rights of every kind whatever pertaining to this information, whether or not such rights are now known, recognized or contemplated, to the Baltimore Region Institutional Studies Center, the Baltimore Neighborhood Heritage Project and the Maryland Historical Society.

Aug. 13, 1981
Date of Agreement

August 13, 1981
Date(s) of Interview

Signature of Informant Donor

Mandy I. Berman
Signature of Interviewer/Collector

Acknowledgement of Maryland Historical to abide by the terms of this agreement:

Date

Signature of Curator/Director
A basic day for me is sometimes checking in at four or five, and working a fourteen-hour day, or a basic day could be working four hours. It just depends on how the schedule runs. We have a system of crew scheduling. They usually call you to allow you time to get to the airport. Hopefully twenty-four hours in advance. Basically, there are two systems. There's a reserve system, which is a basic backup system, and then there's a system. I am on reserve. And therefore I get called out when people don't show up for work, when people get sick on the job, and when somebody has to be replaced. I'm there basically just for off days. I very seldom know where I'm going. All I know is I'm going to have sequence whatever off the sheet, and I look at that to follow it.

A typical day starts early in the morning. You go and check in. You have to be there an hour before your flight. And you have to have a briefing. Your briefing is basically where meet the other crew members, the Captain, First officer, second officer, you go over the procedures. what the day's going to be like, what to expect, what your services are, emergency procedures, emergency debriefing, check the equipment on the aircraft, be sure you have your oxygen and catering, that kind of thing. It starts in the morning when we serve the breakfast, and most of my flights range anywhere from half an hour to four hours. You do a service. Sometimes if you feel like chatting you might want to do that, and every now and then you just check through the cabin to make sure every body's comfortable, that kind of thing. You should have lunch, and dinner, or usually just lunch. Usually you don't do over two meal services during the day. It's kind of hard on the body. Very difficult.

One of the things I like about my work is the schedule. It's not nine-to-five, it's not seven to eight....it's a good schedule. It gives you enough time to really be free to do some of the things that you want. And feel like you're working, also. You don't get the feeling that you're not working because you have a lot of time. So I like that. I like the schedule a lot. It's also the thing I hate most about it, too. Because I hate early check-ins.

As far as Health and safety on the job is concerned....usually the FAA...Federal Aviation Administration does most of the regulations for all the airlines.