

- MAY TRAFFIC -

We carried a total of 16,535 passengers during May. Mr. Hager was heard to remark way back around the first of the month that the May quota was a "sissy" one - so every one is to be congratulated that the quota was beat by 1,035. However, the load factor fell to approximately 50%. Let's bring it back up in June!

- CONSOLIDATION ORDER - T. H. Davis.

You will be glad to know that the C.A.B. has issued the Consolidation Order in our Certificate Renewal Case, so that the Hearing can now be set and the Case can proceed. By way of explanation, a Consolidation Order simply sets forth which of the applications of any and all carriers for additional service in this area will be consolidated with our Renewal Case. Other carriers always try to get their pending applications consolidated with a current case so they can get a Hearing without waiting a long time for the C.A.B. to get to their application.

Of course, it is our desire to keep our Renewal Case as small and clean-cut as possible, and for that reason we had to object to many of the requests of other carriers to get in our Case. Fortunately, the C.A.B. refused all applications of other carriers except those of Eastern and Delta which applied for our routes as now operated. Furthermore, the Board agreed to consolidate our application for the Richmond-Knoxville route. Also, the route changes proposed in our Show Cause Order will be considered and acted upon. These include the Lexington-Beckley segment, the Wilmington-New Bern segment, and the inclusion of Hickory as an alternate intermediate point between Charlotte and Tri-Cities.

All in all, we feel that the Case is set up in good shape, and the Hearing, which will take about a week or ten days is scheduled for August 13. It is expected that Oral Argument will be held about two or three months after that, and a final Board decision should be forthcoming two or three months later.

- MAINTENANCE - H. W. Nickerson.

Howard CARTWRIGHT is now our Superintendent of Base Maintenance and Ace TOMPKINS is our Chief Inspector.

Pilots Meetings at IMN and ORF are always helpful to Maintenance and we receive and appreciate many good ideas and suggestions. Only complaint - leaving IMN at 5:30 A.M.

On a trip last week Purser Sam MOORE pointed out the danger of slightly damaged fingers to passengers and crew from getting tangled up in the cabin fans. He shuts them off when the passengers are moving around. Very good idea.

Thought GOLSON and his boys were doing a swell job - but he let us down last week. We had a spare airplane all one day and he didn't ask to use it for an extra section or a charter.

A full set of rim lights are installed on the flight groups of 390. We would like Crew comments on them.