

THE PIEDMONITOR

Vol. 1 No. 6.

- Piedmont Sets The Pace -

September 1, 1951.

- AUGUST TRAFFIC -

The pace was set this month with our biggest traffic day since the beginning of operations occurring on August 31, when we carried a total of 929 passengers. Approximate monthly passenger count rests at 20,350, which is about 841 above the quota for August. Our load factor for August is in the vicinity of 57.09%. All in all, this is really the most record breaking month in our history. What with the largest passenger count and the biggest single day, and the best load factor, we can look back to August with justifiable pride.

(Last minute 'facts and figures' item: On September 3, a total of 926 passengers were boarded along our system without any extra sections. We are waiting anxiously to see what the load factor is for this one day.)

- PAI RENEWAL CASE HEARING -

The first half of the C.A.B. Hearing on our Certificate Renewal Case was held in Winston-Salem on August 20, 21, and 22. This portion of the Hearing was for the taking of testimony of representatives of the Cities and States we serve. The Hearing will reconvene in Washington on September 10, at which time the Company will present its case and the other airlines, American, Delta, Eastern and Capital, will present their views. As you know, Eastern and Delta had previously filed an application with the C.A.B. for our routes and asked that their applications be heard along with our Renewal application. At the opening of the Hearing in INT, however, both Eastern and Delta formally advised the Board that they did not intend to press their applications. Without exception, all of the 30 odd City and State witnesses praised Piedmont's operations in most glowing terms. Danville and Goldsboro requested additional flights. All Cities urged the Board to make our new Certificate permanent. Tri-Cities, Roanoke, and Lynchburg, urged the Board to continue American Airlines' service to those points, but at the same time they were highly complimentary of the service we had been rendering. Richmond and Knoxville argued that American Airlines should suspend service at Tri-Cities, Roanoke, and Lynchburg, and turn the route over to us. Louisville, Richmond, Roanoke, Lynchburg, Danville, and the Kentucky Department of Aeronautics strongly urged the Board to grant us the route extension between Beckley and Lexington. The New Bern witness strongly supported our request for authority to operate between New Bern and Wilmington. All in all, we feel this portion of the Hearing was highly successful. Gordon BROWN and Lee FULLER, along with the help of others, have done an outstanding job in gathering all the facts to make our case one of the best ever presented. Witnesses who will testify in Washington for the Company will be T. H. DAVIS, R. D. HAGER, and C. G. BROWN. We will let you know in the next PIEDMONITOR how the Hearing in Washington comes out. Of course, there are still several procedural steps to be taken and it appears that about the earliest we can expect a final decision will be February or March of 1952.

- COMMUNICATIONS CHATTER - W. D. Rollick

Frank GRANT has been promoted from Jr. Radio Technician to Radio Technician. He has worked hard to obtain the necessary qualifications. Congratulations, Frank.... George LAVRINC CVG Technician, will spend his vacation in INT taking an Instrument Rating Course... Ralph MONEY is now a home-owner on "Mortgage Hill" in Ardmore. On a recent trip through some of our stations I was surprised to learn that some of the Piedmont