

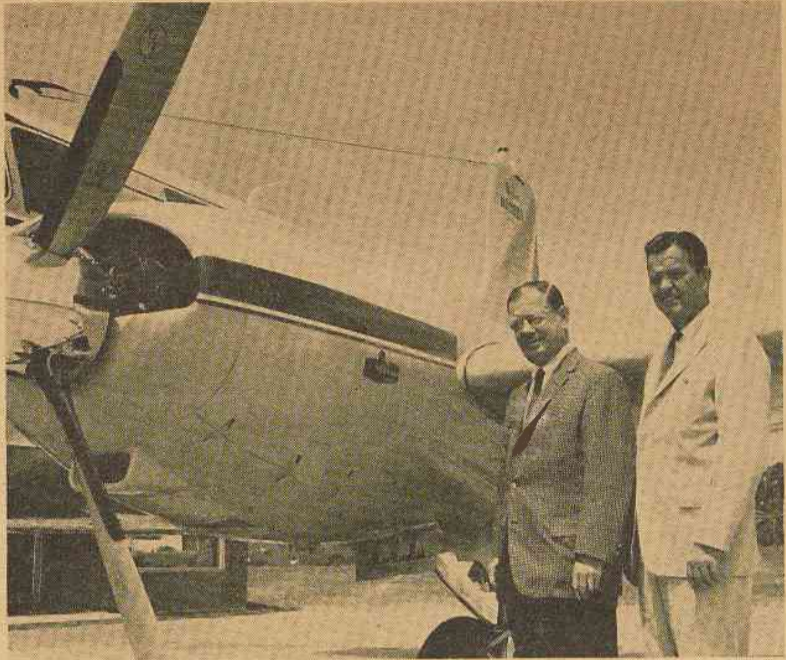


THE PIEDMONITOR

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APACE WITH THE PACEMAKERS

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TWO MEN AND A LADY are pictured above. The lady is the handsome new Beechcraft Queen Air, delivery of which was accepted by Piedmont's General Aviation Division August 9th. The two men giving her the once-over are Wayne Parrish, president and publisher of American Aviation Publications, Inc., who recently visited the Winston-Salem facilities, and Piedmont Vice President R. S. Northington.

It's Beech's Big One

Queen Air Debut

"A sensational all-new aircraft for a new era of business flying" is a description given to the brand new Beechcraft twin-engine Queen Air, one of which the General Aviation Division now has in its stock for demonstration and sale.

The Winston-Salem ship is the 32nd Queen Air to come off Beech's assembly line. It is termed a 7-place airplane, with accommodations for five passengers plus pilot and co-pilot. The basic price of a Queen Air is \$120,000. Anti-icing equipment, exterior paint, about \$25,000 in electronic equipment, and other features peg the retail price of the model received by the General Aviation Division at

\$154,000.

Although a variety of interior colors and configurations are available, the Winston-Salem based Queen Air is finished in shades of brown, tan and beige. Another Queen Air feature is an airliner type air-stain door thus making it easy to enter or leave the cabin. Individual reclining chairs move fore and aft on tracks for added leg room.

Flying range of the Queen Air is excellent, with the ability to carry six passengers and their baggage at a speed of 205 miles-per-hour a distance of more than 1,000 miles non-stop and still have 30 minutes of reserve fuel remaining. Weather avoidance radar is optional.

Piedmont Gets Recommendation Of CAB Examiner James Keith For Norfolk - Knoxville Route

Piedmont Airlines should be allowed to operate a route from Norfolk to Knoxville presently served by Capital Airlines, according to a recent decision by Civil Aeronautics Board Examiner James S. Keith. Keith recommended that Capital's certificate should be changed to drop it from points on its Route 51 west of Norfolk and Piedmont should be substituted. The segment covered is one which Capital included in its letter to the Board asking that it be allowed to withdraw from markets which are primarily of a local service character.

In making the recommendation for Piedmont, Keith stated that "It is clear that the route lends itself more favorably to operation by a local service carrier."

If Keith's recommendation were followed by the Board, Piedmont would inherit these points now listed on Capital's route, most of them already served by us: Norfolk, Elizabeth City, Rocky Mount, Raleigh-Durham, and two routes beyond that city, one by way of Greensboro-High Point, Winston-Salem and Charlotte, and the other by way of Southern Pines-Pinehurst-Aberdeen, Charlotte, Hickory and Asheville, terminating in Knoxville.

Examiner Keith also recommended against amendment of Eastern Air Lines' certificate to permit that carrier to provide service to points south of Norfolk, to cities in North Carolina, or north to Washington, D. C. The Examiner also recommended against permitting Allegheny Airlines to operate between Norfolk and Washington.

Exceptions to the Examiner's decision have been filed by Al-

legheny Airlines, Eastern Air Lines, the South Carolina Aeronautics Commission, the Greensboro-High Point Airport Authority, the city and chamber of commerce of Charlotte, and the Raleigh-Durham Airport Authority. Greensboro-High Point would want it mandatory that Piedmont put in non-stop service to Norfolk as well as local service. The Charlotte and Raleigh-Durham exceptions are basically the same. Oral argument has been set for September 21.

The recommendation of the Examiner would add two additional stations to Piedmont's system, Elizabeth City and Rocky Mount, and would substantially supplement service at nine existing Piedmont points.

Piedmont President T. H. Davis reflected the sentiments of the company when he said that "we are delighted and gratified" that the examiner has so recommended Piedmont, and he expressed appreciation for "the support we have received from the cities involved."

"We are ready to begin operation over the route as soon as the final CAB decision is issued."

Three round trips per day, including both morning and evening service, are proposed along the route, thus tripling the present Capital service.

It is hoped that the final Board decision will be soon forthcoming, perhaps within the next sixty days.

New Revisions In Schedules Operating Effective August 9th

Piedmont President T. H. Davis said the early date for the new schedules was made possible by special permission from the Civil Aeronautics Board and the Post Office Department, these government agencies ordinarily requiring more advanced notice.

The new flights, designed primarily to strengthen the Tri-Cities-Knoxville segment, offer travelers, shippers, and air mail users a great selection of services to and from Knoxville and improved connecting services to and from Chattanooga, Nashville, Memphis, and other cities

to the west.

New Flight 320 operates from Knoxville to Tri-Cities to Winston-Salem daily except Saturday and Flight 321 operates westbound along the same route with the addition of Hickory as a stop.

Another change provides for Roanoke as a terminating point for Flights 346 and 349, heretofore operating as commuter trips between Charlottesville and Washington.

Station personnel are asked to inform verbally the traveling public of these additions to the schedule, since they will not appear in company timetables or in industry schedule guides until September 7th, effective date of the new timetable.

In commenting on the additional Tri-Cities-Knoxville service, President Davis said that "we will do the best we can under the present operating authority . . . to provide service between Tri-Cities and Knoxville so that passengers from the Tri-Cities area will have connecting services to the other major cities in Tennessee."

Southeast Airlines, headquartered in Kingsport, discontinued operations July 31.

Fare, Morton Attend Board Conference

A three-day conference of Piedmont Airlines officials and representatives of the Rates Division, Bureau of Air Operations, Civil Aeronautics Board, was held in Washington August 15, 16, and 17. The conference was for the purpose of agreeing on the amount of mail pay due Piedmont during the temporary period from January 22, 1959, through June 30, 1960, and was also for the purpose of reaching agreement on a permanent mail rate to be effective July 1, 1960.

Representing Piedmont at the meeting were M. F. Fare, secretary and assistant treasurer, T. W. Morton, assistant controller, and Cecil Beasley, Piedmont's Washington attorney.

The Mail Rate Staff of the CAB has stated that it expects to issue a show-cause order within 2 or 3 weeks which will be in effect a decision, according to Mr. Morton.

tary from interceding with the CAB in behalf of individual carriers. However, he added that military agencies can and do recommend routes and service to the Military Traffic Management Agency.

Approximately 60 employees, including home office personnel, attended the meeting. General Traffic Manager R. E. Turbiville, presided.

Called A Success

Sales Meet Offers Many Ideas

A Piedmont sales meeting featuring informal talks by assistant managers, chief agents, and lead agents, held July 26 and 27, was termed an outstanding success by company officials. During the sessions, which included luncheon speeches by Colonel Charles P. Westpheling, Transportation Officer at Fort Bragg and Colonel John W. Dregge, Chief of the Routes Division, Bureau of Air Operations, Civil Aeronautics Board, an opportunity was given for a general discussion of methods of improving Piedmont's system-wide service.

Many excellent suggestions were made by the agents and the assistant managers. Some of the ideas offered were: pre-printed on-line tickets; more on-the-job training; free flu vaccinations for the employees; an evaluation team of executives to visit stations periodically; a more complete testing system for employees; a fuller retirement program; a paint sprayer for station use to be placed with each divi-

sion station supervisor; commuter fares; home office and hangar tours for station personnel; more announcements over aircraft public address system by captains during flights; and an even more intensive on-time departure program.

Piedmont president T. H. Davis, in welcoming the group, stated that this period offers "the greatest opportunity this company has ever had." He added that it is up to all of us to "get our organization in condition" for the expected expansion in the months and years ahead, and he expressed thanks to each employee for efforts during the past few months in raising our efficiency standards.

Colonel Dregge paid high tribute to Piedmont since its inception as an airline 12 years ago, stating that "Piedmont has truly kept the pace." He traced the history of the local service airlines program since the 1944 CAB policy decision authorizing locals. He emphasized that there has been a continuing effort to

liberalize the restrictions on locals.

Colonel Dregge listed increased efficiency, increased traffic, reduced operating costs, and liberalized authority as the four ways subsidy can be reduced. After pointing out that the trunk carriers are going more and more to long haul traffic between major cities, he predicted that the local service airlines will continue to fill the gap and he forecast that the locals will also develop more long haul traffic as the years pass, with helicopters and vertical take off equipment filling some of the short haul gaps left by locals.

Colonel Dregge complimented the open-forum type sales meeting, stating that it is a tool for further developing the character that Piedmont already has.

Colonel Westpheling reviewed the history of Fort Bragg and described some of the activities of the Strategic Army Corps and the 82nd and 101st Airborne Divisions. He stated that government regulations forbid the mili-

Eighteen Subscribe To Saving Program

Eighteen employees have signed up for U. S. Savings Bonds under the payroll savings plan within the last thirty days, according to the accounting department. A letter from Mr. Davis was issued to each employee recently, with an invitation to subscribe to the payroll savings plan, under which deductions are automatically made from wages and salaries for the purchase of bonds.

Average individual savings among the 18 subscribing to the plan is an amount sufficient to purchase a \$25 bond a month, the cost of which is \$18.75.

The plan is of course still available and all employees are invited to participate.