

THE PIEDMONITOR

PAGE TWO

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Piedmont Aviation, Inc.
SMITH REYNOLDS AIRPORT
WINSTON-SALEM, N. C.



Editor: Cleta Marshall

CORRESPONDENTS THIS ISSUE

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VFR with Turby

The new routes have now been inaugurated and business is looking good. I would like to take this opportunity to thank everyone for the help and hard work that was put forth to get the new service "on the road." When you stop to think, it is the most service that any local service airline has inaugurated at one time—50% more route miles than we had.

I was among those who attended the inaugural luncheon in Atlanta on June 22, and I thought the new stations did a remarkable job of handling the inaugural flights. It was my first trip into FLO, CAE, AGS and ATL. They all look good.

I have just returned from a week's vacation in the North Carolina Hills — it sure was great, but I still did a lot of manual labor; this is much easier than using your head. Well, Jack Brandon and Ray Bullard came up to camp out over the weekend, which just happened to be the time I was putting up hay. To make a long story short, I don't think they will try that again, as I put them to work loading hay in the barn. They just couldn't make the last load.

Did you hear the one about the drunk driving the wrong way on a one-way street? The cop stopped him and asked, "Say, didn't you see those arrows?" Drunk replied, "No, ossifer, I didn't even see any Injuns."

Have you read the little booklet I recently sent out entitled, DO PEOPLE LIKE YOU? If you haven't, please contact your Station Manager for a copy. It tells a great story that I am sure will be helpful to all of us in our daily contacts with people, particularly our good customers.

Definitions of words not found in the dictionary:

- Bigamist: A man who tries to serve two masters.
- Bloc: A minority group often led by a bloc-head.
- Bore: A man who talks about himself when you want to talk about yourself.
- Committee: A group of men who keep minutes and waste hours.
- Courtship: A man pursuing a woman until she catches him.

A Brief Look at How It Happened

The steps leading to the final decision in the Piedmont Area Local Service Case were taken slowly, extending over a period of some five years.

For the benefit of Piedmonitors who have not been with the company long enough to have witnessed each stage of the procedure, here is a brief recap of how it all happened.

The case had its beginning several years ago when the Civil Aeronautics Board (CAB) instituted proceedings designed to evaluate the local service airline needs in communities throughout

the nation. In order to simplify as much as possible the Board's investigation, numerous applications from communities and air carriers were consolidated within 12 major geographic sections of the country.

Piedmont Area

The section designated the "Piedmont Area" was described by the CAB as "extending from St. Louis and Terre Haute in the northwest, to Philadelphia in the northeast, to Jacksonville in the southeast, and to Atlanta, Knoxville, and Memphis in the south and southwest."

November 8, 1957, Piedmont

Airlines filed an application for authorization to serve new points and routes within the Piedmont Area. This application involved the addition of two new states (Georgia and Maryland) to Piedmont's system, and eight new communities, including the major connecting points of Atlanta, Ga., and Baltimore, Md.

CAB Examiner James Keith was assigned to conduct the proceedings. After months of preparation by the parties represented, hearings were conducted through April and May, 1959, in Charlotte, N. C. and Washington, D. C.

Initial Decision

Almost two years later, in March, 1961, Examiner Keith issued his initial decision and recommended to the Board that Piedmont be authorized to serve nearly all the points for which it had applied. At that time Piedmont's President, T. H. Davis expressed the company's appreciation for the support from civic leaders in the communities involved and described Examiner Keith's recommendation as "... an outstanding job of analyzing the role of the local service airlines as they relate to this evergrowing Southeastern area of our nation."

Final Step

The final step in the case, prior to the CAB's final decision, was taken May 23, 1961, in Washington, D. C., when oral argument was presented to the Board by parties involved in the proceedings.

Ten months later, on March 20, 1962, the final decision was announced. Piedmont was authorized to serve Atlanta, Augusta, Baltimore, Columbia, Florence, Goldsboro, Jacksonville-Camp Lejeune, and Pulaski-Radford-Blacksburg.

Many Helped

The outcome resulted from the work of many people. President Davis voiced the thanks of Piedmont and stated, "The civic leaders, local, county, and state, in all the communities involved, deserve great credit for their tireless efforts — including preparation of exhibits and briefs for the Civil Aeronautics Board Examiner and the Board itself, personal appearances at Civil Aeronautics Board hearings, and in many other ways — all with the steadfast purpose of obtaining better air transportation for their communities."

Travel Tax Finally Dying; Local Airline Traffic Up

WASHINGTON, D. C. — The World War II "temporary" tax on common-carrier travel is finally dying. A bill calling for repeal of the 10-per cent tax on November 15 was passed by Congress on June 27 and signed into law the next day by President Kennedy.

The same measure imposes, effective November 16, a five-per cent tax on domestic air travel as a charge for use of the federal airways system.

The Air Transport Association of America (ATA) estimates the government's yield from the five-per cent user tax will run about \$100 million annually.

Tipton Comments

Commenting on the Congressional action, ATA Pres. Stuart G. Tipton said, "The bill deals fairly with all forms of passenger transportation. We regret that the traveling public could not have received the benefits of an earlier date for repeal of the travel tax, but the bill represents an effective compromise with the requirements for repeal of this travel-discouraging tax and the government's fiscal 1963 revenue requirements. The imposition of a five-per cent airways user charge tax on air travel will produce revenue more than meeting the airline industry's share of costs of the federal airway system."

War Tax

Taxes on common-carrier passenger travel were enacted in 1941, chiefly to discourage public

travel during wartime when space was needed for military and priority civilian travel. Last week's action culminates years of vigorous effort on the part of the transportation industry, particularly air transport.

Locals Up

Other recent news of note in the aviation industry shows a leap in the traffic of local service airlines, according to figures compiled by the Air Transport Association.

Passenger traffic on America's 13 local service airlines in May topped May, 1961, by 17.3 per cent, reports ATA. Traffic in the first five months of this year was up 18.8 per cent.

Passenger miles totaled 131,932,000 in May and 603,544,000 in the first five months of this year.

Systems Double

Local service load factor rose from 40.9 per cent in May, 1961, to 41.7 in May of this year. January-May load factor was 41.5 per cent, compared with 40.8 per cent during the corresponding months of last year.

The local service airlines operate over a route system that measures 51,182 unduplicated miles — almost double that of 10 years ago. They now serve 580 cities — compared with 385 a decade ago. The number of passengers has risen from 1,481,000 in 1951 to 6,478,000 carried last year.

Employment in that period rose from 4,804 to 13,479.

Happy Birthdays

JULY

W. F. Hanson, CRW1	R. H. Knight, INT-FB8	R. E. Stephens, Eng. Co-op Trainee, INT14	M. B. Hemble, Capt., TYS21
Mary Harris, RIC-CTO1	W. C. Kuhlman, INT-A8	H. G. O'Connor, F/O, ORF15	C. L. Ivey, F/O, ROA21
H. S. Huls, INT-M1	R. E. Mason, ROA-M8	John Wilson, INT15	H. C. Johnson, Sales Rep., INT-FB21
H. F. Day, INT-FB2	B. H. Taylor, INT-M8	R. F. Alley, INT16	R. K. Plummer, GSO21
M. W. Hamilton, Alexandria-FB2	R. S. Craft, INT-FB9	T. L. Martin, Staff Asst. Sales, INT16	Ruth Shumate, CRW21
Virginia Malcom, INT2	B. C. Flynt, INT9	L. S. Simmons, INT-M16	J. H. Treadway, F.A., ROA21
Juanita Mutter, DCA2	T. E. Robinson, INT-M9	C. L. Smith, SDF16	F. C. Nicholson, Dir. Flt. Safety & Asst. to V.P., INT22
R. A. Myers, INT-M2	F. O. Wyckoff, ROA-M9	W. V. Newman, F.A., INT17	J. E. Raiford, INT22
B. A. Carlos, CMH3	J. W. Yates, INT-FB9	R. T. Hunter, ROA-M18	L. C. Woodcock, F.A., ILM22
W. M. Cline, INT-M3	F. R. Cook, INT-M10	Leroy Jackson, INT18	P. E. Carter, INT-Flt. Contrl. 24
E. W. Foster, INT-M3	C. B. Cross, Div. Chf. Purser, ORF10	D. B. McGregor, MBC18	W. A. Foster, Sales Rep., INT 24
R. L. Goforth, F/O, ROA3	R. H. Dekay, Supt. Line Maint., ILM10	J. B. Rutledge, CLT18	L. H. Jackson, Supt. Produc. Control., INT-M24
B. W. Linville, INT-M3	J. H. Miller, INT-M10	R. S. Stepp, ROA18	L. G. Miller, INT24
A. E. Smith, Capt., CLT3	G. W. Overstreet, ROA-M10	J. D. Westmoreland, INT-FB 18	Barbara Collins, CVG-C25
S. W. Vance, TYS3	M. K. Page, F/O, INT11	C. B. A. Brown, F/O, INT19	H. L. Cox, GSO25
R. W. Vogler, F.A., ILM3	O. F. Richardson, INT11	A. E. Rozitus, Capt., ORF19	J. C. Doyle, F.A., TYS25
D. R. Willard, Power Plant Analyst, INT-M4	E. A. Wobser, Mgr. Sales Dept., Alexandria-FB11	R. E. Swaim, INT-FB19	Ben Johnson, INT-M25
C. E. Hester, INT-FB5	D. F. Barnhill, ILM12	R. W. Westmoreland, INT-A 19	E. J. Tompkins, SDF25
D. B. Miller, CLT5	R. D. Satterfield, INT-M12	Charlotte Winfrey, LYH19	E. T. Wilson, DAN25
Edwin Rosdhal, INT5	Norman Miller, TYS13	C. H. Wood, INT-FB19	H. J. Barco, F.A., ORF26
H. M. Vaughn, INT-M5	W. M. Pendleton, LEX13	B. G. Watts, F.A., ILM20	R. W. Goolsby, LEX26
R. G. Ingram, INT-FB6	J. G. Fickling, Capt., ORF14	Beverly Berkeley, Capt., ROA 20	Theresa Hester, INT-M26
G. E. Bodenheimer, INT-M6	J. C. Kelley, F/O, ILM14	J. G. Hines, F.A., DCA20	F. L. Sfredo, Asst. Eng., INT-M26
Barbara Daking, ROA7	F. R. Krynicki, DCA14	Kenneth Snow, INT-M20	E. W. Shaw, RDU26
Kathy Feldman, CVG-C7	J. B. Moorefield, INT-M17	H. C. Thompson, F/O Trainee, INT20	
R. L. Hupp, TYS7	R. A. Norris, TRI14	R. L. Almon, F/O, ILM21	
J. L. Wright, INT-M7			

Less Time on Ground Means More In Air

We could have the equivalent of 1,000 mph air transportation just by speeding up ground travel.

For example, if the time used in getting to and from airports on the London to Paris route were shortened by ten minutes at each terminal, this would give the air traveler the equivalent (in time) of a boost in en route airspeed from 400 to 1,000 mph.

—NEA Skylights

J. E. Robertson, BLF27
J. A. Shulley, Asst. Dir. Tariffs & Scheds., INT27
Shirley Hartman, INT-A28
J. R. Morgan, CRW28
P. M. Waddell, INT-M28
E. H. Grimmett, ROA-FB29
W. P. Austin, F/O, ILM30
Jack Cluck, FLO30
J. W. Combs, INT-F30
L. P. Dennis, F/O, ILM30
Mary Fryar, FAY30
J. W. Helms, ROA30
O. V. Key, INT-M30
R. E. Snow, INT30
F. R. Poindexter, INT31