



THE PIEDMONITOR

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APACE WITH THE PACEMAKER

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Aloha Islands! Beckley Agent Robert Harper and his wife arrive at Honolulu for a week-long vacation in the Islands. The Harpers won their trip, and their stay at the Hilton Hawaiian Village Hotel, in the interline sales contest sponsored a few months ago by Piedmont and United Air Lines.

Central Piedmont Aero Sales Tops

For the Central Piedmont Aero Division of Piedmont Aviation, Inc., August was a month to remember.

It was the best month for dollar sales of aircraft since CPA opened for business in 1960. Nine sales of Piper airplanes were made during August for a total of \$226,000. Five of these were twin-engined aircraft, one of which was the new Piper PA-30 Twin Comanche just intro-

duced this summer.

Enough sales have already been made this year to qualify CPA for the Piper Aircraft Company's "Million Club" Award, to be presented at Piper's annual sales meeting October 9-10 in Hollywood, Fla.

Taking bows for their outstanding record will be CPA salesmen L. P. Wrenn, Ned Guthrie, Brooks Tilton, and Floyd Pond.

Coming Attraction

In response to employee questions about the new retirement benefits, next month The Piedmonitor will feature an article answering those questions, and giving additional information about the program.

It will show how to compute approximate retirement income, based on years of service and present and future salary, and answer the questions that have been most frequently asked.

It may be a help in planning those years ahead, so don't miss it.

Up To 56.5 Per Cent

Military Travel Gets Large Discount

Special discounts of up to 56.5 per cent off the regular fare are now being offered by Piedmont Airlines to all qualified military personnel.

The military fares went into effect September 15, following Civil Aeronautics Board approval of an application filed previously by the company.

Under the plan, if the regular passenger fare is under \$30, the military discount is 55 per cent off that fare. If the regular fare is above \$30, the discount amounts to 56.5 per cent. This means that instead of paying \$40.95 to fly from Atlanta to Norfolk, for example, a serviceman may pay only \$17.85.

The special fare discount applies to all servicemen on active

duty in uniform. Members of the Army, Navy, Air Force, Marine Corps, and Coast Guard are eligible, as well as students at the academies of the Army, Navy, Air Force, and Coast Guard.

Travel under the military discount is on a standby, space available basis, and advance reservations cannot be made. The fare can be used while traveling at the serviceman's own expense on authorized furlough, leave, pass, or on any other officially-excused absence. It also applies to personnel who have been discharged from active military service, providing travel is completed within seven days after the discharge date.

CAB Proposes Subsidy Cut; Outlines Points In Program

The Civil Aeronautics Board recently announced a proposed program that, over a five-year period, would cut subsidy to the nation's local service airlines to \$56 million annually from the 1962 level of \$81 million.

On August 14, the CAB program was directed by President Kennedy to a special committee for study. The Board prepared the subsidy reduction program in response to a request President Kennedy made in his 1962 transportation message.

The message proposed several actions to promote "greater reliance on competition and less ... on Federal regulation and subsidization" in all segments of transportation.

The Board based its subsidy reduction program on four points:

An expected continued growth in local line traffic, at a slower rate but still rapid enough to more than offset expected cost increases;

A cut in the number of daily flight frequencies the CAB will subsidize between any pair of communities;

A continuation of the Board's effort to trim airline operating expenses by requiring that lines serving two or more neighboring cities at their individual airports stop only at one "consolidated airport";

And continued application of the CAB's "use-it-or-lose-it" policy under which smaller communities lose their local air service if they don't generate enough

passengers to make the stops economical enough for the airline.

ATA View

Commenting on the matter, Air Transport Association President Stuart G. Tipton said:

"The President's action in referring the report to a top-level committee is a wise one. In its report, the Civil Aeronautics Board has made a valiant effort to respond to the President's previous request for an airline subsidy reduction program. But the Administration's request was by its nature contrary to present national policy established by law.

"This policy calls for the CAB to determine what air service is required by the public. Such service is to be supported if necessary. If carried through, the program recommended by the CAB would result in elimination of needed public service and would place air carriers involved in such financial straits that they would not be able to provide required service or develop the increased traffic that is anticipated by the report."

On Subsidy

Local airlines have been on subsidy ever since their inception in the years immediately following World War II. The Board's original plan in certifying them was to fill a need for air transport between small and intermediate-size communities, linking them with one another and with a major regional city

where connections could be made with trunk airlines.

At presstime the CAB announced it would hold a meeting at its Washington headquarters "for the purpose of discussing future amendment of the existing local service carrier class subsidy rate ... The discussions will involve the general principles to be embodied in an amended class subsidy rate, including the problems related to the overall annual subsidy level for the 13 local service carriers."

Air Express Pay To Piedmont Up 55 Per Cent

Air Express celebrated its 36th anniversary in September, with half-year revenue to Piedmont Airlines amounting to an estimated \$94,924 — a 55 per cent increase over last year's comparable period.

The company is one of 38 scheduled airlines which during the first six months of this year received a total of about \$13,372,620 for providing Air Express transportation. Air Express is a joint enterprise of the 38 scheduled airlines and R E A Express.

Piedmont's half-year revenue from Air Express in 1962 amounted to \$61,142. Payments to all airlines this year are running about six per cent higher than last year's total of \$27.5 million.



Rocky Mount Station Manager Frank Slone (left) and Capt. Frank Holder congratulate Oscar B. Porter, Jr., as he completes his 500,000th mile of commercial airline travel.

Multi-Miler Gives Kudos To Piedmont

Oscar B. Porter, Jr., is a busy man who thinks quite highly of Piedmont Airlines.

Mr. Porter recently completed his 500,000th mile of commercial airline travel, and in doing so handed a large bouquet to Piedmont.

He is employed by Cuno Engineering, a subsidiary of American Machine Foundry. Traveling in every part of the United States except New England, last year he logged 157,000 miles of travel as he worked with manufacturers' agents and company personnel.

He emphasized that it would be impossible for him to live in Rocky Mount without Piedmont, which has schedules that allow him to make connections for any destination he chooses.

"All I need to do is provide Station Manager Slone and his staff with my itinerary," said Mr. Porter, "and they do all the rest. All that is necessary for me is to meet the planes."

To help mark the occasion he was presented a 100,000 Mile Club plaque from United Airlines with five gold stars for each 100,000 miles he has flown.