



# VFR with Turby

It is most encouraging to note the enthusiasm of everyone in trying to get all the business we can. I would like to acknowledge just a few stations who have boarded one thousand passengers for the best month in their history.

EWN, July 2, had a record with 131 boardings. DAN set a station record for June with 597 boardings. MBC, July 18, boarded 97 passengers on five flights — out of the five flights, only one empty seat left unused. AVL, July 20, boarded 212 passengers for an all-time record. Congratulations to everyone for the fine job you are doing.

Stopped by GSO the other day and talked to "Curley" Moore — yes, Vernon Moore now has hair, and it's not a toupee either. Any of you "youngsters" who are getting bald go see Vernon — he has the secret of how to grow hair on your head. Of course, it takes a little "do-rame."

Ken Ross and family are spending this week camping at MBC. He tried to leave the impression he was not looking forward to the trip, but I know better, for at heart, he's just another Daniel Boone. Another office member, Mrs. Wilma Cook, her husband Reid (INT-M), and their two children recently rented a camper for an outing at the beach. They drove high on to 700 miles and Wilma could not bring herself around to sleeping out with such thin walls and roof around her. Of course, Reid, her husband, is an outdoorsman from way back, but he could not convince Wilma this was the way to spend a vacation. So they drove to INT without spending a single night camping.

\* \* \*

LOVE—The same old game it was ten thousand years ago, except the diamonds have replaced the clubs.

BANKER—A man who lends you an umbrella when the sun is shining, and wants it back when it starts raining.

THE BEST PLACE TO FIND A HELPING HAND IS AT THE END OF YOUR ARM.

FLASH—ATL is now a member of the 10,000 club. They made it in July. Congratulations to all you ATL folks.

## THE PIEDMONT POSTMAN

It is a rare occurrence to receive a letter such as the following — which came to public relations with a check enclosed!

Dear Sir:

While buying my tickets to come home from school recently, I found that when I bought my tickets at Christmas I was undercharged. If the mistake had been made in your favor against me, I would have called you on it, so I feel it should work both ways.

The tickets were for travel from Lexington to Wilmington — round trip on the excursion plan. Enclosed is the difference in the two tickets. (\$54.81 — \$47.88 = \$6.93).

Sincerely,  
Diane Anderson  
Jacksonville, N. C.

Here's another unusual letter received from a little boy in Supply, N. C.:

Dear Mr. Davis,  
I want to compliment Pied-

mont Airlines for the very nicest service they offer.

I am very interested in Piedmont Airlines, and keep up with their flights day and night. I have collected a model airplane of Piedmont, a scrapbook, and pamphlets, etc.

I try to keep the flights into Wilmington, N. C. and the ones going south to Myrtle Beach and Atlanta.

I read about Piedmont receiving the "National Award of Safety" and was very proud of it.

I would like to become a steward for Piedmont as soon as I finish high school.

You are my most interesting airline... because Piedmont always has something nice — like the safety award or making new non-stop flights to Washington, D. C., or how they grew in the past couple of years, and how much capital they increased in 1964 than in other years.

Yours truly,  
B. C.

# Commercial Aviation Has Exciting Future

Let's refresh our memories a bit and go back about fifty years — to when commercial aviation, in the form of passenger service, first began.

In 1926, the scheduled airlines, using single engine bi-planes, carried 5,782 domestic passengers and no international passengers. Nine years later (1935), with the help of the Ford Trimotor, the figures had jumped to 746,946 domestic passengers and 127,170 overseas passengers.

In 1937, the DC-3, along with its predecessor the DC-2, revolutionized commercial aviation. By 1945, the domestic scheduled airlines carried 4,688,330 passengers in one year, more than four times the number carried 10 years previous. Airlines began extensive use of four engine planes such as the DC-4 and Lockheed's Constellation shortly after World War II.

During the last decade, the combined U. S. scheduled airlines have increased passenger boardings from 35,448,000 in 1954 to 81,774,000 in 1964. Those ten years have seen the airlines change from Douglas' DC-6's, to Lockheed's prop jet Electra, and finally, in 1960, to Boeing's and Douglas' respective pure jet 707's and DC-8's

These statistics point out not

only that the airlines have experienced rapid growth and transition, but also, that, as yet, they have not reached a plateau. The growth has by no means even slowed down.

The future of the commercial airline industry, especially as regards equipment, was the theme of the recent Airline Editor's Conference held in Los Angeles, California.

Spokesmen from Boeing, BOAC (British Aircraft Corp.), Douglas, Fairchild-Hiller, and Lockheed discussed their respective aircraft in particular and presented the following picture in general.

### Future Holds All Jet Industry

Sometime in the not too distant future, international and transcontinental travelers will be zooming to their destinations at speeds of up to Mach 3 (3 times the speed of sound.) Propeller aircraft will be all but obsolete. Medium sized jets will be serving the shorter trunkline routes. Local service carriers will have fleets of smaller jets, such as the DC-9, Boeing 737, and BOAC 111, now being developed by almost every major aircraft manufacturer.

To illustrate the frantic emphasis most of the airlines are placing on equipment, in January of 1965, the airlines had 1 billion dollars worth of equipment on order. Astounding as that figure may seem, six months later, it has doubled to 2.2 billion dollars.

There will, then, be more equipment, bigger equipment, and, necessarily, more passengers. It is estimated that 80 per cent of the U. S. population has never flown. Certainly, as air travel becomes the accepted mode of transportation — and it is on its way — a lot of those who make up that 80 per cent will take to the skies.

An anticipated large increase in the number of air travelers coupled with an increase in both

size and number of aircraft, will present new problems as regards airport facilities and ground transportation.

### Sonic Boom Overrated

One of the widest publicized problems and one that has come strongly to the attention of the public is that of sonic boom associated with the supersonic transport (SST).

Although there unquestionably is room for some work in this area, sonic boom has been blown into a bigger problem than it is through some misconceptions.

The greatest concern comes from people who live near a proposed "supersonic airport". The fact is that they will not hear a sonic boom from any airplane arriving at or departing from their airport. The airplane will not go supersonic until it has climbed to a given altitude some 60 to 80 miles from the city; at the same time, letdown and transition to subsonic flight takes place 70 miles or more from target airport. Then, it follows that the only "booms" a city will hear will be from planes that overfly the city.

Since the width of the boom path on the ground is about 70 miles, outside of which boom is negligible, proper routing of the SST can conceivably prevent large cities and other specified objectives from receiving any boom at all.

Jet noise in itself is something else, however. It cannot be eliminated although technicians have come up with silencers, and pilots try to climb as rapidly as possible out of the annoyance areas. Airports themselves, by consolidating into area airports are moving well outside the city limits which also moves subsonic jet noise away from the people.

### Airport Facilities Must Enlarge

With more and more people using airport facilities, and with

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## Congrats

### 25 YEAR PIN

T. H. Davis, President, July 2

### 20 YEAR PIN

R. A. Myers, Lead Mechanic, INT, June 22

### 15 YEAR PIN

Hugh Glenn McMahan, Cleaner, INT, June 15

Ben Hong Dunne, Sr. Draftsman, INT, June 16

### 10 YEAR PIN

William F. Matthews, First Officer, DCA, June 1

James B. Minnix, Agent, LOZ, June 1

James A. Woodruff, Agent, LYH, June 1

Herbert C. Fleear, Jr., Lead Agent, ORF, June 8

Paul Norman Masterson, Lead Agent, SDF, June 20

Clyde Rodney Bowers, Agent, ROA, June 21

James Howard Hughes, Lead Agent, SDF, June 21

R. E. Smith, Agent DAN, July 20

George Lipscomb, Agent, ROA, July 21

R. L. McAlphin, Director of Schedules, INT, July 21

James C. McCormick, Agent, CRW, July 22

Dallas Brown, Sr. Radio Technician, INT, July 25

Robert K. Waugh, Chief Agent, HSP, July 28

### 5 YEAR PIN

William A. Grubbs, Sales Representative, CRW, June 1

George Edward Price, Jr. Accountant, INT, June 1

Norman Barry Hurley, Agent, CAE, June 13

Cody Eugene Reynolds, Agent, AGS, June 13

Darius Eugene Stewart, Print Shop Helper, INT, June 13

Lowell Earl Beach, Agent, SDF, June 16

Daryl W. Loyd, Agent, DCA, July 1

Evelyn Fabrizio, Agent, INT, July 1

George Arnold Ficke, Lead Agent, CVG, July 12

Jess W. Cantline, Agent, JAMTO-CLN, July 16

J. Richard Moran, Flight Attendant, ROA, July 25

## Happy Birthdays

### JULY

T. L. Martin, Jr., Staff Asst., Sales, INT	16
E. W. McKinney, RIC	16
L. S. Simmons, INT	16
C. L. Smith, SDF	16
A. T. Watkins, Jr., INT	16
D. J. Carter, Jr. ROA	17
J. B. Moorefield, INT	17
R. T. Hunter, ROA	18
L. Jackson, INT	18
J. B. Rutledge, CLT	18
R. S. Stepp, ROA	18
J. D. Westmoreland, INT	18
C. B. A. Brown, F/O, ORF	19
C. L. Eubanks, INT	19
Deanna Martin, ROA	19
A. E. Rozitus, Capt., ORF	19
R. E. Swaim, INT-FB	19
R. W. Westmoreland, INT-A	19
Charlotte Winfrey, LYH	19
C. H. Wood, INT-FB	19
B. Berkeley, Capt., ROA	20
J. G. Hines, F/A, INT	20
K. Snow, INT	20
Billie Spencer, INT	20
H. C. Thompson, Jr., F/O, ROA	20
B. G. Watts, F/O, INT	20
R. L. Almon, Capt., ILM	21
M. B. Hembel, Capt., ATL	21
C. L. Ivey, F/O, ATL	21
H. C. Johnson, INT-FB	21
R. L. Plummer, GSO	21
Ruth Shumate, CRW	21
F. C. Nicholson, Dir. of Flt. Sfty & Asst. to V. P.	22
J. E. Raiford, INT	22
D. Totten, Jr., INT	22
L. C. Woodcock, Jr., F/A, ILM	22
L. A. Works, INT	22
R. W. Davis, SDF	23
Lynn Fantasia, Stewardess, ORF	23
B. H. Windley, INT	23
Audry Black, Supv., Stewardess Training, INT	24
P. E. Carter, I NT	24

W. A. Foster, Sales Rep., INT	24
L. B. Jackson, Supt. Production Control, INT	24
Nancy Mabe, INT	24
L. G. Miller, INT	24
H. L. Cox, HSP	25
J. C. Doyle, Div. Chief F/A, ILM	25
J. R. Gwynn, INT-FB	25
E. Hardy, Jr., INT	25
B. Johnson, INT	25
E. J. Tompkins, SDF	25
E. T. Wilson, DAN	25
H. J. Barco, F/A, ORF	26
Anita Carlton, ATL	26
R. W. Goolsby, LEX	26
J. J. Hall, INT	26
M. F. Hinson, INT	26
Diane Poore, DCA	26
F. L. Sfreddo, INT	26
E. W. Shaw, RDU	26
Sue Foster, Stewardess, DCA	27
J. E. Robertson, BLF	27
J. A. Shulley, Dir. of Tariffs, INT	27
J. R. Morgan, CRW	28
P. M. Waddell, INT	28
D. L. Alexander, ATL	30
W. P. Austin, F/O, ILM	30
D. F. Baxley, CAE	30
J. Cluck, AGS	30
J. W. Combs, INT-F	30
L. P. Dennis, F/O, ILM	30
Mary Jane Elkins, FAY	30
J. W. Helms, ROA	30
O. V. Key, INT-M	30
F. D. Underwood, INT	30
R. F. Morfesi, ROA	30
F. T. Poindexter, INT	31

### AUGUST

J. Baum, Jr., ORF	1
S. P. Brown, Jr., ILM	1
C. W. Bryant, Supt. Eng. Overhaul Shop, INT	1
M. D. Cunningham, DCA	1

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# THE PIEDMONITOR

Piedmont Aviation, Inc.

SMITH REYNOLDS AIRPORT  
WINSTON-SALEM, N. C.



Bonnie Hauch, Editor

### CORRESPONDENTS THIS ISSUE

SHIRLEY SWORD	CMH	FRANK SLONE	RMT
GLEN A. BURTON	DCA	K. W. DENNIS	ATL
H. K. "MARK" TRAIL	CHO	FRANK WOODRUFF	MBC
JOE FRICK	CAE	RUTH SHUMATE	CRW
HOWARD LEWIS	BAL	LOUISE RAMSEY	CLT
DEANNA MARTIN	ROA	GLEN SHANKS	PSK