



THE PIEDMONITOR

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THE BEST WAY TO TRAVEL — ALL OVER PIEDMONTLAND

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JOHN G. HOGAN

President Davis Appoints Hogan

President T. H. Davis has announced the appointment of John G. Hogan as Director of Information Services.

Hogan will assume responsibility for all matters regarding press and community relations and liaison with the various civic organizations throughout Piedmont's system. In addition, he will assist in preparation and distribution of information to state and community representatives and agencies as well as financial analysts.

Hogan, a native of Binghamton, New York, is a 1963 graduate of the University of Notre Dame where he received a Bachelor of Arts degree in Communication Arts. He recently completed a three year tour of duty with the U. S. Coast Guard. His major assignments were public relations and information. He received his commission at the U. S. Coast Guard Officers Candidate School and served most recently as Public Information Officer and Aide to the Admiral of the 5th Coast Guard District.

Bruce Parrish Is Promoted To Director Of Station Facilities

General Traffic Manager Ken Ross has announced the promotion of Bruce Parrish to the newly-created position of Director-Station Facilities. Parrish was formerly Division Station Supervisor—ATL.

In his new assignment Parrish will be located at the home office in Winston-Salem. His responsibilities will include immediate and long range planning as it pertains to office and operational space in Piedmont's stations. This planning incorporates renovations and additions.

Parrish is a native of Goldsboro, N. C. He is a graduate of King's Business College and the Central Airline School. He joined Piedmont in 1948 as an agent at RDU. In 1949 Parrish was promoted to station manager in Danville. From DAN he went to Asheville in the same position in 1951. He further worked as station manager in Fayetteville and Louisville until 1962 when he transferred to Atlanta, again as station manager. He was appointed Division Station Supervisor in 1966.

Parrish is married to the former Virginia McClary of Raleigh.

SOP Re-Opens; CHO Gets Jet On New Schedule

Piedmont Airlines has announced the resumption of Piedmont's seasonal service to the Southern Pines-Pinehurst-Aberdeen area. Service will be resumed effective with the Company's October 1 schedule change.

Flight 400 offers morning service from Louisville and London-Corbin, Bristol-Kingsport-Johnson City, Hickory and Charlotte.

From Pinehurst-Southern Pines the flight continues to Fayetteville and Wilmington.

Flight 405

Return service from Wilmington is provided with Flight 405. Following one stop in Fayetteville the flight continues from Pinehurst-Southern Pines to Charlotte, Asheville, Tri-Cities, Lexington-Frankfort, and Louisville.

Flight 619 will originate in Southern Pines offering service to Charlotte, Greenville-Spartanburg, Tri-Cities, Charleston and Cincinnati.

From CVG

An early morning return from Cincinnati will be Flight 654. Departing Cincinnati this flight stops at Asheville and Charlotte in route to Southern Pines-Pinehurst-Aberdeen.

New non-stop jet service for Charlottesville is also included in the October 1 schedule.

Flight 4 will depart Charlottesville daily except Saturdays, for non-stop jet service to New York

For return service, Flight 1 will depart LaGuardia Airport daily except Saturdays, non-stop to CHO.

Equipment Program Outline For PAI All Turbine Fleet

By the end of 1967 Piedmont's fleet will consist of ten FH-227B aircraft, 32 Martin 404's (four of which are leased) and one leased Boeing 727.

During 1968 six Boeing 737's will be received. Eight Martins and the Boeing 727 will be retired from service. Accordingly, after completion of the present new equipment program for which financing has been arranged, the Company will still have a large number of piston-powered Martins in the fleet.

There are a number of reasons which strongly indicate the desirability of replacing the 404's with turbine-powered equipment as rapidly as possible. Some of

the more significant advantages in having an all turbine fleet would be (1) much improved reliability, (2) reduced operating costs, (3) greater passenger acceptance and (4) elimination of 20 year old airframe structures which result in increasing maintenance cost.

A program has been developed to achieve these objectives with a proposal for the purchase of a substantial number of the Nihon YS-11 aircraft.

Thorough Consideration

Piedmont has considered all potentially suitable turbine-powered aircraft as replacements for the Martin 404's, including the Convair 580 and 600, the FH-227, the forthcoming pure jet FH-228 and the Nihon YS-11. Several considerations lead to the selection of the YS-11 aircraft.

One of the principle reasons the Company is currently operating Martins rather than Convairs is due to the fact that Convairs will not operate in to and out of many of our airports without severe weight restrictions. Piedmont has more airports with rel-

atively short runways, which cannot be extended because of terrain considerations, than any other local service airline. In addition, the Convairs have a standard passenger capacity of 52 as compared to 60 in the YS-11.

Weight Restrictions

The FH-227 would also be subject to uneconomical weight restrictions at several airports. While its cost is practically the same as the YS-11, the standard seating capacity of the FH-227 is only 44 passengers.

The FH-228 was eliminated for detailed consideration at this time because it will not be available in quantity until 1970 or 1971. Furthermore, the total investment required to purchase the number of these aircraft to replace all of the Martins would be so great as to create a substantial financing burden.

Seating capacity has become an extremely important consideration in aircraft selection, especially relative to direct operating costs. For example, at Washington National all airlines are limited in the number of schedules they are permitted to operate. Most Piedmont flights to and from National are presently saturated. Therefore, the only opportunity for further growth at National is through the use of larger aircraft. A similar problem may develop at other airports. The YS-11 and Boeing 737 will relieve this problem substantially. The other available aircraft would relieve this problem, but to a lesser degree.

The YS-11 is a very straightforward orthodox transport aircraft. There is nothing sensational or revolutionary about it. It is, in many respects, an enlarged copy of the Convair 440, but equipped with turbine engines and incorporating improvements in the state of the art since the Convair was developed. The quality of the workmanship is outstanding and, in fact, equal or superior to that which the Company has observed in American manufactured transport aircraft. It's flying characteristics are excellent.

The only U. S. operator now using the YS-11 is Hawaiian Airlines. They report very favorable results in both operational and economic aspects. The aircraft is used extensively in Japan and is now being delivered to several South American airlines.

The following chart outlines the most significant considerations in the choice of the YS-11.

CAB Examiner Recommends PAI For BNA-MEN

A hearing examiner for the Civil Aeronautics Board has recommended the selection of Piedmont Aviation to link Memphis and Nashville with major cities in Virginia and the Carolinas.

Examiner Herbert K. Bryan said Piedmont should serve the routes without any federal subsidy.

He said Piedmont would meet the needs of about 50 per cent more passengers than a proposal by Southern Airways and would serve three more Carolina communities.

Bryan said Piedmont's plan would permit a subsidy reduction of about \$137,000 while Southern's plan would lose money in the foreseeable future.

"It is concluded that public convenience and necessity require service as proposed by Piedmont," the examiner said.

His decision is subject to review by the board.

Piedmont has proposed to operate four daily round trips between Memphis and Nashville on the one hand and Norfolk on the other with different combinations of intermediate stops.

Expedite Motion Is Filed with CAB

Piedmont has filed with the Civil Aeronautics Board a motion to expedite a hearing on its application requesting authority to extend service to Charleston, S. C., Savannah and Brunswick-Sea Island, Ga., Jacksonville and Miami, Florida. The original application was filed in June this year.

Service Gap

The motion to expedite indicates that, of the 54 markets which Piedmont will serve under its proposed schedules, 38 had no single-plane service in July, 1967.

The route extension proposed offers a prospect of unusual public benefits. Today, with a growing community of interest between the Piedmont area and Florida, and with the availability of short-range jet aircraft soon to be introduced over Piedmont's system, it has become clear that a route extension to Jacksonville and Miami is highly desirable to fill a substantial existing service void.

Five New Stations

Piedmont's proposal envisages the addition of five stations to the company's system: Charleston, Savannah, Brunswick-Sea Island, Jacksonville and Miami.

In the motion to expedite, the company forecasts a substantial subsidy reduction with the granting of the route and estimates that 180,000 passengers in 54 markets would use this service during the first year of operation.

President T. H. Davis, commenting on the motion filed today, said "There is an urgent need, and we are confident our passengers agree, for single-plane service connecting many of the communities we serve with Jacksonville and Miami. It is for this reason that we have asked the CAB to take prompt action on our application filed in June. With the arrival of our Boeing 737 jet aircraft next March, we believe we will be ideally equipped to provide the Jacksonville-Miami service our passengers have long requested. I hope the CAB moves rapidly on this particular motion and I know our friends in the cities we serve support us."

The CAB, if the motion to expedite is approved, will order a hearing to consider the request for the new route at which time all interested parties will be given the opportunity to be heard.



BRUCE PARRISH

They have two sons.

In Atlanta Parrish was a member of the Masonic Lodge, Kiwanis Club and the Atlanta Baseball Umpires Association. He was also a deacon in the Presbyterian Church.

	Convair			
	580 & 600	FH-227	FH-228	YS-11
All Airport Capability (without uneconomical weight restrictions)	No	No	Yes	Yes
Early Delivery	Yes	Yes	No	Yes
Passenger Capacity	52	44	55	60
New Airframe Structure	No	Yes	Yes	Yes