



While the mock-up of Boeing's new 767 aircraft is still being built at the Company's Everett plant, Piedmont is already flying the first Boeing 767. The airplanes registered N747N and N737N are also Piedmont Boeing twin jets. Neither Piedmont nor Boeing

can claim N757N. According to FAA records, that number is on a Schempp-Hirth, registered to Ralph C. Luebke. A Schempp-Hirth is a German glider. Pictures at left and right were taken by Rick Reed. Center photo from Boeing.

Industry notes

Boeing to build 757 twin jet

Boeing formally has decided to build its 757 twin jet, an airplane designed to replace many of the three-engine 727s flying today. Since Eastern has ordered 21 and British Airways has ordered 19, there wasn't much doubt that Boeing would put the 757 into full production. It will be a short-to-medium range jet seating 177. It is designed to provide airlines with a frequency advantage offered by smaller aircraft while providing the fuel efficiency of larger planes. Boeing says the plane will have the best fuel efficiency per passenger carried of any airplane in its class. Deliveries are to start in 1983.

Airlines used less fuel

The U. S. airlines used about 50 million gallons less fuel in 1978 than in 1973, while carrying 78 million more passengers and more cargo, according to the Air Transport Association. The ATA reported an increase of 38 per cent in passengers flown and passenger miles produced per gallon of fuel since 1973. The report also said that in 1978, the U. S. scheduled airlines accounted for nearly 85 per cent of public transportation passenger miles between U. S. cities and for about 95 per cent of the travel between this country and points overseas.

Sun setting at CAB

There is no firm timetable, but the Civil Aeronautics Board already is planning a substantial reduction in staff. Under sunset provisions of the Airline Deregulation Act, the board ultimately will cease to exist and, prior to its demise, must figure out what to do with 830 employees. CAB Chairman Marvin S. Cohen believes staff reduction can be accomplished through retirement, attrition, and "an effective employee redeployment program." The disappearance of the board will be a slow process. It will lose domestic route authority on December 31, 1981. Authority over domestic fares and antitrust matters will expire on January 1, 1983. It will go completely out of business on January 1, 1985.

New name planned

Saying it is no longer a regional carrier, Allegheny Airlines announced it will ask its shareholders to change the company name to USAir.

An Allegheny spokesman said the name was chosen after many nominations were evaluated by consumer panels in several cities and by surveys of air travelers in six major marketing areas. Shareholders will vote on the name change at the airline's 1979 annual shareholders meeting May 10.

Do planes cause bad weather?

Has the increase in jet plane traffic been partially responsible for the wretched winters of the past several years? A grant from the National Science Foundation will enable University of Illinois researchers to study sunshine and cloud-cover patterns over nine midwestern states. They will attempt to determine whether jet exhausts emit enough moisture to form the large accumulations of ice crystals, snow and rain that have poured down on the midwest in recent years. The jet-plane theory has been mentioned frequently in Chicago, which has suffered record snow storms for the past two winters.

Board says service increasing

A recently-released Civil Aeronautics Board study shows service, as measured by weekly departures at all points served by commercial airlines, increased 8.4 per cent between February of 1978 and February of this year.

Comparing February 1978 to February 1979 service, measured by weekly aircraft departures at each point, scheduled service was 8.4 per cent for the nation with increases experienced in all regions of the country and in communities of all sizes.

Service levels at the nation's smaller airports are of particular concern to the CAB because of fears expressed by critics of reform legislation that deregulation would jeopardize air service to small communities. The report shows that between February 1978 and February 1979, service at non-hub airports, such as Florence, S. C., measured by total weekly scheduled aircraft departures, actually increased by 5.2 per cent.

Listen for call of the wild

Travelers flying across the Atlantic may soon hear a jungle call from below their feet.

Their flight companions could be elephants heading for a circus. Or horses, cattle, or a vast array of other air cargo from heavy machinery to oysters. The novel idea from Seaboard World Airlines is to mix air travelers and freight — although in separate cabins.

The 16 passengers on each flight will travel in the upper deck of a Boeing 747 jumbo jet. The cargo will be in the body of the huge jet.

Seaboard's senior vice president of sales, John H. Mahoney, says the company will begin the service between New York and Frankfurt June 1, this year. It will be the first time cargo and passengers have shared a plane, he said.

Judges issue findings

A Civil Aeronautics Board administrative law judge found that the application by Texas International Airlines to acquire control of National Air Lines and the application of Pan American World Airways to acquire control of and merge with National should be denied because the transactions violate antitrust laws and are inconsistent with the public interest.

Another CAB judge has recommended that the Board approve the merger of Continental Air Lines and Western Air Lines, subject to a condition requiring the merging airlines to follow through on their promise to reduce air fares.

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