

## GSO PREPARES FOR SUMMER RUSH, ADDS NEW AGENTS

Vacation time has once again rolled around and with the new flights added to our schedule, this could well be the greatest three months period we will ever see until PAI acquires new equipment.

Here at GSO we are preparing for the onrush of passengers and impatient standbys who will beg and plead for seats to the coast for a weekend of water, sand and sun.

We are glad to welcome into our little fold several new agents but are sorry they have to become acquainted with our routine during our rush period but we believe this will help check them out faster and become familiar with all phases including oversales, mishandled passengers, lost baggage and late flights.

Russ Welborne, who claims INT as his home, came from a business that puts people under the ground (namely, the undertaker) to the business of putting people into the air. Frank Scott joined us May 10th, hails also from INT and served PAI in ORF for past year. His work was cut out for him since Willie "Natureboy" Harrelson left the same day to help Ray Bullard, another longgone GSO agent in MYR.

Our newest addition is Ray Wiggs from GSO. Ray was connected with the Coca-Cola Company there before joining up with the fastest growing business in the world today. He replaced Charlie "Grandpappy" West who reported to INTR on May 18th.

GSO, I believe, has had the most personnel turnover of any station on the whole system during the past year. This doesn't mean that they have all left the Company but have either been promoted to higher things or transferred to other stations. We at GSO are boasting the lowest seniority of any station on the system that has seven or more agents. The grand total is 99 months for seven agents or an average of 14 and 1/7 month per agent.

-2-

Our chief agent Pierce has 43, Apple 30, Kiger and Scott each have 12 and the other three have less than 2 each.

The main wheel in our local outfit, namely H. L. Gibson, agent for PAI ever since the first paying passenger left the ground and now station manager, has a total of 66 months which we did not include in the above figures. How does your station rank with GSO?

Things in the Future ... The Atom Liner ... The Flying Limo ... New Terminal for GSO ... Thirty Passenger Ship for PAI ... Air Conditioned Offices ... Cute Hostesses on PAI ... Two Vacations a Year, Six Months Each ... and for the present we'll settle for 1000 passengers a month..... Irwin Apple  
\* \* \* \* \*

## FIFTY YEARS OF PROGRESS

In 1926 the scheduled airlines flew fewer than 6,000 passengers. During 1951 (last year for which accurate figures are available) more than 24½ million domestic and international passengers bought tickets on the U.S. airlines. It was a year when the scheduled airlines flew nearly 12 times as many passengers in a single day as they flew during the entire year 1926. For the first time the domestic airlines in 1951 accounted for more than 50% of the first class travel market. By comparison 1932 airline passenger traffic was only a little better than 1% of Pullman traffic. In 1952 trans-Atlantic tourist service was inaugurated. At 30% below first class fares, it is enabling many Americans to spend their two-week vacations abroad.

Meanwhile the growth of air mail has exceeded even the war years, when soldier mail swelled it to new levels. In recent years some of the airlines have been paying more in federal taxes than they have received in mail pay, and today the larger companies are receiving a service rate for carrying the mail, which means the element of subsidy has been removed.

The airline strength that

served the nation in the recent world war was puny in comparison with that of today. Compared with the 359 twin-engine and 27 four-engine aircraft in operation Dec. 7, 1941, the fleet now numbers about 1,200 transports, of which more than 500 are four-engine types. The available airline seats have jumped from 6,734 at the time of Pearl Harbor to 44,589 today. The industry employs more than 94,000 persons, about seven times as many as in 1938. In 1941 the industry had total operating revenues of \$134,072,175. In 1951, only a decade later, it was \$978,970,266.

This recent growth was in spite of a significant contribution made by the airlines to the Pacific airlift instituted to support the U.N. action in Korea. The carriers engaged in this operation provided the Military Air Transport Service (which incorporates both the wartime AAF Air Transport Command and the Naval Air Transport Service) with 40 of their long-range planes. To the end of 1951 the scheduled carriers totalled 110,000 passengers and 14,800 tons of cargo to and from Japan and received this acknowledgment from Dan A. Kimball, Secretary of the Navy: "We have learned to count upon our airlines as a source of planes for emergency use."

Even for the airplane, unfettered by the limitations of earth-bound things, it's been a long haul from Kitty Hawk to Korea.

\* \* \* \* \*

William Francis King, Engine Shop, received his Engine License April 28th.

-0-

Reid Cook, Line Maintenance, received his Aircraft License on May 16th.

-0-

H. K. "Scotty" Scott, Sheet Metal, received his Aircraft License May 28th.

-0-

Back Piedmont to your passengers and they will come back to Piedmont.

-0-