



'Seen From The Saddle'

Well, 1955's off and running. This could be The Year. First off, the Hinshaw Bill hasn't been forgotten by any means. Will we get our permanent certificate this year? And how about Washington? You all know how we need new terminals. Will a DC-3 replacement come on the scene this year? Wait and see. In this business, one learns to wait - very patiently.

Plans to activate Myrtle Beach as an Air Force base are continuing apace. Present plans call for 150 interceptor jets, extension of runways to 9500 feet, and the basing of some 6000 military and civilian personnel. AF brass wasn't too enthusiastic about continued commercial use of the Field, but the City Fathers were adamant on that one -- either Piedmont stayed on the field or Air Force didn't get it. The

last time we visited Myrtle, we drove out past the Reservation, and kiddies, that's going to be a beeg wan! How about MYR as a year-round stop?

Right here and now I want to say "thanx" to a mighty fine gal, Mary Irvin Reavis, who has so faithfully put this paper together for so many months. Mary Irvin is taking time out to play Mama, and it's sure going to seem strange without her. Her place as Assistant Editor is being capably filled by Dot Wicker, Les Watson's smiling secretary, who I know will continue the precedent Mary Irvin set.

Industry Spotlite: DOUGLAS AIRCRAFT CO. will spend \$2 million during 1955 on promotion and advertising. Theme: Everywhere Under the Sun, Depend on Douglas. CAA ADMINISTRATOR, FRED B. LEE, estimates 1954 sked airline traffic at 34,673,000 passengers, 10% above 1953. SCHEDULED AIRLINE DOMESTIC PASSENGER FATALITY RATE dropped to 0.08 fatalities per 100 million passenger miles, surpassing the railroad rate of 0.16 per 100 million passenger miles. NATIONAL AIRLINES suffered major setback in its helicopter program when Miami Beach City Council refused to consider holding hearings on sites for a heliport in the area. PAN-AMERICAN has indicated interest

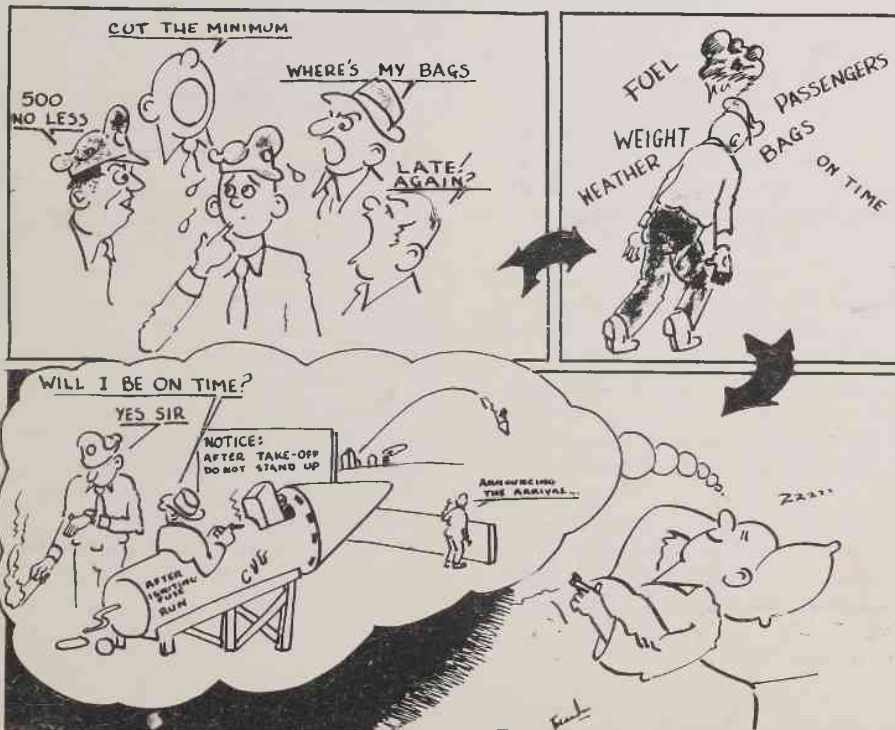
in the 500 plus mph Boeing 707 Jet Transport, may order one or more for delivery in 1959. BRANIFF AIRWAYS had their local service route 106 renewed, but must share it with United and Ozark.

How 'ja like to be in Florida now? I went down over New Year's, and what a deal! Temperature nearly 80, water blue as the sky, palm trees swaying in the breeze, shorts, bathing suits everywhere. They tell me Heaven looks something like Florida. It does seem that we ought to have service further South, like Coral Gables, for instance?

Had a chance to drive over the West Virginia turnpike the other day. This beautiful road runs between Princeton-Bluefield and Charleston, and has really cut the driving time. It's a toll road, \$1.65 from end to end, 87 miles. I've seen it many times from the air, of course, but until you've driven both the old and new roads, you don't really appreciate it. West Virginia is to be congratulated.

A group of Frontier Airlines employees have formed a Uranium Prospecting Company, headquarters at 1650 Grant Street, Denver, Colorado. One of the directors is a former field representative of the Atomic Energy Commission. 20 million shares of stock at 1 cent (No Misprint) have been authorized to anyone interested. Company is to prospect the Four Corners Area of the Colorado Plateau. Sounds like fun, anyway.

So the holidays are behind us for another year, and now it's time for the tough months. There sure is a rugged job ahead in January, February and March. Dig 'em up, Lads and Lassies, and sell 'em. Grouse season coming up in Western Carolina -- should be good for many a hunter.



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