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NORTH CAROLINA'S Governor Luther H. Hodges (center), Piedmont Airlines Vice President C. Gordon Brown (left) and Voit Gilmore, President of the North Carolina Travel Council, discuss the new Fairchild F-27. Governor Hodges, along with approximately 60 out-of-town members of the council, were in Winston-Salem recently for the opening session of the meeting. The program included a tour of the Piedmont Airlines General Office and Maintenance facility.

ROLLS ROYCE DART ENGINE DELIVERED

(See page 4 for picture.)

The first Rolls-Royce Dart 511 turbo-prop engine was received recently and is one of a number of spares ordered for the F-27.

The 1600 horsepower prop-jet powerplant was brought to Wilmington, N. C. by the S. S. Thomas Nelson from England.

The engine, valued at \$53,000, is manufactured by Rolls-Royce in Derby, England. Six more engines are scheduled for delivery prior to the inauguration of F-27 operation.

BAGGAGE WEIGHT SURVEY PLANNED

For some time, the Air Transport Association has been studying methods for speeding up baggage handling and checking procedures at airports.

Indications are that considerable time would be saved if an average baggage weight could be used. All baggage would be weighed only to determine if an excess collection need be made and no weights would be recorded on the baggage tag. A count of the baggage at the destination

would be required and a chart similar to that used for passenger weights would be used to determine the weight for loads forms.

Approval for such a program must of course, be obtained from the CAB and the CAA and the survey will develop the necessary data to prove that an average baggage weight is both reasonable and practical.

Air carriers participating in the survey in addition to Piedmont are American, Capital, Eastern, Northeast, TWA, UAL and Western Airlines.

U. S. AIRLINES

ON 48 HOUR CALL

As part of national defense planning, the U. S. airlines---in cooperation with the Department of Defense and other government agencies---have established the Civil Reserve Air Fleet (CRAF) and the War Air Service Pattern (WASP). The machinery has been set up whereby the airlines can swing immediately into domestic and global military operations in the event of national emergency and be in full operation in 48 hours.

The CRAF composed of more than 300 long-range four engine airliners, including 274 from the scheduled airlines' fleets, would operate on a global basis, carrying men and supplies in support of the military effort. This fleet has an airlift capacity of 2.8 billion ton-miles annually under emergency conditions. All remaining four and twin-engine aircraft in the civil fleets would make up the WASP to serve on the home front and provide priority airlift in support of defense production.

Upon alert from the Defense Department, the CRAF planes, along with their crews, would proceed to predetermined bases and be operated by the airlines on military contract and under the supervision of the Military Air Transport Service (MATS).