

Station to Station

NEW SCHEDULE ANNOUNCED NITE SERVICE TO BLF INCLUDED

BLUEFIELD—Marvin Dillon
WORLD WIDE TRAVEL SHOW . . . Bluefield Automobile Club was host to the "World Wide Travel Show" held on Feb. 17-18 at the Bluefield Auditorium. Using the theme "Gateway to the World of . . . Travel," the Motor Club sponsored the show in order to introduce the public to its World Wide Travel Service.

The beautifully decorated auditorium was jam-packed with 30 exhibits representing domestic and international steamship and airline companies and tourist commissions from several states. Piedmont had an attractive booth (Picture at right) manned by Messrs. W. G. McGee, General Sales Manager, Robert Miller, Roanoke District Sales Manager, and Mr. Ted Arnold, Station Manager.



WASHINGTON—John Simmons
 November 1958, Piedmont moved to its new quarters in the north concourse of the sprawling terminal here. Prior to this time, our operation here was handled jointly by Piedmont and Allegheny Airlines. Our hats off to Allegheny for the fine job they did for us, not forgetting the restricted circumstances under which we operated.

RICHMOND—E. R. Sanders
 Things in Richmond have been very quiet through the winter. However, we have several new people to liven things up: David Gregory from Winston-Salem, Pat Rendwick from St. Louis, and Buddy Robinson who transferred from Lynchburg. Also, D. K. MacPherson is back with us. An important new addition has taken place - one of the runways has been extended from 5,000 feet to 8,000 feet.

TRI-CITIES—Milt Ward
 To those of you who haven't had the opportunity of being in Tri-Cities recently, a new runway is under construction which will be 6600 feet. This will be a tremendous help to us due to the present restrictions on the F-27.

GREENSBORO—Tom Crouch
 In has been a long time since we have communicated with each other and a lot of things have happened in GSO. For one thing we have moved from our old building into a million and a half dollar terminal building. Everyone's moral has certainly been lifted by working in such nice new surroundings. We were sorry to lose James Vestal last Nov. to DCA opera-

tions, but lucky to gain R. E. Bullard who transferred from INT in February.

ASHEVILLE—J. L. Fields
 We are getting ready for the summer schedules and the way it looks, at the present, Asheville will have plenty of good connections. With these extra flights it is believed this station will be in the 2,000 passengers a month class this summer. For all the baseball fans Asheville now has a team and the name chosen was "Tourists", which is very appropriate.

RALEIGH-DURHAM . . . Dan Berry and Jack Vann
 News from the Raleigh News and Observer headlines legislation to authorize the City of Charlotte to operate feeder helicopter service into the Charlotte Airport. This bill was introduced in the N. C. House several weeks ago. Under the measure, Charlotte would have authority to operate helicopter service transporting passengers, freight and mail within a 65 mile radius of the city.

The RDU control tower reported February as the busiest month they have ever had. One day alone 750 takeoffs and landings took place here.

HUNTINGTON . . . Irene Blake
 The greatest news in Huntington is that we had the honor of being named All American City! There have been several things happening around our Tri State Airport, and they seem to be moving at a terrific pace. The taxi strip lights have been completed and are in operation. Also, there is a possibility that the Air National Guard will be coming to our Airport.

The contract for the new Terminal Building has been awarded to one of our local firms in Huntington which is Jimison and Sons, construction should be started sometime in April.

COLUMBUS, OHIO . . . Gene Shore
 Piedmont was the main attraction on the opening day of the new \$12 million terminal at Port Columbus . . . our flight 390 was the first flight out. Our passengers, crew, employees and all newsmen were guests of the City for breakfast in the new dining room of the port.

Don Shanks, our chief agent, transferred to CMH from TRI and is now proud to say he is a full-fledged "buckeye". Don has been keeping a fast pace . . .

being a country boy, he never knew there was so much night life. Sharing the experience is Gene Shore, who transferred from AVL. Another new addition to the staff is Dick Shelton.

LYNCHBURG . . . W. L. Bullock
 A refueling and defueling system designed especially for the F-27 has been installed at LYH by the Shell Oil Company. It is one of the few in the Piedmont system and represents a sizable investment.

Another step in the improvement of the airport here was taken by Lynchburg City Council when they advertised for bids covering construction of a new terminal and relocation of a hangar. The opening of the sealed bids is scheduled for April 3.

LEXINGTON . . . Beverly Todd
 We were all glassy eyed to see the sparkling little Carolyn Montgomery leave to join her husband in Germany, but from all reports she is evidently in complete rapture in her new home.

Keeneland opens next month and we're expecting all kinds, shapes and forms of people in for the races. We're all taking wrestling lessons on the side to handle the tough ones who refuse to pay excess luggage.

NORFOLK . . . R. H. Wylie and H. J. Eisenbath

Since the last publication of the PIEDMONITOR, situations around our station have remained pretty much the same. However, they are still in the process of expanding our terminal building and with all the construction going on, we encounter a few problems—you know, things like parking 500 cars in a 300-car parking lot. They expect to have us moved into our new quarters sometime in May or June.

HICKORY . . . Bill Isenberg
 At long last it seems that our terminal building is a reality. The contracts were let for site preparation, grading, etc., and this work started before Christmas. Now the final contract for the building has been awarded and it is hoped that we will be in it before December of this year. Also, in a bond election a few weeks ago, we had \$100,000 approved for runway extensions . . . things are on the "forward move" here at our station.

CHARLOTTE . . . Jean Winslow
 Certainly the biggest news event of the year for Charlotte

The new flight schedule to become effective April 26, has been released and included several important changes.

Perhaps most outstanding is the approval of the FAA of night service to the Mercer County Airport (Bluefield). On February 16th representatives of Piedmont Airlines and the Federal Aviation Agency made a proving flight in connection with Mercer County's request for night operations. The FAA has approved this night service and it will begin April 26, pending the receipt of Form 5-11 which includes approach specifications and ceiling minimums.

Other changes include: new F-27 round trip between Louisville and Norfolk additional afternoon flight from Washington to Asheville, additional F-27 round trip from Cincinnati to Norfolk, first F-27 service to Newport News, and a new morning flight to Norfolk originating in Tri-Cities. Also seasonal service to Myrtle Beach will begin May 15 and the Morehead City-Beaufort service will start June 1.

was the "Big Airlift" of the General Assembly from RDU to CLT. Here is a quote from a letter just received from the Hon. Erwin Belk, a member of the House of Representatives: "I would like at this time to state that Piedmont Airlines was most cooperative and helpful in arranging transportation for the members of the General Assembly to Charlotte. Also, I want to express my appreciation to you and your fine organization for arranging transportation for us."

PARKERSBURG . . . Virgil Flinn

1959 looks like a big year here in Parkersburg with so many things on the slate. Face-lifting around the station includes the extension of runway 3-21 and the enlargement of the ramp. Also, after celebrating our fourth anniversary on March 1, everyone is all set to make this a record year.

WILMINGTON . . . Ed Kerr

Levy Heath, a former Wilmingtonian, is now working as station agent in CLT. Good luck ole buddy.

Congratulations are in order to Mr. R. H. Dekay for the recent promotion from Station Chief Mechanic-ILM to Supervisor of Class 2 Stations.

BECKLEY . . . Bob Wilson

From this station on top of the hill in the "Do-it-yourself-city" of Beckley, things are pretty much the same. The only change is the transfer of Jay Johnson to HTS, and leaving Jack Guy, Charles Field and Bob Wilson still to make the weather observations.

The big winter news from this mountain station is the new Bald Knob Ski Slopes located just outside of BKW. There were a few NRSA people in for some broken bones and sore spots, but this didn't dampen the fun at all. Next year with more snow and with the interest shown this year, the turnout should be great.

Cases

From Front Page

the Board itself is the next and last step in this proceeding. The date has been set for March 31. **PIEDMONT AREA CASE**

Hearings before the Examiner in this proceeding will begin April 6 at 10 a. m., at the Charlotte Public Library, Charlotte, N. C. The second session will begin April 27 in Washington. The hearing at Charlotte will be limited to presentations by cities, states, and other civic parties. The hearing in Washington will complete the presentation of the civic intervenors and airline presentations will follow immediately thereafter. Piedmont applications for the following routes will be heard in this case: Charleston-Atlanta via Tri Cities and Asheville,-Baltimore-Atlanta via Washington, Charlottesville or Staunton Lynchburg, Roanoke, Princeton - Bluefield, Tri Cities, Asheville, Atlanta; and an alternate segment from Lynchburg to Danville, Greensboro-High Point, Winston-Salem, Hickory, Atlanta-Washington to Atlanta via Richmond, Rocky Mount, Goldsboro or Kinston, Fayetteville, Florence Columbia, Augusta-Washington-Atlanta via Newport News,-Norfolk, Elizabeth City, Kinston or Goldsboro, Jacksonville, (Camp Lejeune,) Wilmington, Myrtle Beach Florence, Columbia, Augusta, Atlanta-Norfolk, Knoxville via Elizabeth City, Rocky Mount, Raleigh-Durham, Greensboro - High Point, Winston-Salem, Charlotte, Hickory, and Asheville-Charlotte-Myrtle Beach via Florence. In this case we are also asking the Board to amend our certificate for existing and proposed routes so as to permit a skip-stop type operation.

EXEMPTION REQUEST

From past experience it would appear that route extensions which may be granted in the Piedmont Area Case cannot be operated before late 1960 or perhaps early 1961. Capital, in the Piedmont Area Case, is seeking relief from the responsibility of providing local service between Norfolk and Knoxville, and we of course are seeking authority to provide same. On March 1 Capital reduced service on this route to one round trip per day. It appeared to us that it would be most logical for the Board to permit Capital to suspend, and for us to commence, this operation immediately rather than waiting for final decision in the Piedmont Area Case. On March 12 we filed an application with the Board asking temporary exemption which would permit us to operate between Norfolk and Knoxville via the intermediate points mentioned above. We are asking that this authority be effective until sixty days after final decision in the Piedmont Area Case. If the Board acts favorably on this application, we would plan to inaugurate the service almost immediately.

Because of lack of space it was impossible to include the March birthdays in this issue. Birthdays for both April and March will be listed in the next issue.



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