



THE PIEDMONITOR



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Annual Shareholders Meeting

The annual meeting of the shareholders of Piedmont Aviation, Inc., was held April 15, in Winston-Salem. There was record attendance with 75% of the outstanding common stock shares represented at the meeting either by person or proxy.

During the meeting a resolution was passed to amend the charter to increase the authorized stock from 1,500,000 to 2,000,000 shares. Members also approved a recommendation of the Board of Directors to revise and rewrite the by-laws of the corporation in view of the revision of the North Carolina

corporation laws effective July 1, 1957.

During the course of the meeting, Mr. T. H. Davis presented a general company report; Mr. C. G. Brown reviewed traffic outlook and route case progress; and Mr. R. S. Northington gave a report on the Fixed Base Division of Piedmont Aviation, Inc.

The twelve members of the Board of Directors were re-elected by the stockholders to serve another year. The officers of the company also remained the same, being re-elected by the Board of Directors.



Azalea Queen Debra Paget, and Maid of Honor, "Miss North Carolina", Betty Lane Evans add beauty to the parade at Wilmington's Azalea Festival. Feature Story on page 3.

Route Case Status

Great Lakes Local Service Case

No new development; still waiting for Examiner's initial decision.

Southeastern Area Local Service Investigation

Oral argument before the Civil Aeronautics Board (the last procedural step in this case) was held May 31 through April 2, 1959. This case, involves our route applications in Tennessee. Final decision by the Board should be handed down in the near future.

Piedmont Area Case

The first hearing in this case was held in Charlotte April 6 through April 9 before Examiner James Keith. More than one hundred witnesses were heard representing various cities in Kentucky, Tennessee, Georgia, South Carolina, and North Carolina. Hearings in this case will resume before the Examiner April 27 in Washington.

Cincinnati/Detroit Case

Our application proposing extension of our routes from Cincinnati and Columbus to Detroit via Dayton and Toledo has been consolidated in this proceeding. Direct exhibits are to be exchanged May 11, 1959, rebuttal exhibits June 1, hearing scheduled to begin June 15. This case has been reassigned from Examiner Madden to Examiner Paul N. Pfeiffer.

Exemption Request

We are still awaiting the Board's decision in connection with our request to operate the portion of Capital's Route 51 between Norfolk and Knoxville. A decision in this matter may be expected within the month. We have also reapplied for extension of the exemption authority which permits us to operate through-plane service between Winston-Salem and Washington. The original exemption authority granted by the Board was for a six-month period, which will expire the middle of May.

Traffic Report Shows Success

Revenue passenger traffic for the first quarter of 1959 is up 25% above the same period last year. During January the increase was 14.56%, February 23.26%, March 37%. As most of you no doubt realize, February, 1959, was the first month during which we operated F-27 flights without the existence of one or more airline strikes and for this reason, we felt that any F-27 traffic data prior to that month might be distorted. During February an analysis of the flights operated shows that the traffic on these trips is up 41½% over the traffic carried on the same flights with DC-3 equipment during February, 1958. We feel that this is a most gratifying indication of the public acceptance and approval of the F-27.

TEACHERS VISIT

Piedmont participated recently in a program aimed toward increasing our teacher's understanding of America's economic system. The Winston-Salem Chamber of Commerce sponsored a "Business-Education Week" for Forsyth County and Winston-Salem City teachers. The week included visits at several community business firms representing productive, distributive and service agencies.

As guests at Piedmont's home office, the groups were welcomed by Mr. Northington, Vice President, and were given material and explanations as to Piedmont's history, place in the local community and nation. After a complete tour of our Winston-Salem facilities, the educators enjoyed a short flight and tea.

World Congress Of Flight

Mr. T. H. Davis, President of Piedmont, recently attended the "World Congress of Flight" in Las Vegas, Nevada. The World Congress of Flight is a new program sponsored by the Air Force Association and various other leading air organizations, and is an endeavor to have an annual "Showcase" of American air power, both civic and military.

Over 5,000 people from all segments of aviation attended the program to witness the exhibits and flight demonstrations and to take part in the meetings and forums. The display of aircraft included: North America's SpaceShip X-15, different types of missiles, the latest transport ships (F-27, Electra, and DC-8), and all types of helicopters

Mr. Davis found the program presented by the Flight Safety Foundation to be of particular benefit. Their program was centered on the implementation of new jet-powered airplanes in airline fleets.

COMING EVENTS

May 15:
F-27 Service opens Myrtle Beach Season.

May 15:
First "Fun-Pak" vacationers will arrive at Virginia Beach and Asheville. Advance reservations indicate that this will be Piedmont's set package tour year.

June 1:
Inauguration of Morehead City Service.

Route Hearing In Charlotte

The progress and success of our route cases are of vital concern to all of us. There are many steps involved in the actual procedure, but one of the most interesting is the presentation and evaluation of evidence by cities and airline carriers at the hearings. The first hearing in the Piedmont Area Case was held in Charlotte during the week of April 6. At this hearing the cities involved in the case presented evidence supporting their need for additional or new air service.

Since most of us do not have a chance to attend these hearings, we believe a brief description of what actually takes place at these hearings will be interesting. This was the general order of events at Charlotte:

The CAB Examiner, Mr. James S. Keith, called the meeting to order and introduced the attorneys for the represented airlines and cities. The attorney for the first city to be heard then made a general statement

of the needs of that city and called his first witness to the stand. The witness was sworn in and stated his name and address. Prior to his taking the stand, a written statement of his testimony had been distributed and, after being sworn in, he was asked to adopt this statement as submitted or to correct it. After this routine procedure takes place, the airline attorneys are free to cross-examine the witness on the basis of his submitted testimony. If there are no objections after the cross-examination has been completed, the testimony is approved and submitted as evidence in the record.

There are, of course, the lighter moments in the proceedings. In Charlotte there was one particularly interesting witness for the city of Louisville, Ky. She was Miss Susan Smith, Miss Kentucky for 1958! Mr. Cecil Beasley, Piedmont's attorney was quick to take advantage of the

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Capt. Nicholson Serves On FAA Committee

Piedmont's chief pilot, Capt. Frank G. Nicholson, was recently appointed to serve on the Airline Advisory Group of the Research and Development Division of the FAA.

Capt. Nicholson, the only local service man named to the group, will serve with six other members in an advisory capacity to aid the technical units of the FAA in developing and modernizing the national system of navigation and traffic control facilities for civil and military aviation.

The group members were chosen as airline experts whose varied experience will make them valuable consultants. R. Q. Quesada, Administrator of the FAA, said that the group had



been appointed because, "in the course of this effort we are making a serious attempt to include the realities of life by obtaining the active assistance of our commercial air fleets." The group

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