



THE PIEDMONITOR



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CAB Decision Released In Southeastern Case

The Civil Aeronautics Board on July 20 issued its press release decision in the Southeastern States Area Investigation, in which it denied our application for extension of our routes in the State of Tennessee. Quite frankly, we are amazed at the outcome. We have followed a policy of seeking only route extensions that are clearly justified. Evidence of this is the fact that this is the first application by Piedmont which, after

hearing, has been denied by the Civil Aeronautics Board.

In this decision the Board disregarded completely the recommendation of the Examiner and the recommendations of its own analysts in the Bureau of Air Operations.

Completely aside from our own disappointment in not being awarded the routes we sought, it is our feeling that this decision fails to satisfy the proven needs of the travelling public.

PILOT BEAMER MEETS UNTIMELY DEATH

Henry Rex. Beamer, born December 2, 1928, was killed Saturday, July 25, in an automobile accident.

Mr. Beamer was employed by Piedmont in March, 1953, as a co-pilot. On July 1, 1957 he was granted a leave of absence to be an executive pilot for Krispy Kreme Company. During his years of association with Piedmont, Mr. Beamer gained the respect and friendship of all who knew him.

Not too many years ago, Mr. Beamer became interested in sports cars, and it was this hobby that led to his death. He was giving his AC Bristol a trial run at Virginia International Raceway when suddenly he seemed to lose control of his car. He skidded off the track and overturned several times. The practice run was in preparation for

the Sports Car Club of America Races.

Mr. Beamer is survived by his wife, Doris, and Steven, his seven-year-old son.

Funeral services were held Tuesday, July 28, at Wall Glade Hill Chapel by Dr. Ronald E. Wall and the Rev. D. D. Hodges. He was buried in Antioch Baptist Church in Surry County.

"USE IT OR LOSE IT" PLAN

A new policy was adopted by the CAB during the Seven States Awards. The policy has been labeled the "use it or lose it" plan and means that each city that has air service will be required to reach a certain number of passengers boarded daily or stand a chance of losing service.

"Under our 'use it or lose it' policy, each city will be required to meet a minimum standard of use, e.g., enplane an average of five or more passengers daily," the Board said. "Unless a city enplanes an average of at least five passengers daily for the 12 months following the initial six months of service, we will, in the absence of unusual or compelling circumstances, institute a formal investigation to determine whether that city should lose its air service for lack of use."

The policy applies to a city whether it has been certificated for a temporary or an indefinite period. The policy also applies to routes granted to airlines. If "the passenger load on each flight serving a segment in question averages less than five passengers, we will begin appropriate proceedings to determine whether to suspend or delete the route segment," the Board explains.

There are two cities on the Piedmont system which under the new plan would be investigated. Last month, Danville averaged only two passengers a day and London-Corbin averaged a little over five. These two cities are on temporary certification and are both being considered for extension under the Piedmont Area Case. We are certified to serve both points until 60 days after the final decision in this route application, but under this new policy, the cities will have to show that they can increase passenger boardings before they will be eligible for continued service.

Important Tax Battle Is Only Half Won

A compromise decision by this session of Congress to cut the 10% travel tax in half effective July 1, next year, is a step in the right direction but a battle only half won.

The Senate had voted for immediate repeal of the whole tax. But the House insisted on no tax reductions this year and the compromise was reached by conferees who met June 26 to resolve differences in the House and Senate versions of a bill to extend the excise and corporate income taxes for another year. Repeal of the travel tax was a Senate amendment.

Senator Magnuson of Washington termed the reduction an "important first step toward

ultimate outright repeal of this discriminatory tax."

Additional bills were introduced immediately to repeal the tax, and sentiment in the House appears widening in support of ultimate repeal. Senator Smathers of Florida, who led the move for appeal in the Senate, asserts that efforts to wipe out the travel tax completely will be renewed next session of Congress.

Stuart G. Tipton, president of the ATA said: "The scheduled airline industry is grateful to Senator Smathers and his associates for their successful efforts in the Senate to remove the present 10% See BATTLE - Page 3

NEW EXEC. CONVERSION FOR CHATHAM COMPANY

The Chatham Company, well known manufacturers of blankets and fabrics, decided not long ago to purchase a DC-3 and have it converted into an executive plane. Piedmont, having done their maintenance work for about two years, was consulted and began to investigate.

First of all, the right plane for the right price had to be found; but prices here in the states were a bit steep. Then Bill Davis, working on a hunch, remembered that Avenza Airlines of Venezuela had bought F-27s and thought they might consequently sell their DC-3s. Contact was made and the hunch paid off. A quick trip to Caracas proved that the plane was in good condition. Dale Balzer, Chatham's pilot,

went down with Bill to approve the ship and after final agreement was made with Chatham, Bill and "Pappy" Wilkes returned to Caracas to ferry the plan back home. A little unusual and extra effort, but it enabled Piedmont to contract Chatham's executive conversion.

The ship is being equipped with maximizer speed conversion which increases speed through streamlining and engine modification, and radar and radio equipment are being installed. E. P. Stutts, an interior decorator of Winston-Salem, is helping with the design of the interior which will be done predominately in beige and blue and will include a tape reproducer for continuous music and formica cabinet work.

Bd. Of Directors Meet In Winston

The Board of Directors of Piedmont Aviation, Inc., met in Winston-Salem this month for their quarterly meeting.

After the procedural opening and a calling for new and old business, Mr. Davis gave a report on the status of the F-27 program and explained in detail our latest route application.

BLOODMOBILE DAY FOR TRANSPORTATION EMPLOYEES

Each year we are all given the opportunity to give blood to the Red Cross Blood Bank. Support this drive in your community.

Winston-Salem employees can participate in the Forsyth County Cooperative Blood Program at the following times:

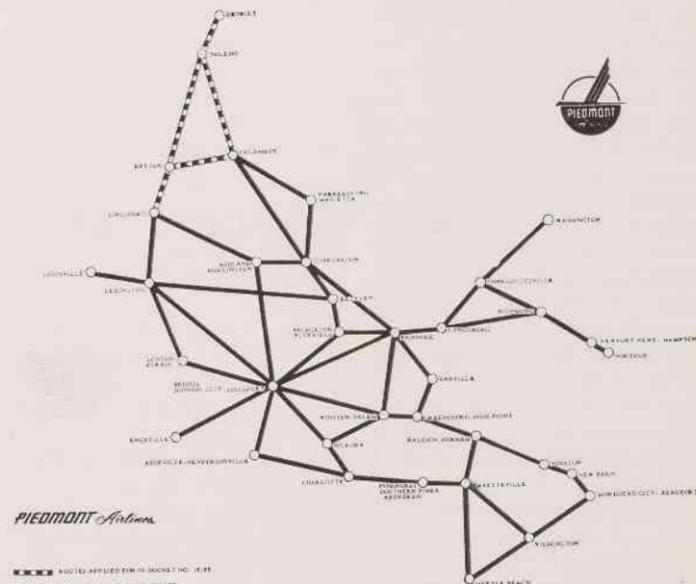
August 4 - 11 A. M. to 5 p.m.

August 5 & 6 - 10 a.m. to 4 p.m.

On these days the Bloodmobile will be at the Old Armory on Patterson Avenue.

Piedmont Presents Case In Hearings

The hearing before Examiner Paul N. Pfeiffer in the Cincinnati/Detroit suspension Case which began June 29 was concluded July 14. Essentially, this case involves the suspension of certain route authority presently held by TWA between Cincinnati and Detroit. TWA is willing to relinquish its operating rights between the following pairs of points: Detroit/ Cincinnati, Detroit/Dayton, Detroit/ Columbus, Toledo/ Cincinnati, Toledo/Dayton, and Toledo/ Columbus. Three local service airlines and two trunk carriers participated as applicants in the proceeding. The local carriers were Piedmont, Lake Central, and North Central; the trunk carriers Eastern and Delta. Delta was awarded a route from Cincinnati to Detroit via Dayton, Columbus, and Toledo in the Great Lakes/Southeast Case; however the Board placed a long-haul restriction on Delta's authority, which provides that all flights operated between Cincinnati and Detroit must originate and terminate south of Atlanta, Georgia. In this case



Delta is seeking the removal of this restriction.

A number of cities on our route were naturally much interested in this proceeding since our proposal would make possible for them first one-plane, one carrier service to Detroit, Dayton, and Toledo.

Dr. F. L. Blair, Chairman of the Air Transportation Committee of the Greater Parkers-

burg Chamber of Commerce, appeared on behalf of the County Court of Wood County, the City of Marietta Chamber of Commerce and the Parkersburg Chamber of Commerce. Dr. Blair testified that the Parkersburg/Marietta area had a strong community of interest with Dayton, Toledo, and Detroit. In support of this:

See HEARINGS - Page 4