



THE PIEDMONITOR

VOLUME II, NO. 9

APACE WITH THE PACEMAKERS

NOVEMBER, 1959



DELTA SKY LOUNGE service includes for George Bennett (center) and Bill Dearing a refreshing drink offered by lovely Elizabeth Whitman, Delta Jet hostess on the Atlanta to New York flight. Delta was first in the South with pure jet service. Its first flight for the DC-8 was September 18.

Delta Jet Service Praised

Managers Take Courtesy Flight

If any Piedmont employee is considering a flight on Delta Airlines' pure jet DC-8, George Bennett and Bill Dearing are the men to see.

Bennett, Piedmont district sales manager at Charlotte, and Dearing, manager of the Joint Airline Military Traffic Office at Fort Bragg, were Delta guests on an Atlanta to New York courtesy flight October 20. With them were a group of JAMTO representatives en route to an

Air Transport Association meeting at Washington.

Their comments? "Terrific plane," said Bennett. "Wonderful flight," added Dearing. "First Flight Service," they chorused.

Before departure from Atlanta, Delta's military manager, Henry Ross, showed them the Delta-designed passenger jetway used by deluxe first class passengers boarding and deplaning the DC-8.

Major Change

The jetway, the first major change in passenger loading in years, is an enclosed walkway which fits snugly against the plane's fuselage. Passengers never touch the ground in boarding nor do they have to worry about the weather outside.

Aloft on the Delta flight, Bennett and Dearing received what they called "strictly VIP service." They had a champagne meal of charcoaled sirloin with all the trimmings.

Settling back in the Delta unitized seats, which won an industrial design award, they enjoyed a completely noiseless and vibrationless flight. Individual trays, tray lights, cold air outlets, call buttons and oxygen outlets are installed in the seat backs.

Their flight was made at mach. 82, very near the speed of sound. Top speed was 610 m.p.h. while cruising at 27,000 feet altitude. One hour and 35 minutes after departing Atlanta, Bennett

and Dearing were in New York.

They say the flight was "the experience" of their flying history and are still thanking Delta Military Manager Ross and Charlotte District Sales Manager Ed Porter for the opportunity to fly Delta's DC-8.

New Plan Calls For Cooperation From Stations

Everyday, airlines lose or damage baggage, operate in a maze of delays, oversell space and give out incorrect information to the public.

Piedmont, though able to correct many of these common airlines mistakes, still experiences a fair share of unfortunate incidents which could be avoided.

Aimed at correcting the situation, a new program of cooperation for station personnel is currently being instituted.

The program, which grew out of the division station supervisors meeting October 13, is designed to better coordinate Piedmont's over-all operation with better passenger service, on-time operations and top efficiency.

In charge of the program are General Traffic Manager R. E. Turbiville, Superintendent of Stations K. E. Ross, Division Station Supervisors Ed Best, Tom Cowen, Pete Jones and Chester Nutt, Space Control Manager P. H. Wilbourne and all station managers.

JET DATES

November 14—First Anniversary of Piedmont's F-27 Inauguration

November 15—Jet Age Show on the Walter Kronkite Television program

Fowler Named Head Of New Department

Joe Fowler, Jr., former N. C. state legislator, was named director of personnel administration by President T. H. Davis.

Mr. Fowler took over the duties of the newly created position October 26. He will be in charge of all matters regarding personnel policy, employee benefits and employee development activities.

Growth Cited

Mr. Fowler said he is "extremely happy" to be associated with Piedmont. "This is a growth company," he observed, "and I hope to contribute to that growth in the field of employee relations."

"As I understand the reasons behind establishing this particular personnel department, there is a need for a centralized system of gathering, evaluating and disseminating information with regard to general company policy.

To Satisfy Need

"The need is one which I hope can be satisfied through this office indirectly—but most importantly through the various management levels such as company supervisors, managers and foremen."

Before coming to Piedmont Mr. Fowler was public and industrial relations director for Proctor Electric Company at Mt. Airy, N. C.

Cities Protest Route Choice Of Examiner

Out of nine West Virginia cities involved in the Great Lakes Local Service Case, seven have stated opposition to certain aspects of CAB Examiner Barron Fredericks' recommendation.

Fredericks has recommended that Lake Central Airlines be awarded West Virginia east-west routes vacated by American Airlines and Capital Airlines.

LATE BULLETIN

The crash of a Piedmont DC-3 near Charlottesville October 30 was the first air disaster in the company's more than 11 years of operation. One passenger, Phillip Bradley, survived the accident which took 26 lives.

President T. H. Davis has expressed deep regret in the deaths and especially in the loss of three faithful employees, Captain George Lavrinc, First Officer Bascom Haley and Purser George Hicks.

An investigation into the causes of the crash is now being made. The plane, flight 349 from Washington to Roanoke, was last heard from at 8:24 p.m. October 30, when it radioed Charlottesville for landing instructions. At that time, the plane was over Rochelle, usually six minutes away from Charlottesville.

An intensive search found the wrecked plane four miles from Crozet, ten miles west of Charlottesville, at 8:15 a.m., November 1.

At an October 22 meeting called by the State Aeronautics Commission of West Virginia, the seven cities—Charleston, Parkersburg, Morgantown, Wheeling, Huntington, Beckley and Bluefield—said they prefer Piedmont Airlines for the routes.

For Best Service

They pointed out they were interested only in providing the best possible air service for their cities and said they believed the service could be given best by one intrastate air carrier.

The cities, all of which have talked with Piedmont officials, planned to file exceptions to the examiner's recommendation. The exceptions were due October 30.

The remaining two cities—Elkins and Clarksburg—said they will not file exceptions.

The city of Charleston drew up a preliminary set of exceptions which they sent to all cities seeking local air service in West Virginia.

In the tentative draft Charleston took exception to the "undue weight and importance given . . . the need for, and desirability of strengthening Lake Central Airlines . . . and thus to disregard the public interest, convenience and necessity of the West Virginia cities involved."

Another exception was made to the examiner's findings that "a Parkersburg-Clarksburg-Elkins-Morgantown-Washington route segment . . . duplicates a through service that Piedmont has been providing between Parkersburg and Washington via Charleston, Beckley and Roanoke" in that such a circuitous operation as Piedmont now uses could by no stretch of reason be considered duplicative or competitive with a direct alignment . . ."

Vice-President C. Gordon Brown said the sentiments expressed by the seven cities protesting the route recommendation are an "indication of Piedmont's reputation."

Support Encouraged

He said the company has encouraged the cities to file exceptions and has reaffirmed Piedmont's intent to carry the case as far as necessary in seeking a CAB reversal on the examiner's decision as it relates to West Virginia routes.

Newspapers throughout West Virginia have editorially urged support of Piedmont on the grounds that Piedmont already has proved its service in the state and that Piedmont's acquisition of the routes will provide an integrated air service for West Virginia.



JOE FOWLER, JR.

... former legislator ...