THE PIEDMONITOR

# **PI PIX: F-27 Anniversary** Craft Gains Approval

From the very beginning of F-27 is illustrated by comments tion between 1956 and 1959 is F-27 service, both Piedmont per- and questions which INT Reser- examined. sonnel and the general public vationist Ina Grant has heard have shown a tremendous acceptance of the craft. And after one full year of operating the turboprops (the first year ended November 14), the records are justifying that acceptance.

Traffic data compiled shows that the F-27 craft generated 40 per cent more passenger traffic than did DC-3's formerly on the same trips. Passenger load fac-tor was 48 per cent, approximately one per cent higher than the company forecast in its application for a guaranteed loan. President Tom Davis said, "A



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## **Two Questions**

tive."

The two questions are: Will the new aircraft have a lower break-even load factor than the equipment to be replaced? and Do the routes over which the replacement aircraft are to be operated have sufficient traffic density to reasonably assure a break-even load factor?

Mr. Davis affirmed that "studies three years ago indicated the F-27 was the best modern transport available which would meet the test as a replacement for the DC-3 and that operating results during the first year confirm that fact.

during the first year. Ina said, 'Some prospective passengers ask for F-27 flights specifically. Others make reservations and then ask if their

flights are on MRS. GRANT F-27's. Either way, people know the plane and

call for it by name." The eight F-27's flew a total of 3,002,468 miles and chalked up 15,367 hours flying time. decision to replace existing Three of the craft have now exaircraft with ceeded the 2000-hour mark.

President Davis pointed out, new or dif-"To be sure, as with any new ferent types cannot pru- type transport, we have had a dently be made number of 'bugs' which had to unless two be worked out of the craft. Forquestions can tunately, most of these have been be answered in confined to accessories." the affirma-

### Seven On Schedule

Elimination of difficulties has progressed to that point that an operational spare is no longer required. One maintenance spare is still retained, placing seven large, pure jets into regular serv-F-27's into the daily schedule.

Direct operating costs for the craft during the first year were 100.36 cents per mile. Though higher than that for the DC-3, the figure is very favorable in comparison with the 104.10 cents per mile Convair costs experienced by Mohawk Airline during the first year of operation in 1956.

The relatively low initial opsignificant, when other factors cost reductions and potential The public enthusiasm for the are considered and when infla- subsidy reduction.'

Substantial cost reductions are anticipated for the future. Already, insurance charges have been reduced. Also, it is believed that a 57 per cent break-even load factor can be attained.

Superintendent of Maintenance Howard Cartwright reports that "the allowable overhaul period



on the Dart engines has increased from 800 to 1400 hours; the periodic inspection limit has been extended from

100 to 125

CARTWRIGHT

limit has gone from 400 to 500 hours.'

"In general," Cartwright says. 'though we've had problems here and there, we in mainten ance consider the F-27 a good plane. And everybody likes to work on it."

President Davis recently stated, "Behind all the noise and smoke created by introducing ive during 1959 lies an equally significant - although not so glamorous — development in air transportation. That is the introduction of service for the first time by a new airplane designed expressly for short-haul operation."

"This new airplane, the F-27," he added, "is the only airplane placed into short haul service since the DC-3 which has made erating costs figure is especially possible substantial seat-mile



DIGNITARIES PARTICIPATING in the 1958 dedication were (left) James P. Carmichael, president of the Fairchild Corp. and (center) the Hon. Luther Hodges, governor of North Carolina. President T. H. Davis is shown here discussing F-27 service with them in front of his

## Congratulations

INT, December 14.

Tech. INT, December 1. James A. Humphreys, Dist. Sales

- Mgr. ORF, December 12. Porter B. Wallace, Sr. Spec., INT, December 19.
- Ralph C. Williams, Lead Radio Tech. INT, December 5.

## **5 YEARS SERVICE**

- Miss Jeanette Butner, Oper, Clk. INT-FB, December 1.
- Eugene Henry Durham, Lead Mech. SDF, December 1.
- Johnny D. Jones, Purser INT,
- James W. Ledbetter, Cleaner
- Kenneth E. Stephens, Sr. Mech.

## Linda Joyce Russell, Girl, to W. M. Russell (INT) and wife, October 31. Boy to Mac Moore (SDF) and wife, name and date unknown.

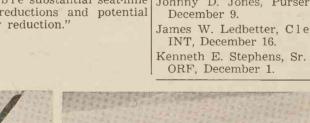
BIRTHS

David Laurence Mahn, Boy, to Dick Mahn (CHO) and wife,

September 15.

## PROMOTIONS

- . E. Chitty, INT, Mechanic Specialist to Sr. Specialist.
- E. Hartman, INT, Mechanic to Sr. Mechanic.
- Thomas Holton, ILM, Lead Ra-dio Tech. to Foreman, ROA T. M. Kersey, INT, to Sr. Me-
- chanic. James S. Nunley, INT, Jr. Radio
- Technician to Radio Techniz cian, ROA.
- . R. Pilley, Sr., INT, Jr. Me-chanic to Mechanic.



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hours; and the major, expanded inspection

home in Winston-Salem.

**10 YEARS SERVICE** Clyde Elliott Ennis, Mech. Spec. Frank H. Grant, Lead Radio



**DEDICATION IN 1958** had Wendy Davis, young daughter of the president, christening the first F-27 in operation for Piedmont, "Tarheel Pacemaker." The bright shiny Rolls Royce, the ultimate in automobiles, symbolizes the quiet and dependability of the Rolls turbo-prop engines.



LATEST F-27 INAUGURAL flight touches down at Port Columbus, where Station Manager Ed Laskowski welcomed Sales Manager W. G. McGee. The October 25 flight, piloted by Frank Nicholson, began the first jet service of any kind for Columbus and for Parkersburg and Marietta.