

# PI PIX: F-27 Anniversary

## Craft Gains Approval

From the very beginning of F-27 service, both Piedmont personnel and the general public have shown a tremendous acceptance of the craft. And after one full year of operating the turbo-props (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 factor 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 decision to replace existing aircraft with new or different types cannot prudently be made unless two questions can be answered in the affirmative."



DAVIS

### Two Questions

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."

The public enthusiasm for the

F-27 is illustrated by comments and questions which INT Reservationist Ina Grant has heard 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 F-27's. Either way, people know the plane and call for it by name."



MRS. GRANT

The eight F-27's flew a total of 3,002,468 miles and chalked up 15,367 hours flying time. Three of the craft have now exceeded the 2000-hour mark.

President Davis pointed out, "To be sure, as with any new type transport, we have had a number of 'bugs' which had to be worked out of the craft. Fortunately, most of these have been confined to accessories."

### 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 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 operating costs figure is especially significant, when other factors are considered and when infla-

tion between 1956 and 1959 is examined.

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 hours; and the major, expanded inspection limit has gone from 400 to 500 hours."



CARTWRIGHT

"In general," Cartwright says, "though we've had problems here and there, we in maintenance 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 large, pure jets into regular service 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 possible substantial seat-mile cost reductions and potential subsidy reduction."



**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 home in Winston-Salem.

## Congratulations

### 10 YEARS SERVICE

- Clyde Elliott Ennis, Mech. Spec. INT, December 14.
- Frank H. Grant, Lead Radio 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, December 9.
- James W. Ledbetter, Cleaner INT, December 16.
- Kenneth E. Stephens, Sr. Mech. ORF, December 1.

### BIRTHS

- David Laurence Mahn, Boy, to Dick Mahn (CHO) and wife, September 15.
- Linda Joyce Russell, Girl, to W. M. Russell (INT) and wife, October 31.
- Boy to Mac Moore (SDF) and wife, name and date unknown.

### PROMOTIONS

- A. E. Chitty, INT, Mechanic Specialist to Sr. Specialist.
- L. E. Hartman, INT, Mechanic to Sr. Mechanic.
- Thomas Holton, ILM, Lead Radio Tech. to Foreman, ROA.
- T. M. Kersey, INT, to Sr. Mechanic.
- James S. Nunley, INT, Jr. Radio Technician to Radio Technician, ROA.
- F. R. Pilley, Sr., INT, Jr. Mechanic to Mechanic.



**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.