

Piedmont, Industry Compared For 1959

The nation's regularly-scheduled airlines surpassed all existing traffic and revenue records in 1959, according to year-end estimates released by the Air Transport Association of America. How do year-end estimates for Piedmont Airlines compare with the industry as a whole?

The industry increase in revenue passengers carried was 10 per cent. This increase is an estimate based on actual traffic reports through November and forecasts for December. For Piedmont the increase in passengers carried is estimated at 15.12 per cent or more than four per cent above the industry increase for 1959.

Compares Favorably

In revenue passenger miles, Piedmont estimates show an approximate 14-per-cent increase over last year. This figure compares favorably with the 15-per-cent increase estimated for all U. S. carriers on a total revenue-ton miles of traffic basis reflecting airlift of all type traffic.

Looking over the past year's events as reported in THE PIEDMONITOR and various company reports, the following events, records and increases are recalled:

F-27 service was inaugurated into eight stations on the Piedmont system. The stations were Richmond, Newport News, Norfolk, Charleston, Louisville, Charlotte, Parkersburg-Marietta

and Columbus.

Flight service was initiated into Beckley and Bluefield-Princeton.

Single day passenger record was set September 4 with a total of 2,140 passengers carried. Single month passenger record was set in June with a total 49,153 passengers carried. The 100,000th F-27 passenger was flown June 6.

In route development, the Bureau of Air Operations for the CAB tentatively recommended Piedmont for the majority of routes requested in the Piedmont Local Service Area Investigation. The CAB granted temporary exemption authority for serving Harrisonburg, Staunton and Waynesboro, Va., at the Shenandoah Valley Airport.

Route Support

West Virginia cities supported Piedmont in protesting the examiner's choice in the Great Lakes Local Service Case. And decision on the West Tennessee routes was deferred from the Southeast Area case until the Piedmont Local Service case is decided.

Piedmont charter business jumped from approximately \$97 thousand in 1958 to \$230 thousand in 1959. The longest charter ever contracted was flown November 5 and 8 for the VPI football team for a total 2,456 miles.

Piedmont celebrated the first anniversary of F-27 operation

November 14 and reported favorable operating costs in comparison with similar equipment used by other carriers.

Personnel additions of note were Don Britt as assistant to the president in community relations and Joe Fowler as director of personnel administration.

Looking to the future, ATA President Stuart Tipton said "the 10-year period ahead prom-

ises to be one of substantial growth for the air transport industry—a growth which holds much in store for the American public. (See editorial on New Year, page two.)

He cautioned, however, that "realization of the promise depends heavily on whether or not a proper climate for growth is permitted by the Federal government."

"Airlines are spending billions on aircraft and facilities; many millions more on training and general preparation," he said. "The jet age will be a key symbol of the Golden 60's if enlightened, imaginative and intelligent thinking symbolizes the Government's role. But inconsistent Federal policies could smother airline growth — minimize advantages for the public."



THE PIEDMONITOR

VOLUME III, NO. 1

APACE WITH THE PACEMAKERS

JANUARY, 1960

Programs Begin Review Of Standard Procedure

Two programs — one aimed at better and more efficient operations, the other at standardized flight procedures — have been put into effect by the department of operations, Vice President H. K. Saunders announced recently.

Station Head At Wilmington Named To SHD

Bob Lipscomb, station manager at Wilmington for the past three and one-half years, has been named manager of the forthcoming station at Shenandoah Valley Airport, Superintendent of Stations Ken Ross announced December 17.

Lipscomb, a native of Washington, D. C. joined Piedmont as a station agent at Newport News in 1949. He served as chief agent under managers Jack Gwinnap and Jack Brandon there and was named station manager in . . . will manage . . . 1955.

In June, 1956, he was transferred to Wilmington, where he is station manager with a staff of six agents. At Shenandoah it is expected that a complement of five agents will be named. Jim Dallas, now agent at Huntington, has been named chief agent.

Before joining Piedmont Lipscomb attended the University of Pittsburgh, served in the U. S. Navy from 1944 to 1946 and was associated with the Capital Transit Company at Washington. He is married to the former Juylene Boger, a registered nurse.

Mr. Saunders said the first of the programs — a review and refresher program in operations procedures — was "the result of the Federal Aviation Agency's concentrated check of all airlines' operating practices and of Piedmont's desire to get better operations."

Review of Duties

He said the better operations program will include a review of specific duties and responsibilities for operations personnel such as furnishing weather information to flights, figuring weight and balance, following safety procedures affecting flights, etc. A training program will be placed into effect shortly to ensure continuing competency.

A meeting, in which all station managers, division supervisors and chief agents were given a briefing on the general program, was held in early December. Details of the specific program were not available at press time.

Flight Checking

The second operations program is an additional flight checking of flight procedures to keep all pilots' proficiency at a high level. Mr. Saunders said two new check pilots, Captain E. D. Clement and Captain W. O. Tadlock, have been assigned to the program.

In line with the operations programs, a series of Monday morning operations conferences are being held to make all operations departments aware of the special problems confronting various intra-departmental offices.



NEW SCHEDULES get careful scrutiny by Director of Tariffs and Schedules F. Preston Lincoln (right) and Chief Pilot Captain Frank Nicholson. The schedules, which include service to Shenandoah beginning February 1, will be effective January 5.

Santa Claus Came Again

Davis Announces 1960 Increase

A general wage and salary increase to be effective January 1 was announced by President T. H. Davis in a meeting of Winston-Salem personnel December 24. Letters were sent out simultaneously to managers and supervisors in all stations and divisions.

In an announcement to Piedmont employees through THE PIEDMONITOR, Mr. Davis said, "It is with pleasure that we announce a general wage and salary increase for all station, maintenance, accounting, stores and clerical personnel effective January 1, 1960.

"The year 1959 has been an eventful year. It has been a year

of progress. Yet, it has not been a year without difficulties.

"We are mindful of the fact that most of you have on occasion willingly and cheerfully gone far beyond what is normally expected of you to be helpful to your company. We hope this increase in income for you will in some measure express our gratitude for your faithful devotion to duty."

Mr. Davis explained that the increases to be effective January 1 would be worked out by the accounting department as to when they would appear on various departmental payrolls, since there are variances in payroll dates.

Additional Time Given Operations

Service to Staunton, Waynesboro and Harrisonburg, Va., at the Shenandoah Valley Airport is scheduled to begin February 1, 1960, according to the general schedule released December 24 by Director of Tariffs and Schedules F. Preston Lincoln.

In the schedule, to be effective January 5, the Shenandoah service will include two northbound and two southbound flights operating daily with DC-3's between Washington and Roanoke. The Shenandoah schedule is as follows:

Flight Times

Northbound flight 380 will arrive Shenandoah 7:54 a.m. from Roanoke and will depart 7:58 a.m., arriving Washington 8:40 a.m.

Northbound flight 316 will arrive Shenandoah 5:39 p.m. from Asheville, Tri Cities and Roanoke and will depart 5:43 p.m., arriving Washington 6:29 p.m.

Southbound flight 317 will depart Washington 10:30 a.m. and will arrive Shenandoah 11:23 a.m. Departing 11:27 a.m., the flight will continue to Roanoke, Tri Cities and Asheville.

Southbound flight 383 will depart Washington 6:20 p.m. and will arrive Shenandoah 7:13 p.m. Departing 7:17 p.m., the flight will continue to Roanoke, Tri Cities and Knoxville.

On Sundays, effective February 7, northbound flight 312 will be substituted for flight 380. It will arrive Shenandoah 1:19 p.m. from Roanoke and, departing 1:23 p.m., will arrive Washington 2:09 p.m.

Adjustments Made

Other services included in the January 5 schedules will cancel 11 flights and will add nine new or replacement flights. Numerous time adjustments have been made for operations reasons.

Several flights have been renumbered to eliminate confusion in communication.