

THE PIEDMONITOR

PAGE TWO

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Dorothy Preslar, Editor

Correspondents this issue: Bob Bennington FAY, Virg Flinn PKB, Ed Kerr ILM, Susie McSorley CRW, Ray Mohler PHF, Louise Ramsey CLT, B. Joe Rathbone TYS, Libby Reed CHO, Frank Reynolds LYH, John Simmons DCA, Bob Wylie ORF.

For The New Year

Back in the Forties when Franklin D. Roosevelt and his dog Falla were having fireside chats with America, a phrase was coined by the "Grand Ol' New Dealer" that went this way:

"All we have to fear is fear itself." And no matter what one's opinion of F. D. R. and his wartime psychology, the phrase suggests an apt theme for a New Year's Message.

When there is fear of failure, failure is inevitable. Where there is fear of error, error will be made. For fear consumes energies and talents, makes people inadequate for their work and obscures the visions of success.

Upon entering the new year it is most important to recall the events of the past twelve months. For Piedmont, the year 1959 brought some significant trends, and not least among them is the manner in which disappointments are being used as stepping stones for a successful 1960.

The disappointments have revealed mistakes which are under consideration and correction. They are being used as foundations on which dynamic programs are being constructed. They are not being used to foster fear nor to discourage a faith in the future.

Fear is contagious; it is like a plague to confidence built up over the years. No doubt about it; fear—even if totally unfounded—is a strong force. And once it becomes stronger than faith, there is no hiding it from oneself or from others.

Fear and all its by-products—panic, discouragement, apathy and bitterness—have no place in a new year nor in a progressive organization. Perhaps remembering that fear is not necessary for loyalty to one's company nor for concern with the company's problems will provide the beginning of a fearless and successful 1960. —The Editor



Line's Busy

By DON BRITT

A Happy New Year to you! I'm one of those people who believes that the year 1960 can—and will—be a good year for all of us as members of the Piedmont family. The future has high hopes and great promise, and working cooperatively toward the really significant goals—more and better service and more passengers—we can't lose.

While in Southern Pines making a speech to the local Lion's Club I had a chance to chat with Charlie Donahoo, our lucky "commuting" station manager who is at SOP in winter and

MYR in summer. I was tempted to apply for a job.

Went to Bristol the next week to talk to the Rotary Club there, where I had an introduction "a la Don Edmondson" and enjoyed the meal and meeting. Afterwards, Don and I scooted over to Johnson City to meet the new Chamber of Commerce manager, a nice fellow named Johnson—appropriately enough!

Sherl Folger played host to me during a recent visit to Washington. We lunched with ATA folks, went by the FAA where we got a look at plans for the magnificent new Dulles (DIA) Airport, and visited three of Washington's newspapers.

We took a much-appreciated tour through the glamorous new building of the Washington Evening Star. The full day was climaxed by attendance at a reception commemorating ARinc's 30th anniversary.

Have made two jaunts down East recently with Harold Warner. One was a quickie to Raleigh on 304 and back that night; the other was down on the coast for a more extended stay.

At Raleigh we made pop-calls on Airport Authority people, plus the good folks at the Raleigh Chamber of Commerce.

The other trip East took Harold and me to Wilmington, Camp LeJeune and New Bern. At Wilmington I saw Bob Lipscomb, Pete Jones and others at the station and then went into town with Harold to visit Chamber of Commerce Manager Pete Camack, Rye Page, Mayor Capps and other civic and industrial leaders in the "port city."



BLOCK TO BLOCK

With STAN BRUNT

By now probably all employees have noticed a new item added to the seat packs onboard all Piedmont aircraft. The new item is an attractive photo processing pack designed as a customer service for passengers and for our employees.

Included in the pack is a self-addressed, stamped envelope in which a passenger may deposit an exposed roll of film to be mailed to the Virginia Photo Service for processing. The rates for processing the film are very reasonable, and with the finished photos returned to the owner is a free roll of film, same size and type as the passenger forwarded to be processed.

In Piedmont's booming charter business, basketball teams of colleges and universities are replacing football teams. Also a professional team—the Cincinnati Royals—traveled from Cincinnati to LaGuardia with **Ken Brock** and from Cincinnati to Philadelphia via Syracuse with **Bob Fuquay**.

Ohio State University went from Indianapolis to Chicago with **Charlie Miller** in charge, and **Tom Adams** spent three days with West Virginia University on a trip from Morgantown to Lexington for the Kentucky Invitational Tournament.

Other charter trips for teams included Davidson College with **Bob Welfare**, West Virginia with **Butch Blackburn**, Cincinnati Royals with **Dick Jones**, N. C. State with **Bob Hudler**, Ohio State with **Andy Foster**, Duke University with **Butch Blackburn**, U. S. Naval Academy (swimming

team) with **Tom Adams**, Ohio State with **Don Kimrey**, Davidson with **Smitty Smith** and Wake Forest with **George Stack**, and Ohio State with **Charlie Miller**.

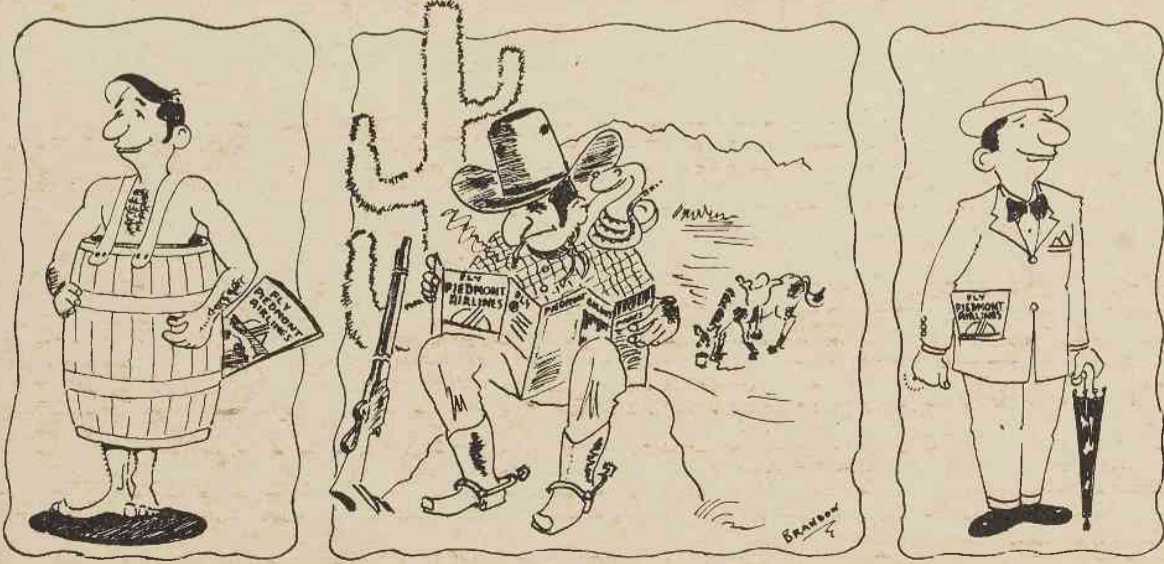
December charters provided some very nice trips, but the nicest one of all came December 28 to January 2 to New Orleans. The lucky person (we don't know at press time who it will be) spent New Year's Eve in New Orleans.

Flight Attendant meetings were held at all bases during December to re-evaluate service and to prepare for the biggest and best service year in 1960. In order to make 1960 the best year yet, we all have a lot of hard work to do.

I came across a little quotation in a magazine the other day which I think is very timely in this connection: "When you are trying to get something done, don't worry too much about stepping on someone else's toes. Nobody gets his toes stepped on unless he is standing still or sitting down on the job."

Our sincere sympathy to **Don Byrd** (CLT) in the untimely death of his brother and to **Gene Flowers** (ILM) in the death of his grandmother.

On vacation were **Leonard Smith** (CLT), **Herman Barco** (ORF), **Davis Mellott** (ORF), **Jim Connor** (DCA) and **Bob Hudler** (INT). A Happy New Year to all.



A PIEDMONT SCHEDULE . . . the mark of a well dressed man.

Capitol Comments

By
**SHERL
FOLGER**



Airlifting mail other than air-mail and air parcel post has been in the Capitol Hill spotlight for some time now. Postmaster General Arthur Summerfield explained to Congress in a letter last July 16 that "if the Department is to maintain a dependable inter-city mail service for first class and other preferential mail, the only solution lies in appropriate use of air transportation."

For about six years first-class mail has been dispatched via airlines on an experimental basis in three areas: Between New York, Washington and Chicago; between Florida points and New York, Chicago and Washington; and between San Diego and Seattle on the West Coast.

1959 Legislation

During the last session of Congress, legislation made possible sending any class mail by air a regular procedure, not just an experiment. However, the Postmaster General, who received the authority for putting the legislation to work, has not yet delegated the authority to local postmasters on a general basis.

The trunk airlines were originally scheduled to help with first-class mail during the month of December, but, as it happened, the trunks carried only what the railroads and trucks could not accommodate and only for the period December 20-24. Piedmont has been carrying east-west first class mail on a regular schedule since 1953, due to terrain and lack of rail service.

No 'Bargaining Power'

Rates for sending mail other than airmail by air have been set by the CAB, although Summerfield had asked for "bargaining power" with individual airlines. Stuart Tipton, ATA president, said that to fix rates by contract between the post office department and the airlines would be "chaotic."

He pointed out that such a contract policy was followed during the Thirties and that, in a few cases, zero bids were received and accepted. "By 1938 half of all the private capital invested in the (airline) industry had been lost," he said, "and there were serious doubts as to the industry's ability to survive."

Forty-two nations, including Canada which has one of the best mail systems in the world, send all classes of mail by air. Canada has a consistent one-day mail service, as does practically every European country.

'Nickel Stamp'

Canadian citizens use a "nickel stamp" that takes care of all classes of mail. With an expedited mail system whereby the local postmasters have authority to route all mail with the "nickel stamp" the fastest possible way, any mail going over 300 miles away is flown to its destination.

Knowing this about the mail systems of other countries, U. S. citizens are beginning to ask why a country like the U. S.—a leader in virtually every field—should have a mail system that is archaic in comparison. There is on record several instances in which mail has been delayed by the use of surface transportation instead of airlines. In Pennsylvania—from Pittsburgh to Philadelphia—it has taken three days for a first class letter to reach the addressee.