

NEARLY EVERYONE including young Steven Johnson, reads The Piedmonitor. Steven is the son of Huntington station agent Jay Johnson. The photo comes courtesy of Johnson and the HTS reporter.

Passengers Board

SHD Agents Muster Efforts And Master Runway Snow

perhaps even bring a snowplow until the snow turned to slush. with you-to outdo the agents at Shenandoah. When the field there was covered by about 10 inches of snow March 16, dis-patch closed the field for the

next day's operation. But SHD had 10 passengers booked on flight 312 for March 17 and rather than cancel their reservations, the agents decided to clear the field and get them out on their flight.

The local communities had no snow-removal equipment to use at the airport, so the agents took on the job themselves. They brought their cars to the field and drove them back and forth

You have to get up early-|over the runways and taxiways

Next came the shovels. By the time 312 landed, the field was clear of all ice and slush. The 10 passengers boarded the flight and the Shenandoah agents sat down for a little rest. Their lei-sure was short-lived, however. They boarded 103 passengers the following day, March 18

COMING DATE

April 20-Annual Shareholders Meeting at 11 a.m. Directors' Meeting immediately after.

Through the super salesman

cal year beginning July 1, 1960, ing of stub and apron taxiways. were made to 12 airports on **Norfolk Grant** Piedmont's system, according to an announcement by the Federal

Aviation Agency. The federal grants, matched by the sponsoring cities or airport commissions, ranged from \$8,000 to \$485,465. There were five Piedmont system airports which requested funds but did not receive any portion of their request.

PIEDMO

VOLUME III, NO. 4

Airport Act

The current grants are the last to be allocated by the federal government under the Federal Airport Act which expires June 30, 1961. Future financial participation by the federal government in airport development must await an extension of the airport act. There are no bills currently pending in Congress to do this.

Piedmont system airports receiving the grants were: Greater Cincinnati Airport re-

clude the installation of high intensity runway lights on the instrument runway.

McGhee-Tyson Airport at Knoxville received \$402,500 out of \$732,912 requested. Major improvements will be the construction of 75-foot taxiways to con-

Federal fund allocations for nect the instrument runway with toward extending, widening and airport development for the fis- the terminal area and the widenlighting of the NE/SW taxiway.

12 System Airports

THE PIEDMONITOR

APACE WITH THE PACEMAKERS

Federal Aid Granted

Norfolk Municipal Airport will extending runways and taxiways. get \$18,00 out of \$55,500 requested for marking runways and

fencing airport perimeter. Raleigh-Durham Airport was allocated \$52,319 out of \$371,912 ing taxiway and installing high requested to acquire land for a southwest clear zone, construct port's request was \$86,250. warm-up pads, light terminal apon and mark runway.

Richard E. Byrd Field at Rich mond received \$8,750 out of \$107,-500 requested. The funds will go to acquire land for a clear zone on runway six.

Asheville Municipal Airport received \$8,000 out of \$100,600 requested which will go toward construction of an FAA engine generator building and lighting of the terminal apron.

Greensboro-High Point

Greensboro High Point Airport was given \$234,280 for extending lighting two runways and and ceived \$485,465 out of \$614,644 constructing parallel taxiways. requested. Improvements will in- Only \$150,780 was requested by the airport.

Tri-State Airport at Hunting-ton-Ashland will get \$39,773 out of \$43,708 requested for constructing an apron extension.

Blue Grass Field at Lexington was allocated its request for \$208,539. The funds will go



Supervisor T. Taylor Davis and personnel, the Raleigh-Durham

the cooperation of crews, flight station considers the past basket-

PIEOMONT RIRLINES

Pres. Davis **Is Director** For AR Piedmont President T. H. Davis has been re-elected to the

board of directors of Aeron. cal Radio, Inc., and ARINC Research Corporation for 1960. Mr. Davis has served previously as a director of the organizations.

The present activities of Aeronautical Radio, Inc., include the furnishing of air-ground-air aeronautical mobile and point-topoint aeronautical fixed communication services. Also techni-

cal and programming assistance is furnished to airlines, government agencies and other groups. This assistance pertains to var

APRIL, 1960

Patrick Henry Airport at Newport News-Hampton received its

\$197,600 request for lighting and

Wood County

port received \$91,250 for extend-

intensity runway lights. The air-

Roanoke Municipal Airport will get \$124,000 out of \$185,000

requested for the installation of

high intensity runway lights and strengthening of runway por-

No allocations were made to

the following airports requesting

federal funds: Port Columbus;

Douglas Municipal at Charlotte;

Standiford Field at Louisville; Tri-City at Bristol, Kingsport and Johnson City; and Smith Reyn-olds at Winston-Salem.

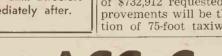
tions.

Parkersburg-Wood County Air-

Charter Takes ACC Cage RALEIGH-DURHAM—Basket-|Brunt, who was called out of his ner, the accurate price-quoting other end of the Raleigh char-all season is a special time of office to serve as purser. of Charter and Convention Sales ters and Raleigh-Durham station

ball season is a special time of year around the Raleigh-Durham ship and tireless efforts of Disarea. During the past season trict Sales Manager Harold War- control office, stations at the ball season's charters very good. very few out-of-state trips were made by the Duke, N. C. State or North Carolina teams without using Piedmont chartered planes.

Several of the charter operations were hampered by bad flying conditions and unusual circumstances. For example, Piedmont flew the Duke team back from its appearance in the NCAA play-offs only as far as Washington due to 00 and wour The



team arrived Durham at 11 p.m. -by train.

The next morning only one agent made it to the Ralegh-Durham office due to hazardous driving conditions. However, through a series of telephone calls and teletype messages a charter was sold and a plane was here for a 2:15 p.m. departure to Charlotte for the Duke team's participation in the eastern reg ional NCAA championship play

Because of the heavy snow it was difficult to compose a flight crew on such short notice. Special thanks go to Captain Conary, who happened to be



field; First Officer Rowe, who BASKETBALL CHAMPS the Duke Blue Devils, boarded a Piedmont charter flight to New York City was interrupted from his snow- where they were winners in the first round of the NCAA tournament. Basketball teams used Piedmont charshoveling job at home; and Stan ters extensively during the past season.

ious service DAVIS requirements and equipment characteristics. ARINC Research Corporation encompasses research and development work in the fields of reliability, maintainability and availability pertaining to electromechanical systems, equipments and components for both commerical and government application and use. The research group has been in existence about one and one-half years. It was previously a part of ARINC. ARINC celebrated its thirtieth

year of service December 2, 1959. Gross revenue for the corporation in 1959 was over \$6.5 million of which the bulk came from services rendered to 26 U. S. scheduled air passenger carriers.