



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

You have to get up early—perhaps even bring a snowplow with you—to outdo the agents at Shenandoah. When the field there was covered by about 10 inches of snow March 16, dispatch 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

over the runways and taxiways until the snow turned to slush.

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 leisure 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.



THE PIEDMONITOR

VOLUME III, NO. 4

APACE WITH THE PACEMAKERS

APRIL, 1960

Federal Aid Granted 12 System Airports

Federal fund allocations for airport development for the fiscal year beginning July 1, 1960, were made to 12 airports on 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.

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 received \$485,465 out of \$614,644 requested. Improvements will include 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 connect the instrument runway with the terminal area and the widening of stub and apron taxiways.

Norfolk Grant

Norfolk Municipal Airport will get \$18,000 out of \$55,500 requested for marking runways and fencing airport perimeter.

Raleigh-Durham Airport was allocated \$52,319 out of \$371,912 requested to acquire land for a southwest clear zone, construct warm-up pads, light terminal apron and mark runway.

Richard E. Byrd Field at Richmond 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 and lighting two runways and constructing parallel taxiways. Only \$150,780 was requested by the airport.

Tri-State Airport at Huntington-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

toward extending, widening and lighting of the NE/SW taxiway.

Patrick Henry Airport at Newport News-Hampton received its \$197,600 request for lighting and extending runways and taxiways.

Wood County

Parkersburg-Wood County Airport received \$91,250 for extending taxiway and installing high intensity runway lights. The airport's request was \$86,250.

Roanoke Municipal Airport will get \$124,000 out of \$185,000 requested for the installation of high intensity runway lights and strengthening of runway portions.

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 Reynolds at Winston-Salem.

Pres. Davis Is Director For ARINC

Piedmont President T. H. Davis has been re-elected to the board of directors of Aeronautical 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-to-point aeronautical fixed communication services. Also technical and programming assistance is furnished to airlines, government agencies and other groups. This assistance pertains to various service requirements and equipment characteristics.

ARINC Research Corporation encompasses research and development work in the fields of reliability, maintainability and availability pertaining to electro-mechanical systems, equipments and components for both commercial 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.



DAVIS

Charter Takes ACC Cage Champs

RALEIGH-DURHAM—Basketball season is a special time of year around the Raleigh-Durham area. During the past season 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 ice and snow. The team arrived Durham at 11 p.m.—by train.

The next morning only one agent made it to the Raleigh-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 regional 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 snowbound at the Winston-Salem field; First Officer Rowe, who was interrupted from his snow-shoveling job at home; and Stan

Brunt, who was called out of his office to serve as purser.

Through the super salesmanship and tireless efforts of District Sales Manager Harold War-

ner, the accurate price-quoting of Charter and Convention Sales Supervisor T. Taylor Davis and the cooperation of crews, flight control office, stations at the

other end of the Raleigh charters and Raleigh-Durham station personnel, the Raleigh-Durham station considers the past basketball season's charters very good.



BASKETBALL CHAMPS the Duke Blue Devils, boarded a Piedmont charter flight to New York City where they were winners in the first round of the NCAA tournament. Basketball teams used Piedmont charters extensively during the past season.