

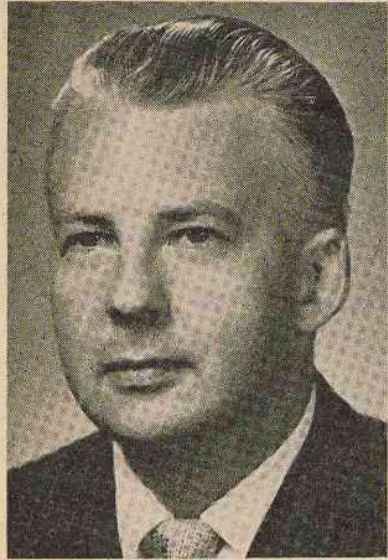


# THE PIEDMONITOR

VOLUME III, NO. 7

APACE WITH THE PACEMAKERS

JULY, 1960



J. R. REAGAN

## Others Promoted

### Reagan Fills Post In Radio

J. R. Reagan has been named assistant superintendent of communications for Piedmont Airlines following the resignation of Walt Rollick from that position June 15.

Reagan was formerly foreman of the electronic section of the communications department. Rollick has accepted a position with Collins Radio Company at Washington, D. C.

Other changes announced for the department promoted E. L. Headen from lead technician to foreman and A. A. Lenderman from line technician to Lear overhaul.

Reagan joined Piedmont in December, 1948, as a radio technician. In October, 1953, he was promoted to foreman. His new position was effective June 16.

A native of Richmond, Va., Reagan attended Valparaiso Technical Institute at Valparaiso, Indiana. He was employed as a radio engineer by radio broadcasting stations at Panama City, Fla., and Canton, Ohio, before coming to Piedmont.

During World War II he served as a radio operator on B-17's and was shot down over France during military action. Captured by the German army, he spent the remainder of the

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## Piedmont Officials Take Active Part In HKY Terminal Dedication

With flags waving and an infantry band playing the dedication of the new terminal building at the Hickory, N. C., municipal airport took place June 12 with several Piedmont officials in attendance.

Mr. T. H. Davis, president, accepted a key to the airport from Miss Hickory, Tenita Ann Deal, and told the crowd of some 14,000 spectators that the airport "will mean more to this area than we can envision at this time."

He thanked the people of Hickory and surrounding cities for their patronage of Piedmont and said Piedmont was proud to serve such fine communities. He said, "We at Piedmont now have some transactions working which will provide more and better service to this area."

### Jonas Speaks

Featured speaker for the dedication was Charles Raper Jonas of Lincolnton, U. S. Tenth District Congressman. Representative Jonas said the new Hickory facility was "one of the finest buildings of its size anywhere in the United States."

"I've seen bigger terminal buildings. But I have yet to see a better building for the size of the community which it serves," he said and added praise to the community leaders for their foresight.

The terminal building is of modern design, is air-conditioned throughout and has a spacious lobby. The Piedmont facilities

### Whoops!

A news release concerning the opening of summer service to Myrtle Beach brought the following reaction from Kays Gary, staff writer for the Charlotte Observer, under the caption "The Very End:"

"Piedmont Airlines announces . . . Myrtle Beach is receiving five flights each day—three inbound and two outbound . . ."

"This is all well and good," observed the Observer man, "but at this rate Myrtle Beach will soon be up to its eyeballs in airplanes — unless the outbound schedule is expanded."



**CENTER OF ATTRACTION** during the afternoon festivities was the modern terminal building. Of contemporary design, the building contains a spacious lobby, manager's office, restaurant, space for coffee shop and Piedmont station facilities.

are excellent in every respect. The new terminal building is located at the opposite side of the field from the old quarters.

### F-27 Displayed

During the afternoon ceremonies Piedmont had an F-27 on display. Thousands of spectators thronged the plane for a closer look. The Fort Jackson Infantry Band played during the afternoon and an air show included flyovers by the N. C. and S. C. Air National Guards jets, stunt flying and parachute jumps by the 82nd Airborne Division's "Skydivers" of Fort Bragg.

In attendance from Piedmont were Mr. Davis, Vice President C. G. Brown, Vice President H. K. Saunders, Assistant to the President Don Britt, Director of Personnel Administration Joe R. Fowler, Superintendent of Passenger Service Stan Brunt, District Sales Manager Don Edmondson and Piedmont Editor Dorothy Preslar.

Families of several Piedmont personnel accompanied them on the trip and attended the ceremonies.



**KEY TO TERMINAL** which was presented to President T. H. Davis, is inspected by (left to right) Clyde McLean, master of ceremonies and WBTV personality; Mr. Julian Whitener, mayor of Hickory; and President Davis. The outsized key was a gift from the city of Hickory and was presented by attractive Miss Hickory, Miss Tenita Deal, not shown above.

## CAB Issues Tentative Rate of Return Increase

**Washington**—The Civil Aeronautics Board announced June 17 a tentative determination to increase the "rate of return" to be allowed local service carriers in CAB subsidy determinations to 12.75 per cent on investment, but in no case less than three cents per plane-mile.

In recent years the Board has allowed a 9.5 per cent return with a floor of two cents per plane-mile. The Board's vote came in the Local Service Carriers Rate of Return Investigation.

The new rate of return will be applied only to so-called "future rates" that are effective prospectively. Rates fixed retroactively will continue, as in the past, to be based on a seven per

cent rate of return.

The floor of three cents per plane-mile will be used in special cases where the investment of a local service carrier is less than 25 cents per revenue plane-mile.

The Board determined that the profit element in subsidy cases should not be fixed on "operating margin" but on the rate of return on investment.

The announcement of action on this decision does not, of course, constitute the CAB's final decision in the proceeding, which will be formally entered and issued at a later date. This announcement does not necessarily reflect the views of all Board members as to all of the issues in the proceeding.

## On-Time Operations Statistics Point Out Gradual Improvement

Statistics furnished by the department of operations show that Piedmont Airlines has steadily improved its on-time flight performance during the past eight months.

For originating flights Piedmont registered an increase from 87.2 per cent to 92.4 per cent in on-time to 15 minutes late performance. For terminating flights the increase from October, 1959, to May, 1960, was from 54.5 per cent to 70.5 per cent on-time to 15 minutes late.

Figures for the past eight months are as follows:

Month	Origination (On-time to 15 min. late)	Termination (On-time to 15 min. late)
Oct., 1959	87.2	54.5
Nov., 1959	88.6	60.9
Dec., 1959	87.8	60.1
Jan. (5-31), 1960	86.2	56.1
Feb., 1960	91.8	68.6
Mar., 1960	90.8	67.5
Apr., 1960	94.6	70.6
May, 1960	92.4	70.5

The operations department in May began breaking down flight delays into categories on statistic sheets. For May total delays amount to 17,239 minutes or 287 hours and 10 minutes. About half the total delays were listed under "Other" which includes such items as awaiting equipment, equipment change, turnaround, connecting Piedmont flights, airport traffic, etc.