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APACE WITH THE PACEMAKERS

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Hearing Debates -- One Airport Or Two? Airlines May Be Switched

A New Year's Message From The President

As we face the New Year it seems inevitable that we, at the same time, reflect on the Old Year. It is my fervent hope that your thoughts of the past year are pleasant ones and that it has been a good year for you.

Yet, I think it is a wonderful thing that most people devote more of their thoughts to the New Year and its challenges and opportunities. To be sure, it would be folly for us to be ignorant of the past and not profit by what we have learned or any mistakes we have made, but as has been said by a great philosopher, "My interest is in the future, because that is where I will spend the rest of my life."

How can we make the most of the year ahead? I believe there are two all-important answers to that question—Faith and Loyalty—Faith in our families, our friends, our fellow workers, our company, ourselves and our God—Loyalty to our families, our friends, our fellow workers, our company, ourselves and our God. If we have enough faith to overcome adversity and enough loyalty to do our best in all our endeavors, we will indeed have a Happy New Year.

T. H. Davis
President and Treasurer
Piedmont Aviation, Inc.

Roanoke Gets Crew Base And Maintenance Superintendent

Piedmont has boosted its total crew bases to seven with the opening of an additional headquarters for pilots and flight attendants in Roanoke January 15.

One of the main reasons prompting the decision to set up a new base is the maintenance hangar nearing completion at the ROA airport. The Sub-Maintenance base is designed to relieve maintenance congestion in Winston-Salem and allow more room there for overhaul and repair of corporate aircraft.

John Rehder, known to many Piedmont people as "Professor," is the new Supt. of the Sub-Maintenance base. The "Professor" nickname is derived from Rehder's former post as Director of Ground training for pilots, flight dispatchers, and maintenance crews.

He joined Piedmont ten years ago as a mechanic in his hometown, Wilmington, N. C., subsequently serving as Director of Maintenance training. Rehder's own training background includes the Rolls Royce Dart Engine School in Darby, England, and Fairfield Corp. F-27 training in Hagerstown, Md.

Six DC-3 crews are in the process of setting up their homes in Roanoke. The men will handle extra sections on Roanoke's schedule of 32 flights a day, and will aid in covering new flights reflected in the January 15 schedule revision.

Those transferring to Roanoke are: Captains V. W. Conary, E. G. Booth, B. A. Walker, J. R. Gibson, A. G. Melson, and E. V. Settle.

First Officers W. J. O'Connell, R. L. Goforth, C. L. Ivey, J. H. High, S. E. Gibbs, and F. Kozak.

Flight Attendants: T. A. Kirk, B. R. Idol, C. K. Brock and J. W. Broadstreet.

Vigorous argument on both sides characterized the four-day CAB Examiner's hearing on the Winston-Salem-Greensboro-High Point one airport issue at Forsyth County Courthouse in Winston-Salem recently.

The hearing began January 4 and was scheduled to end January 6, but presentation and cross-examination of witnesses carried the proceedings over an extra day.

Initiates Investigation

The investigation was initiated by the Greensboro-High Point Airport Authority which holds that the area can best be served by consolidating trunk-line service at its Friendship Airport. Winston-Salem contends there is enough traffic to support present trunk-line service to both points.

The Greensboro-High Point Authority requested at the beginning of the case that the certificates of Capital and Eastern Airlines be amended to provide service at only Friendship Airport. The CAB broadened the case to include Piedmont as well. It became apparent that Piedmont might be forced to suspend service at Winston-Salem and serve only Greensboro-High Point.

Eastern and Capital, now operating at both points, support Greensboro in its contention that it would be more economically sound to serve only a single airport.

All angles of the case were thoroughly explored at the hearing and included testimony from a battery of witnesses, among them Charles Norfleet, a Director of Piedmont Aviation, Inc., speaking as a citizen of Winston-Salem; and Caesar Cone for the Greensboro-High Point Airport Authority.

Piedmont Testifies

President T. H. Davis, Vice President C. Gordon Brown, and Assistant Controller T. W. Morton testified on Piedmont's behalf. Mr. Davis noted the increased costs for Piedmont if moved to Friendship Airport, and added both the public and Piedmont would suffer if the move were ordered.

Mr. Brown stated he felt most Winston-Salem passengers presently taking Piedmont to North Carolina and Virginia cities would travel by car instead if Piedmont service at INT were eliminated.

The building of a new, third

airport to handle all the area's air service was suggested during the hearing as a possible solution, but Chester Bowers, FAA representative, stated that no federal funds could be obtained for such an airport since the Federal Aviation Agency felt it could not be economically justified.

Case Alternatives

Several decisions are possible in the case. All three airlines—Piedmont, Capital, and Eastern—could be ordered to serve only Friendship Airport. For Piedmont this would mean closing its INT station and ferrying its aircraft to Winston-Salem with the attendant additional cost.

Another possible decision would order the move of both trunk lines to Friendship Air-

port, leaving Piedmont to serve both points. Eastern and Capital could be told to serve one point each, with, again, Piedmont serving both Winston-Salem and Greensboro-High Point.

Still another outcome of the case would involve a shift of only the two trunk lines to Friendship Airport with Piedmont allowed to serve one of the two points.

Examiner Paul N. Pfeiffer will not issue his decision until after February 20, the deadline set for all parties to submit their briefs. The case, along with Pfeiffer's recommendation, will then go before the CAB.

Allowing time for appeals, it will be many months, possibly next year, before a final decision is handed down by the Board.



PONDERING A POINT, Piedmont attorney Cecil Beasley and Vice President C. Gordon Brown discuss procedures during a break at the recent CAB Examiner's hearing at Winston-Salem.

Army Reserve Pilots Can Train At INT

Army Reserve pilots can now maintain their proficiency ratings by flying in the INT area as a result of a contract recently signed between the Army and Central Piedmont Aero Division of Piedmont Aviation, Inc.

Utilizing Central Piedmont Aero's flight department instructors and Piper aircraft, Reserve pilots can log their allotted 80 hours yearly flying time from Winston-Salem's Smith Reynolds Airport instead of making special training trips to Army bases.

The contract was negotiated by L. P. Wrenn, Piper Sales Manager, who stated that any Army Reserve pilot in the local area is eligible for the program.

ATA Elects New Directors

Five new directors were elected, and seven directors were re-elected, to the board of the Air Transport Association of America at the annual membership meeting held in December.

The new directors are: Keith Kahle, president, Central Airlines; John S. Gleason, Jr., president, Chicago Helicopter Airways; Robert W. Prescott, president, The Flying Tiger Line; Robert E. Peach, president, Mohawk Airlines; and Warren Lee Pierson, chairman of the board, Trans-World Airlines.

The re-elected directors are: Robert F. Six, president, Continental Air Lines; E. V. Rickenbacker, chairman of the board, Eastern Air Lines; G. T. Baker,

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Martin Top Agent of The Month

R. L. "Pete" Martin, a man who, according to his co-workers, "does a good job of staying ahead of the job," has been voted "Agent of the Month" for the Northeast Division.



Martin

Pete is right at home at Piedmont's ROA station since he was born and reared and attended high school in that city. He joined the company as a Utility Agent

in 1954, was transferred to Parkersburg-Marietta in 1955, and returned to Roanoke in 1957.

He is praised by the station crew as one who "has always been willing to help others in the performance of their duties and to show less experienced Agents proper procedures."

For the past year Martin has been working relief Agent at ROA, filling in where needed with, say the staff, "never a gripe or complaint."

He is married to the former Judy Metts of Montana, and lists as his hobbies golfing and boating.

It's New-'REA EXPRESS'

The familiar Railway Express Agency now has a brand new name as the result of an employee and industry-wide contest.

The name chosen? "REA Express."

REA President William B. Johnson said the judges chose this name from among the thousands of entries because it retained the familiar "REA" abbreviation — long accepted symbol for Railway Express.

He added that this kept the firm's identity while the adoption of the word "Express" was made because it best described REA's international service.