



# THE PIEDMONITOR

VOLUME IV, NO. 2

APACE WITH THE PACEMAKERS

FEBRUARY, 1961

## Piedmont Gets Knoxville-Norfolk Rt.

### Authority Effective March 24



A. F. Long

### A. F. Long Named Chief Accountant

A. F. Long has been named Chief Accountant for Piedmont Aviation, Inc.

Long, formerly Supervisor of General Accounting, has been with the company since March, 1951. His duties include supervision of general books of account, payroll and reports on statistical and financial data for the Civil Aeronautics Board.

The post of Chief Accountant, which has been open for some time, was formerly held by T. W. Morton who is now Assistant Controller.

A native of Winston-Salem, Long attended Gray High School in that city.

He joined Piedmont as a Junior Accountant shortly after graduation from Florida Southern College, Lakeland, Fla., and subsequently served as Senior Accountant and Supervisor of General Accounting.

Long, a member of the National Office Management Association, is married to the former Margaret Hedrick. They have two daughters, Sharon and Sandra. The Longs live at 214 Hines Dr., Winston-Salem.

### Decorating Begins

Piedmont's redecorating program is underway with one F-27 featuring the new look already in service.

The predominate colors for the interior are gold and blue. Aisle seats are upholstered in gold and blue check, while those by the windows are done in a light and dark blue check fabric. Leather portions of the seats and armrests are trimmed in sable black.

### Helicopter Service Application Made

Piedmont Airlines has requested authority to provide helicopter service between two Washington, D. C. airports, an airport at Baltimore, and the downtown areas of both cities.

An application has been filed by Piedmont with the Civil Aeronautics Board to provide service between the new Dulles International Airport, the Wash-

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### Credit Union Meets, Discusses Past Year

New officers and committee-men were elected and activities during 1960 discussed at the annual meeting of the Piedmont Aviation Credit Union January 24.

The Supervisory Committee composed of T. W. Morton, C. W. Gough, and W. A. Blackmon, detailed the group's activities for the past year.

#### Directors Elected

Those elected for a two-year term on the Board of Directors were Leroy Burton, R. A. Griffith, B. G. Darden, and George Price.

Members already serving on the Board with terms expiring in 1962 are R. L. Macklin, T. L. Martin and John Westmoreland.

#### Credit Committee

Elected to a two-year term on the Credit Committee were Carl Mullins and Homer Carter, with Jackie Abbe and Bill Mabe as alternates. Presently on the Committee is R. H. Reed, whose term expires in 1962.

#### Officers Elected

The Board of Directors met shortly after the general Credit Union Meeting and elected Bob Darden as President, T. L. Martin as Vice President, and George Price as Secretary-Treasurer.

A rate of interest to be paid shareholders was also determined and will be announced later.

### Halaby Appointed New FAA Head

Najeeb E. Halaby, Los Angeles attorney, has been appointed FAA Administrator to replace E. R. "Pete" Quesada.

In making the announcement of the appointment, President Kennedy, before he was sworn into office, stated:

"During the next few years one of the most challenging jobs in the federal service will be to minimize the perils of the air space and to go forward in developing the great prospects for aviation.

"We have looked for the best qualified and professionally competent man. We have found him in Najeeb Halaby of Santa Monica. He reports directly to me and will be my principal aviation advisor and administrator of the Federal Aviation Agency."

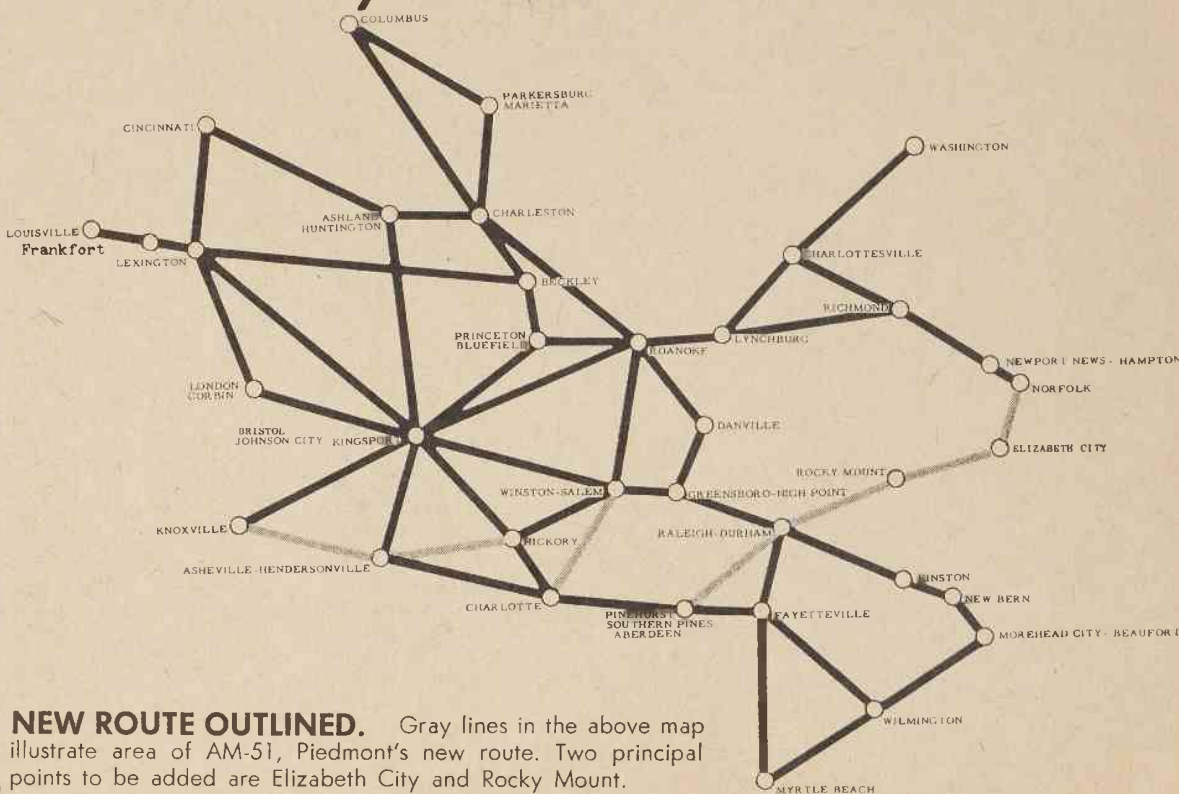
Halaby is Secretary-Treasurer of Aerospace Corp., principal technical advisor to the Air Force ballistics missiles and space program.

A native of Dallas, Texas, he received an A.B. degree from Stanford in 1937 and an LL.B degree from Yale University in 1940. He is a member of the California, District of Columbia, and Supreme Court Bars.

A private pilot since 1933, Halaby was a test pilot for Lockheed Aircraft from 1941 to 1943 and a U. S. Navy test pilot from 1943 to 1946. As a Navy Lieutenant in 1945, he flew the first transcontinental jet flight.

From 1948 to 1954 he was deputy assistant Secretary of De-

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**NEW ROUTE OUTLINED.** Gray lines in the above map illustrate area of AM-51, Piedmont's new route. Two principal points to be added are Elizabeth City and Rocky Mount.

### Airlift Charter Aids Dimes Drive

A special Piedmont charter played an important role recently in Winston-Salem's New March of Dimes.

The charter, a DC-3 airlift, was the first fund-raising stunt of its kind. Under the direction of Julian Morton, Assistant Campaign Director for the March, a number of Piedmont personnel pitched in to sell tickets and service the flight.

The airlift featured air tours of Winston-Salem, Greensboro, and High Point, with all proceeds going to the New March of Dimes.

Those participating in "Operation March of Dimes" included: Jack Brandon, Ray and Kathleen Bullard, Norris Smith, Gary Lewis, Robert Highsmith, Hal Moser, Joe Manse, Steve Mauldin, Stan Brunt, George Stack, and Bob Welfare.

In the DC-3 flight crew were: Captains Ward Dabb and Gene Gibbs; First Officers Bill Cash and John Cansler; and Flight Attendants Larry Stack and Jimmy Smith.

### Mohler Tapped As Top NE Agent

Ray Mohler, whose fellow-workers at Newport News have given him "a very high rating on all the qualities necessary to be an outstanding Agent," has been named as "Agent of the Month" for the Northeast Division.



Mohler

Ray hails from Sioux City, Iowa. After attending grammar school there he moved to Seattle and graduated from Lake Washington High School.

When his two-year hitch in the

### Sports Group Set

A new Recreation Committee has been appointed to allocate company funds for employee teams during the coming year.

The committee, composed of R. E. Turbiville, S. K. Carter, C. W. Gough, R. A. Griffin, W. O. Tadlock, and J. E. Bradley, will consider requests from employee teams over the entire system.

All requests for the next 12 months must be in by April 1, at which time the committee will meet to determine the annual budget for such activities.

Requirements for submission of requests are:

1. All members of the team shall be employees of Piedmont Aviation, Inc. List the team members and their locations in the request.

2. All requests must be received by the committee secretary (J. E. Bradley, INT-E) no later than April 1, the final submission date for the coming year.

3. List all anticipated expenses for entry fees, dues, participation charges or equipment costs.

Army was over, he subsequently worked for the Boeing Aircraft Co., Seattle, and the Newport News Shipbuilding and Dry Dock Co. in PHF.

He joined Piedmont in 1957 at the Charlottesville station and two years later was transferred to his present post at Newport News.

Ray, who lives with his parents in Smithfield, lists as his hobbies 35mm photography and "some traveling during the summer."

An estimated 65 per cent of the total world's air traffic is carried by the U. S. Flag carriers.

The Civil Aeronautics Board has granted Piedmont Airlines the Knoxville-Norfolk Route AM-51, setting as the effective date March 24, 1961.

Piedmont received a permanent certificate for the service, which includes stops at Norfolk, Elizabeth City, Rocky Mount, Raleigh-Durham, Greensboro-High Point, Winston-Salem, Charlotte, Hickory, Asheville, and Knoxville, with Southern Pines for seasonal winter service.

#### Points Under Policy

Each point along the route is required by the CAB to be served with two round trips per day under the Board's "use it or lose it" policy. Since all the cities on AM-51 except Elizabeth City and Rocky Mount now receive the two daily round trips, the net requirement is that Rocky Mount and Elizabeth City also be served in this manner.

The case had been pending since March, 1959, when Capital Airlines filed an application with the CAB to request that their service along the route be suspended, and at the same time asked that Piedmont be given authority to serve the run.

#### CAB Denial

At that time, however, the CAB denied the applications of Capital and Piedmont and ruled that the Norfolk-Knoxville route must be considered within the larger Piedmont Area Local Service Case which involves a network of routes throughout the southeast.

#### Expedited Treatment

Later, however, the Knoxville-Norfolk route was accorded expedited treatment and Piedmont was recommended for the service by CAB Examiner James Keith. In his decision, Keith stated that "It is clear that the route lends itself more favorably to operation by a local service carrier."

The Board supported Keith's decision by granting Piedmont authority to serve AM-51.

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