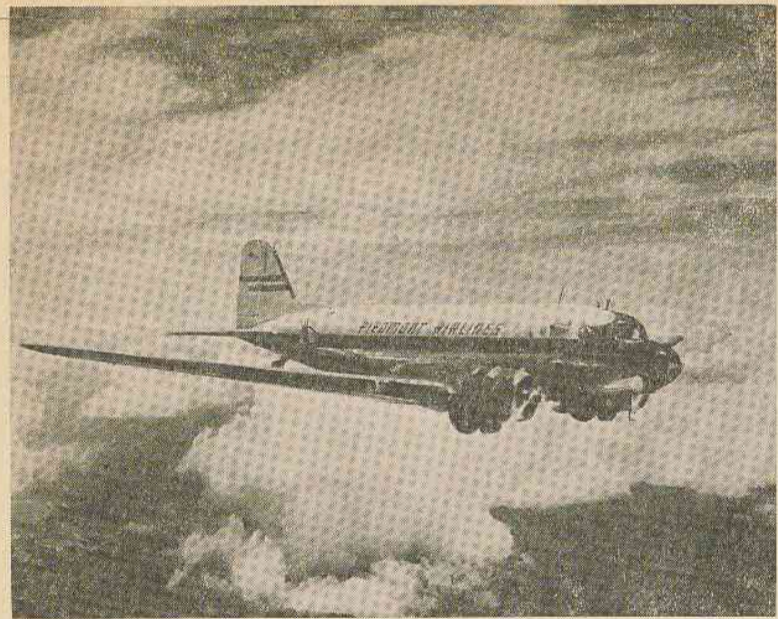




"We're all in our places with sunshine-y faces." These groups of teachers seem to be singing that old school refrain as they prepare to go on tours through the INT facilities. They were visiting Piedmont as part of the observance of National Education Week. The tours included trips through the fixed base division, office building and maintenance hangar, and wound up with a stop at the terminal for refreshments and a scenic flight over Winston-Salem.



"She's A Great Gal-- We'll Miss Her"

While the coming of the Martin 404's can be hailed as a great step forward for Piedmont, many people cannot help shedding a furtive tear or two at the passing of the greatest workhorse the airlines have ever known—the DC-3.

By today's standards the Three is a little slow and not so glamorous as the more modern equipment, but she has a reputation the world over for being a reliable and faithful flying friend.

One passenger exclaimed he could "just wrap my arms around that ole DC-3 and hug her, 'cause I know she's going to get me there safe and sound."

In a recent letter to President Davis, another Piedmont patron wrote, "In these few lines let me say that I too along with countless others hate to see the DC-3, C-47, 'Gooney Bird,' or whatever else it is known as, go out to pasture."

Piedmont's fleet of Threes is composed of aircraft originally

manufactured for commercial aviation plus converted Army C-47's. The airline's first schedule was flown in February, 1948, with the aid of three DC-3's—two leased and one company-owned.

First Officer Bill O'Connell recently started an aviation column for The Roanoke Times. (His entire first article will be reprinted in a later issue of The Piedmonitor.) In it he goes far in summing up the general attitude toward the DC-3. Wrote O'Connell:

"... all of us who have known her will mourn her banishment from the impatient timetables of today... If you must be in weather, the old DC-3 will get you there with as much certainty as any vehicle invented since wheels were square.

"She'll embarrass you and harass you in a million little ways known only to her pilots—but she'll never leave you holding the bag."

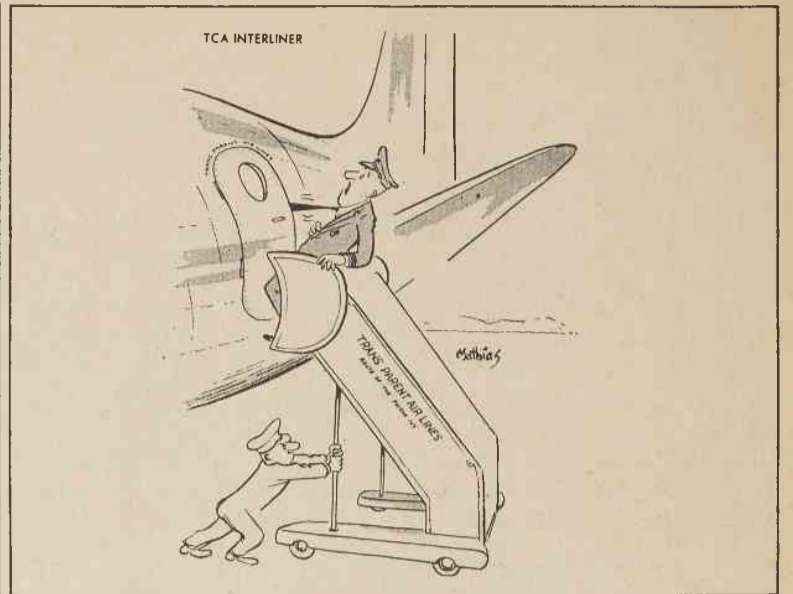
The Passenger Agent-What Is It?

Passenger Agents come in assorted types and sizes, from pencil-slim fusilage to Vanguard double-bubble. They are found everywhere — usually with one ear glued to a telephone. Some are pretty, some are handsome, depending upon the gender, but all wear amazingly winning smiles, considering what they often have to contend with.

Interline Sales Representatives love them, passengers on occasion scream at them, and the Devil himself protects them. A Passenger Agent is Experience with the scars to prove it; Judgment with the fiery blast of irate citizenry on its neck; and Charm with a strangled retort halfway to its lips.

A Passenger Agent has the vitality of a football halfback, the energy of a five-year-old, the courage of an astronaut, the savoir faire of a seasoned diplomat, the instincts of a bird dog, and the memory of an electronic computer. He or she possesses amazing ingenuity, able at the drop of a ticket to bring out the most remarkable alternative routings. A Passenger Agent can read flight maps like a campaigning general, decipher code like a Secret Service operative, and listen attentively to a life history with the tolerance and equanimity of a Cigar Store Indian.

A Passenger Agent is expected



to know intimately every aircraft from a Curtiss Jenny to a Douglas DC-8, be acquainted with the tribal customs of natives from Madagascar to Malaya, be able to tell what aperitif is being served on any or half-a-dozen airlines at 5:30 p.m. Pacific Standard Time and whether the "nice Captain will let little Willie handle the co-pilot's controls." A Passenger Agent must have the couch-side manner of a Freud, the infinite patience of

a chess player, coupled with a look of supreme confidence.

Yes, a Passenger Agent is fabulous, indeed, an indispensable unit in the warp and woof of commercial aviation, bright-eyed and trim (well, most of the time), feet on the ground, but nose in the clouds, ready to bring service and a salubrious smile to those who travel the skyways of the world. God bless him and her where'er they be!

—TCA Interliner

ATA Congressional Round-up For 1961 Shows Important Airline Legislation Enacted

ATA—Congress in the 1961 session enacted a great deal of legislation of direct importance to airlines.

Most dramatic was the law aimed at stopping airliner piracy. Prompted by a rash of airliner hijackings and attempted hijackings during the summer, the measure became law September 5.

It does many things:

1. Makes piracy subject to a prison term not less than 20 years and up to life — or death at the discretion of the jury;

2. Subjects anyone who "assaults, intimidates or threatens any flight crew member or attendant" up to \$10,000 fine or 20 years in prison or both;

3. Makes hijack hoaxing a crime, subject to \$1,000 fine and/or a year imprisonment for the "jokester" type of hoaxer, and up to \$5,000 and/or five years for the serious type who, as the law reads, "wilfully and maliciously or with reckless disregard for the safety of human life, imparts or conveys... false information, knowing the information to be false"; and

4. Brings under federal jurisdiction a number of other crimes committed aloft, such as murder, manslaughter, assault, concealing weapons, theft, etc.

Bomb Hoax Law

In another action, Congress clarified the bomb hoax law, increasing the penalty for the serious hoaxer. Under the new law, the "jokester" type of hoaxer faces a \$1,000 fine and/or a year in prison, and the serious, malicious hoaxer faces \$5,000 and/or five years.

Previously, any type of hoaxer—joker or serious—was subject to \$1,000 and/or a year.

U. S. Travel Office

More international air travel should be the result of major legislation enacted June 29 to promote tourism to America. The law created the U. S. Travel Office to carry out "Visit USA" programs in foreign lands.

Moving swiftly under the

leadership of Voit Gilmore, Director, the new U. S. Travel Service is launching an advertising and publicity program in foreign countries and establishing U. S. travel offices initially in London, Paris, Frankfurt, Tokyo, Sidney and Caracas. In addition, promotion directors are assigned to Mexico City and San Paulo, Brazil.

Other nations have been doing this in the United States for years to promote U. S. travel to their countries.

The Visit USA program is expected to help relieve the U. S. deficit of international payments—the flow of gold out of this country. Currently, for every two Americans who go abroad, only one foreign visitor comes to the United States. Accordingly, Americans spend some \$2 billion annually, compared to \$1 billion spent here by foreign visitors.

Another important step which is expected to contribute toward tourism to America is the enactment of a bill increasing from \$10 to \$100 the value of gifts foreign visitors can bring into the United States duty-free. This went into effect October 21.

Airport Aid

Airport improvement programs got a shot in the arm with renewal of the Federal Airport Act.

The law authorized appropriation of \$75 million annually for three years to assist communities in their airport construction projects. Funds are to be allocated by the Federal Aviation Agency (FAA) throughout the United States on a population-area basis, except for 25 per cent allocated at FAA's discretion.

"This program is vital to our economy, our defense and the growth and safety of our aviation industry," President Kennedy said when signing the bill on September 20.

Travel Tax Next?

Because of a Congressional de-

cision, airlines must continue to figure and collect a 10-per cent travel tax.

Referring to the airline industry's financial condition, CAB Chairman Alan S. Boyd said, "It is apparent that the stimulus to travel which would be afforded by the repeal of the excise tax is badly needed to aid in correcting this situation."

Sen. Harry F. Byrd of Virginia made this statement during floor discussion on the tax:

"Just as soon as it is possible to make any tax reduction, I, as chairman of the Committee on Finance, will select these two items (travel and telephone taxes) as being those that should have first consideration for tax reduction. I realize they are oppressive taxes and have been all through the years."

The travel tax was first imposed during World War II, as a "temporary tax" designed to discourage travel on the then overburdened rail, bus, and airlines.

Fuel Taxes

Meanwhile, Congress chose to hold off the Administration's proposal for new and increased taxes on aviation fuels. Had the proposed increase been in effect in 1960, it would have converted the domestic trunk airlines' modest profit of \$1,188,000 into a loss of some \$12 million.

NEW EMPLOYEES . . .

(Continued from Page Six)

- William D. Mercer, Agt., Oper., ROA
- Emmett E. Powers, Mech. Helper, ROA
- Moir E. Shropshire, Jr. Spec., INT
- Luther S. Simmons, Jr. Spec., INT
- Clavon M. Swertfeger, Flt. Instr., ORF-FB
- Margaret C. Thompson, Comm., DCA
- William H. Voss, Jr. Spec., INT
- Philip L. Wood, Oper. Clrk, INT-CPA
- Joseph N. Teague, Jr. R Tech., INT