



THE PIEDMONITOR

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APACE WITH THE PACEMAKER

MAY, 1963



F-27 problems and their solutions were ironed out during panel discussions at the ATA meeting. Participating in the session shown above were (left to right) R. S. Macklin, Technical Advisor to Director of Maintenance and Engineering; Howard Cartwright, Director of Maintenance and Engineering; T. J. Cartwright, Senior Service Engineer, Dowty-Rotol; V. N. Thacker, President, Dowty-Rotol, U.S.A.; and A. Garrod, Service Engineer, Dowty-Rotol. (Dowty-Rotol is a manufacturer of F-27 propellers and landing gear.)

Piedmont Hosts F-27 Operators From All Points

Representatives from seven airlines, 18 corporations, and 23 manufacturers of F-27 components were present in Winston-Salem May 7-9 as Piedmont hosted the annual Air Transport Association F-27 Maintenance Meeting.

All corporations and airlines which utilize the F-27 were invited to take part in the conference.

Besides Piedmont, local service airlines represented were Aloha, Bonanza, Ozark, Northern Consolidated, West Coast, and Aerlingus from Ireland.

Corporations

Corporation F-27 owners sending representatives included Champion Spark Plug, Columbia-Geneva Division of U. S. Steel, Continental Can Company, Kimberly-Clark Corporation, Koppers Company, Inc., Noland Company, Norfolk and Western Railway, Olin Mathieson Company, R. J.

Reynolds Tobacco Company, Reynolds Metals, and Union Carbide.

R. S. Macklin, Technical Advisor to the Director of Maintenance and Engineering, was Chairman of this year's meeting. Howard Cartwright, Director of Maintenance and Engineering, presided.

Welcome

President T. H. Davis welcomed the group at the start of the conference, commenting that the Fairchild F-27 will be "in the aviation picture for a long time to come."

"No other turbine-powered airplane is any better than the F-27 for short-haul operation at reasonable costs," he said. "Lower seat-mile costs and a lower break-even load factor are possible with the F-27 than can be attained by any other aircraft of its type."

U. S. Airlines Safer Than Ever, Says Recent Industry Report

The U. S. scheduled airlines flew 6.2 billion revenue ton miles in 1962, an increase of 15.6 per cent over 1961, the Air Transport Association has reported.

According to the ATA's annual publication, "Facts and Figures About Air Transportation," the airlines also flew more than 62,000,000 passengers a total of 43.8 billion revenue passenger miles.

The safety record continued to improve. The fatality rate per 100 million revenue passenger miles was only 0.27, compared with 0.30 for 1961 and 0.76 for 1960.

"In their drive to improve the present high level of safety, the airlines explored and implemented new techniques and equipment which assure that their fleet of modern aircraft

are soundly maintained and operated under the most progressive methods and by highly skilled ground and air crews," Stuart G. Tipton, president of the Air Transport Association, said in the report.

"Always alert to new advances which enhance safety, the carriers continued their aggressive evaluation programs. Their intensive interest also continued to spur activity in other industries and in government labs. When advanced equipment and techniques reach an operational stage, they are brought into the airline system. The major, voluntary program to equip airline fleets with a new navigational aid — Distance Measuring Equipment — is a good example," he said.

Industry Leaders Speak To Editors On Air Progress

Publications Editor Cleta Covington represented Piedmont Airlines May 13-15 when some 25 editors of airline employee publications met in Washington, D. C., to attend the Eighth Annual Airline Editors Conference.

The Conference, sponsored by the Air Transport Association, is composed of heads of employee publications from scheduled airlines in the United States and Canada.

During the meeting the editors met with leaders in government and industry who are concerned with the development and progress of air transportation. They also discussed the technical make-up of their publications with specialists in typography and photography.

Speakers at the Conference included: Stuart G. Tipton, President, ATA; Leo Seybold, Vice President, Federal Affairs, ATA; John S. Woodbridge, Comptroller, Pan American World Airways; Irving Roth, Director, Bureau of Economic Regulation, Civil Aeronautics Board; Glen Bayless, News Editor, Washington Bureau, McGraw-Hill Publications; Albert Ramsay, President, Western Graphic Arts; Thomas R. Smith, Assistant Illustrations Editor, National Geographic Magazine.

Joseph Burke, Director of Public Affairs, Miami Base, Eastern Air Lines; Richard G. Dinning, Vice President, Flight and Operations Manager, Allegheny Airlines; the Hon. William L. Springer, House of Representatives; Albert F. Grisard, Washington Counsel, Lake Central Airlines; Sam I. Aldock, Vice President, Systems and Analysis Research, and Jack M. Slichter, Vice President—Traffic, ATA.

The meeting also included a special tour of the National Air Museum of the Smithsonian Institute, conducted by its director, Dr. Philip S. Hopkins.

Charley passed away three days later, Monday, March 18, 1963, at three in the morning.

The last week at home, he was very ill but he'd always manage to be looking out the window at 10:45 so that he'd see you fellows.

Anyway, as I said before, he entered the hospital on March 15 and was put under an oxy-

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An Airline Means Many Things

In times of great joy or sorrow there are thoughts which human beings often wish to share with each other. Such thoughts are contained in the following letter received at the home office a few weeks ago from Miss Lillian Hoffman of Raleigh, North Carolina. THE PIEDMONITOR has been given permission to print her letter. Its publication is dedicated to Miss Hoffman, her late Uncle Charles, and the crews who man Flight 624.

Dear Flight 624:

I have been informed that it is Flight 624 that flies over Raleigh, North Carolina, almost every evening about 10:45—lead-

ing in a southeasterly course.

We have never met but please let me tell you about someone.

Charles J. Gray, one of the finest men the good Lord ever made, lived in Raleigh. He was the most wonderful person, filled with strength of character, gentleness, wisdom, compassion, humor, and patience. He never displayed the slightest impatience or temper.



C. J. Gray

He helped mold hundreds of characters to a finer way of life and I know he made a better woman of me.

His ideals of God and Life were of the finest. He was my Uncle and I loved him devotedly.

Every night, generally resting on his bed — when he wasn't feeling well — he waited for you and your flight.

He would wait until you came into view through his window and watched until you disappeared into the night; always wondering who comprised the crew and where you were heading.

I'd promised many times to try to find out but never got around to actually doing so.

He entered Rex Hospital here in Raleigh on Friday, March 15, 1963, with pneumonia and com-

Deepest sympathy is extended to the family and friends of Joseph E. "Shorty" Roy, 42, who died April 24 in INT Baptist Hospital after an illness of three months.

A native of New Bedford, Mass., he was employed by Piedmont in 1952, and was a Junior Mechanic at the time of his death. He is survived by two daughters, aged 12 and 15, his parents, and five sisters. His wife, the former Betty Lou Tedder, died in 1959.

CLT Air Express Week Is Big Success

The spotlight was on air express in Charlotte recently, as Piedmont and the other airlines serving the city took part in a contest to see which airline could get a package from the furthest point in the fastest time.

It was all part of the city's Air Express Week, and according to the Airlines Progress Committee it turned out to be a great success.

Among the gifts sent from various parts of the world were a figurine of a chariot rider and horses from Cairo, a pineapple from Honolulu, and a mechanical monkey from Las Vegas. Northwest Orient shipped a 20-inch carved figure from Taipei, and worth noting is the fact that no wrapping, packaging, or protection of any kind was used. A label was just tied around the figure's neck and off it went, ar-

riving in Charlotte without a scratch.

"Gifts were received from all over the world," reports CLT Station Manager Johnnie Newell.

"We had full participation by Piedmont and all other carriers out of this station. I believe Sales Representative Bill Noland's gift from Wilmington was the most novel. On the outside it said, 'Fresh ocean breezes from Wilmington, N. C.,' and that's all that was in the box. The whole week was climaxed by a steak dinner given the local station managers by REA Express."

Besides Piedmont, airlines in the contest included United, Northwest Orient, Eastern, TWA, Japan, Alitalia, SAS, Southern, and Delta.

At last report REA Express planned to donate many of the gifts received to local orphanages and hospitals.



Captain Brown and his attractive wife, Louise, visited with Vice President H. K. Saunders during a visit to INT to say goodbye to a number of their friends there.

Brown's Off To Hunt

by Cleta Covington

On May 2 as Washington, D. C. passengers boarded Flight 17, few of them knew what the trip meant to their captain. For him, it started a day that was a little

sad, definitely sentimental.

Captain Harold R. Brown, a Piedmont pilot for the last 15 years, was 60 years old May 3, and according to government

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