



## ATL-CLT Link Is Proposed

### Britt Presents Written Statement To House Sub-Committee

At the present time there is an airplane that leaves Washington at 1:15 p.m. and arrives in Charlottesville at 1:30; another plane leaves Washington at 8:00 p.m. and arrives in Richmond at 7:41; still another leaves DCA at 1:25 p.m. and arrives at SHD at 1:14 p.m. These flights are illustrative of the confusion and inconsistencies which accompany the varying cut-on and cut-off dates of Daylight Savings Time. Piedmont Airlines, along with the other scheduled airlines, has been supporting legislation which would in some measure eliminate much of the confusion which results from various states and communities adopting their own systems for Daylight Time.

Other industries and interests in the United States have also been concerned with the need for establishing some conformity with regard to time observance. As a result, a House sub-committee has been studying various proposals with the purpose of effecting federal legislation to alleviate the situation.

Don Britt, assistant to Piedmont's president, presented a statement to the sub-committee urging that legislation be enacted to establish uniform cut-on and cut-off dates for Day-

light Saving Time in the interests of eliminating confusion to passengers and of reducing cost to the airline industries. He emphasized that the need to revise schedules each time one area switches to or from Daylight time costs Piedmont and other airlines a substantial amount of money. Uniform cut-on and cut-off dates would make two revisions in the schedule each year sufficient.

Britt specified in his statement that Piedmont Airlines is not particularly concerned with whether or not Daylight Time is used nor with which areas use it. Rather, the Company is mainly interested in seeing that all areas that do intend to switch to Daylight Time do so on the same date.

At the present time, it appears that no legislation will be enacted along lines of time uniformity before the current session of Congress adjourns. However, those who have been watching the progress of the uniform time issue at the federal level are convinced that progress has been made in terms of public and congressional interest in the matter and that gradually a reasonable amount of order might come out of the sub-committee hearings.



The fate of the mails has yet to be decided. Overnight mail service from eastern cities may be offered by Piedmont provided the CAB rules favorably on the proposed exemption.

CAB action on a recent proposal for an early morning flight out of Atlanta is expected in the near future.

The application for an exemption to operate between Atlanta and Charlotte was made at the instigation of U. S. postal officials in Washington, as well as postal officials and business interests in Greensboro and Winston-Salem. The proposed flight would leave Atlanta at around 4:00 a.m. and stop in Charlotte, Greensboro-High Point-Winston-Salem, Roanoke, Lynchburg, Richmond and Washington. Since Piedmont is already authorized to fly between all the above points except Atlanta and Charlotte, the proposal is dependent only on CAB approval of the ATL-CLT leg of the trip.

Postal officials and business interests in Charlotte and Greensboro believe that the now inadequate airmail service to those areas would be greatly improved by Piedmont's proposal. Mail from most major cities east of the Mississippi arrives in Atlanta between 12:30 and 3:30 a.m. The early morning flight would thus provide overnight service from each of these cities. The details of the schedule have been worked out with top officials in the Air Transportation Section of the U. S. Post Office Department. In addition to handling an estimated 800 pounds of air mail per station for Greensboro and Charlotte, the flight would also carry passengers and cargo.

The main opposition to the proposal has come from the Greensboro-High Point Airport Authority on the grounds that the early morning flight "will not be of any real significant value." Gordon Brown, vice-president of Piedmont Airlines said, "It certainly seems strange" that the airport authority has objected. "The proposal seems clearly to be in the interests of their citizens and industries."

## Rieger Makes His Own 'Luck'

By JACK KESTNER  
Ledger-Star, Norfolk  
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The little girl tugging at her mother's hand stopped as she was about to board a plane at Norfolk Municipal Airport. Pointing at the pilot who was

peering up at the underside of a wing, she looked at her mother and said:

"Mummy, did he forget where he left his chewing gum when he got off?"

Not many of the child's fellow passengers shared her naivete,

but on the other hand, probably none knew exactly what the pilot was doing.

"It's just a walk-around check," said Capt. Donald H. Rieger as he swung his leather flight bag out to the Martin 404 waiting at Gate 6 for Piedmont Airline Flight 637 to Cincinnati. "There've been service trucks out here—ground support equipment such as fuel, baggage, and so on. They could have brushed against a surface and caused some damage without knowing it."

Rieger put down his bag at the foot of the 404's tail ladder while co-pilot Sherman Hart climbed aboard for the cockpit pre-flight check.

"There're other things, of course," Rieger added, walking over to the landing gear. "See these? (He fingered aluminum rods protruding from the wheel's disc brakes.) "They're called 'pucks' and they indicate wear. If these were a quarter-inch in, I'd have to ground the plane. But before they get that far, a mechanic would catch it. I check it anyway."

"Look at the tires—good tread, huh? But what I'm looking for are cuts and flat places."

He moved to the wings.

"Flap doors? Okay. Radiator grills? In winter, heavy oil as we use, they sometimes crack. Okay. Cowl flap seams? Not much chance of anything here unless the engine's been worked on. Okay. Blade switch (on the big R-2800 Pratt-Whitney en-

gine?) Okay. These are real good powerplants—with water methanol injection, we get an extra 400 horsepower on take-off."

Rieger bent over the nose wheel.

"Knuckles? Okay. Anything goes wrong here and it could be a \$15,000 repair bill. It happened to one pilot I know. Today the nose wheel is the first thing he checks. I suppose all pilots have their whims about a walk-around check. Know another pilot who lost cowling twice and today that's the first thing he looks at."

"But the longer you fly the more your main concern is with 'killer items.' At least that's what I call 'em. I mean, things that can lose an airplane. Like the spring tabs here."

He nodded up at an inboard section of the wing where a small flap-like rectangle was locked upward by two arms.

"Without that, you could get an extra 200 pounds of pressure. About all you can apply on the controls is 150 pounds. Could be a bit uncomfortable."

Rieger flicked his eyes around the undersurface, shrugged almost imperceptibly and said:

"That's about the size of it. Of course, for an overnight stop we'd have a much more thorough check—engines, electrical systems, hydraulics, written complaints by the pilot who had just flown it, and so on. They'd be checked by mechanics like (M. R.) Sink, who've been with Piedmont for years."

Rieger picked up his flight



Angela Smith, daughter of Bernard Smith, INT-M, is shown receiving instruction from Mrs. Lucy Thompson, occupational therapist, at the Forsyth County Children's Center. See United Fund story, p. 3.

Deepest sympathy is extended to the family and friends of Erwin Kirk, Louisville, Ky., who died September 7.

Mr. Kirk came to Piedmont Airlines as an inspector in 1949 and in 1952 was promoted to Chief Mechanic at SDF, the position he held at the time of his death. He was 63 years old.

bag and walked lightly up the ladder.

It was hard to believe that he was 44, the father of three children, and had been flying for 29 years—ever since at the age of 15 in Youngstown, Ohio, he had swept out a cow-pasture hangar in exchange for flying lessons in an E-2 Club.

Later this month he will address the Radio-Technical Commission on Aeronautics, meeting in Washington, on the subject of radio, navigational and approval aids. Since Piedmont is recognized as having as good radio equipment as exists on U. S. commercial airlines (plus an enviable safety record) the speech follows one he gave in Athens, (Continued on Page Six)