



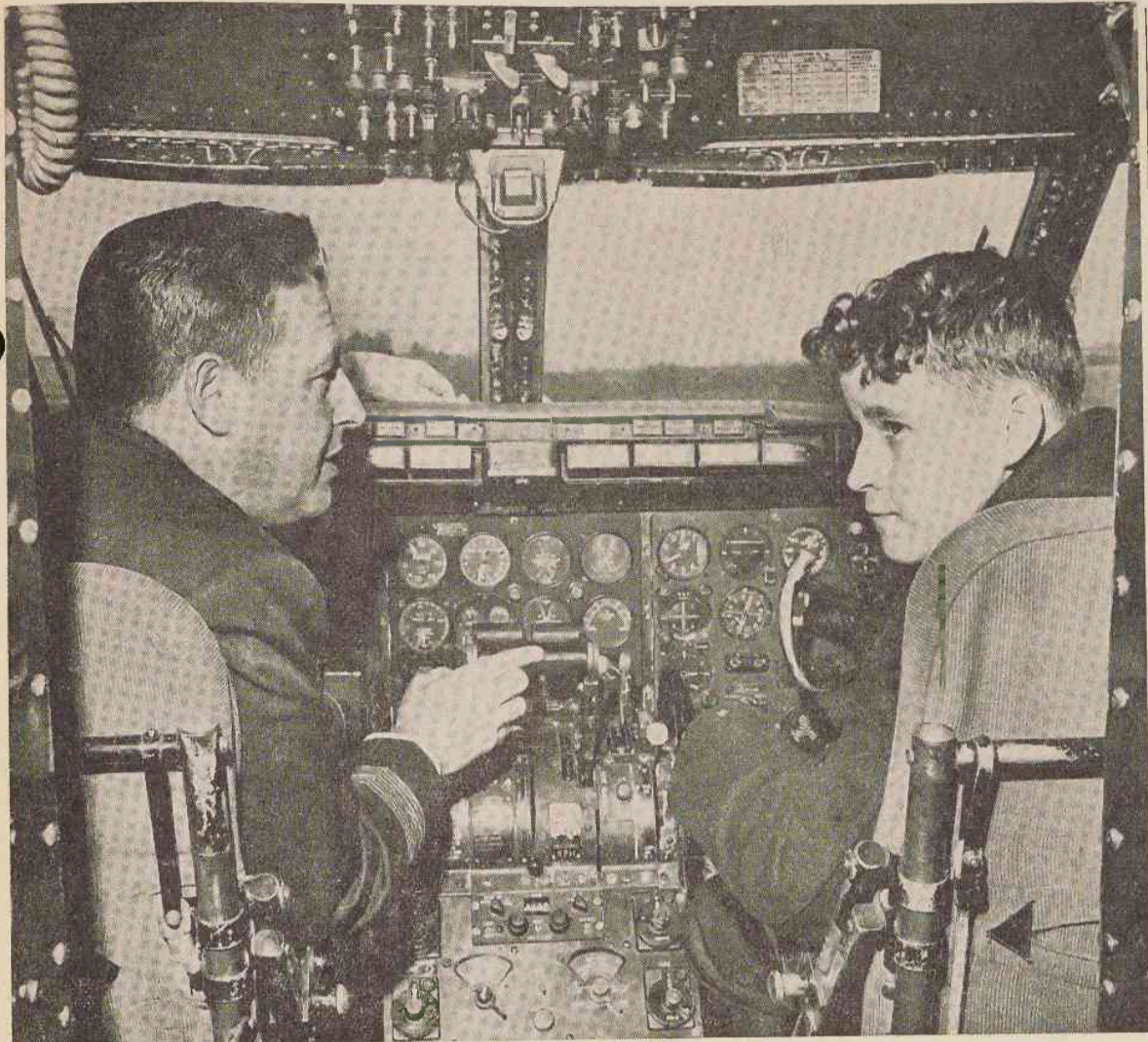
# THE PIEDMONITOR

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VOL. VIII, NO. 2

THE BEST WAY TO TRAVEL — ALL OVER PIEDMONTLAND

FEBRUARY, 1966



Capt. John R. Cansler gives David an instrument briefing.

## No "Use It Or Lose It" Stations On Our System

Piedmont Airlines is the only local service airline in the nation with all of the cities it serves being above the Civil Aeronautics Board's "Use It or Lose It" minimum requirement for passengers boarded.

The "Use It or Lose It" program, adopted in 1958 by the CAB, stipulates that each community receiving local airline service should enplane at least five passengers per day. If a community does not measure up to this minimum, the CAB "may institute formal proceedings to determine whether service to a city should be discontinued for lack of use." In addition, the airline involved "is free, and is encouraged, to ask for a suspension of services, even in advance of a Board proceeding to terminate the certification."

### Quarterly Evaluations

A quarterly letter is mailed by the CAB to mayors of all communities receiving local airline service, with a list of cities and their standings. The latest letter covers the 12 months ended June 30, 1965.

Company officials pointed out that achieving the five-passenger-a-day minimum at all points did not involve any suspensions or deletions of service at any community but instead resulted from promotion and advertising of the service offered, plus a

minimum of two round-trips per day being offered to each city on Piedmont's 42-station system.

### No Services Deleted

"Though we have consolidated services of communities at single airports on two occasions since the "Use It or Lose It" policy has been in effect, we have not wanted to delete service," commented C. G. Brown, Jr., Vice President for traffic and sales. "Instead we have attempted to provide a maximum number of flights practical for each community and we have tried to promote and develop airline service at the local level through advertising."

"We are delighted to report that this effort, resulting in the use of our services by increasing numbers of passengers, has enabled all the communities we are privileged to served to come above the "Use It or Lose It" minimum. We are grateful for the cooperation and loyalty of all the cities we serve in helping us attain this goal," he added.

Elizabeth City was the last "Use It or Lose It" station on Piedmont's system.

### Long Time Admirer . . .

## Special Passenger Makes Well-Planned Trip

Piedmont Airlines has an extra special fan in David Konick of Glen Burnie, Maryland. David wrote President Davis last summer telling him how very much he wanted to take a trip on Piedmont and that he was working to save money for his ticket.

About November Mr. Davis received another letter from David. He had saved enough money and wanted to fly from Baltimore to Charlottesville. After straightening out a few complications, David made his arrangements to fly from Washington to Charlottesville and return the same day.

With glowing praises for Piedmont David kept Mr. Davis advised of his plans. David's big day was Saturday, January 15th. Our flight crews and station personnel in DCA and CHO had been told of the special visit of the 14 year old Civil Air Patrol member from Maryland. That Saturday became a red-letter day for David and for Piedmont.

Dick Mahn met Flight 477 and from then on the day belonged to David. From a complete briefing on the Martin 404 that he had come down on, to a grand tour of Monticello, Mr. Mahn and David made a day of it. They went out to lunch and somewhere along the line found a few Piedmont souvenirs for David to take back to Glen Burnie.

The Piedmont folks who met David that day enjoyed a real treat as they watched the youngster's enthusiasm about every phase of Piedmont's daily activity. David's reaction to his trip is best seen in the thank you letter he wrote Mr. Davis almost as soon as he got home.

310 Phelps Avenue  
Glen Burnie, Maryland  
Mr. T. H. Davis  
President of Piedmont Airlines  
Winston-Salem, N. C.  
Dear Mr. Davis,

Thank you very much for informing all of your personnel in Washington and in Charlottesville. I was really surprised.

Mr. Mahn took me out to lunch and to the Monticello. I didn't know all of that was going to happen to me that day. I thought I was to stay at the airport for the day. I really enjoyed going around Charlottesville. It was better than the plane trip itself and I really enjoyed flying a lot. I don't know how to repay everyone at Piedmont for making a great day come true especially you Mr. Davis and Mr. Mahn. Mr. Mahn spent all of his time and effort with me on Saturday. I don't know how to repay him for his time and effort he spent with me. May be you can find some way to repay him for me if you can.

Thanks a lot for everything you did for me. It was probably one of the biggest days of my life. I'll never forget that day as long as I live. If I can save enough money this summer I hope to go on Piedmont again.

Yours truly,  
Dave Konick  
P.S. If you are ever in the Baltimore area I sure would like to meet you.

The Piedmont folks who met

## Company Personnel at ILM Increase PAI Family By One

Piedmont Airlines at ILM has been adopted — by a dog.

The dog — with no name but the possessor of several nicknames — actually adopted Piedmont about eight months ago, but that adoption was re-affirmed recently.

When the animal — principally white, but with generous splotches of brown — first appeared at the airport building someone apparently fed it, repeated the service, and finally the dog got to like it.

It was part of the Piedmont family for about two months, during which time it made tiny encroachments on the hospitality of the baggage handlers, pilots and softhearted stewardesses until it had the run of the Piedmont offices.

It slept on couches in the crew lounge and was constantly fed by everyone. The stewardesses

lavished affection on the beast — which it also liked.

After about two months of being the star of the show, the animal was given away. It stayed away about six months. Then, not long ago, a familiar tail wagged outside the door to the crew lounge.

When newsmen gathered to interview the re-established star of the Piedmont mid-afternoon show, Dog, or Sarge, or Sack Hound (Sack for short), was peacefully reposed in the center of the only available sofa and five people were standing up.

Efforts to raise a reaction were of little avail until a pretty stewardess decided to pet Sack.

The dog finally condescended to sit up and stewardess, Joan Ensign of Wrightsville Beach, coaxed it into nodding briefly at photographers. (See picture on page 5)

## New Operations Position Created:

### Filled By Elton Smith Hudson

As Manager of Contracts and Leases for the company Elton Smith Hudson will be in charge of leases and rental space for the airline at various stations over Piedmont's system.

Mr. Hudson is based in Winston-Salem and works under the department of Operations with W. A. Blackmon.

A lawyer and native of Albemarle, N. C., Mr. Hudson has been in business in Winston-Salem for ten years. A former high school teacher he is also president of the Beefeater Limited, a restaurant in the Twin City.

Mr. Hudson is a graduate of Wake Forest College and Law School. He is married and has two children.



— Mr. Hudson —

## FAA Names Deputy Director

The Federal Aviation Agency has announced the appointment of William M. Flener, 43, of Atlanta, Ga., to be Deputy Director of FAA's Southern Region. Flener was Chief of the Airports Division of the Southern Region, which serves the Southern states east of the Mississippi River.

Flener began his 23 years of service with the Federal Aviation Agency as an air traffic controller in 1943. He became Chief of the Air Route Traffic Control Center in Great Falls, Mont., in 1957 and was advanced to Assistant Chief, Operations Branch, Air Traffic Division, in Los Angeles in 1960.

After a year of study in the U. S. Air Force's Air War College, 1963-64, Flener became Staff Assistant, Evaluations, in FAA's Airports Service, Washington, D. C. He went to Atlanta as Chief of the Airports Division of the Southern Region in August, 1965.

Flener, who was the Federal Aviation Agency's nominee for the Arthur S. Flemming Award (for outstanding Government service) in 1962, has a commercial pilot's license, with instrument rating. He lives with his wife and son at 3083 Washington Road, East Point, Ga.