



THE PIEDMONITOR

New Uniforms
For Stewardesses
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CHICAGO SERVICE STARTS DECEMBER 1

OCTOBER, 1969



Piedmont's 747!

Boeing's Very First 747 Flies In Piedmont Colors

Piedmont has become the world's first airline to put a Boeing 747 into service!

Astounding but true. The last of Piedmont's twelve Boeing 737's, N747N, was delivered in mid-October and went on the line the next day.

Piedmont's N747N is not just the first Boeing 747 but the only aircraft that will have the 747N serial number.

Piedmont also has in its fleet the first, last and only 737 aircraft. The N737N plane was delivered in August of last year.

Boeing says it usually happens at least once in each aircraft model's career that the N number, or aircraft registration matches the model designation number.

Perhaps Piedmont's numerology is forecasting that we should order some 747's!

Wayne Tucker Is Promoted To Manager For Memphis Station



WAYNE TUCKER
Station Manager — MEM

Former Assistant Station Manager at LaGuardia Wayne Tucker has been promoted to Manager for Memphis.

Tucker is replacing Parker Haley who resigned for personal reasons.

A native of Hickory, North Carolina, Tucker is a graduate of Le-noir-Rhyne College. Before joining Piedmont as an agent at Hickory in 1956 he served with the U. S. Coast Guard.

Tucker was chief agent at New Bern prior to moving to LaGuardia in 1968.

He is a member of the Masons and is married to the former Margaret Sawyer of Shawboro, North Carolina. They have two daughters.

The Tuckers moved to Memphis October 1.

NTSB Reports On FH-227 Accident at Charleston, W. Va.

The National Transportation Safety Board has released its report on the cause of the crash of a Piedmont Airlines Fairchild Hiller FH 227B on its final approach to Kanawha County Airport, Charleston, West Virginia, on August 10, 1968.

Thirty-five of the 37 persons aboard were fatally injured when the turboprop FH 227B struck a steep hillside 250 feet short and 33 feet below the airport after descending through a layer of fog.

The Safety Board determined that the probable cause of the accident was . . .

" . . . an unrecognized loss of altitude orientation during final portion of an approach into shallow, dense fog. The disorientation was caused by a rapid reduction in the ground guidance segment (segment of approach lights visible) available to the pilot at a point beyond which a go-around could not be successfully effected."

Findings

The Board said its investigation showed that the accident flight — Piedmont Flight 230 from Louisville, Kentucky to Roanoke, Virginia, with stops at Cincinnati and Charleston — "was operationally routine until the final phase of the approach" to Charleston. The crew was making an Instrument Landing System (ILS) approach to Runway 23, and was aware that the glide slope of the ILS was inoperative because of technical problems with the automatic ILS monitoring system.

Fog Factor

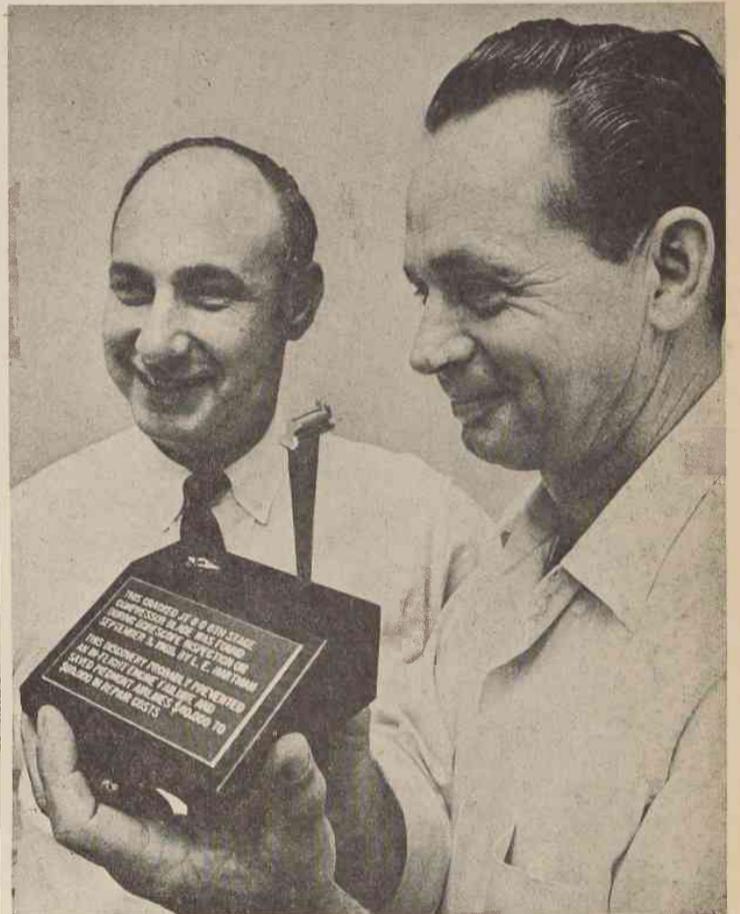
An early morning ground fog at the airport had "severely restricted" visibility in the approach zone for Runway 23, the Board said, but in the 15 minutes just before the accident, visibility from the tower had increased from one-half mile to one mile and visibility along the runway had increased from zero to one and one-half miles. The Board estimated that at the time of the crash, a 150-foot-thick layer of dense fog remained over the runway threshold and roughly the last half of the 2,800-foot approach light system.

Some six seconds before impact, the Board found, the flight began "a rapid descent" which brought the aircraft below field elevation, into the tops of trees and down to the initial point of impact. The plane, catching fire, bounced back into the air, over the hilltop at the edge of the airport, and onto the field beside the approach end of Runway 23.

Reduced Visibility

Because the investigation developed "no indication of any in-flight failure, malfunction, or other abnormality that would have caused or contributed to an unwanted descent," the Safety Board said, "the only logical conclusion . . . is that some phenomenon associated with the reduced visibility upon entering the fog affected the pilot in such a manner that he steepened the descent to the point where recovery could not be effected." The Board said evidence showed an attempted pull-up 2.2

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H. M. Cartwright presents plaque to Hartman.

Inspector Hartman Awarded Plaque For "Job Well Done"

Winston-Salem Inspector Larry Hartman was recently recognized by Vice-President — Maintenance and Engineering Howard Cartwright for an "exceptionally well done job."

The plaque, shown above, commemorates the first "save" of a JT8-D engine "on the wing" through boroscope inspection of the sixth stage compressor blade roots.

This particular inspection procedure was instituted in mid-April. Since that time, a total of three "saves" have been documented for a total saving of approximately \$150,000 in repair charges.

Piedmont also inspects the com-

busion chamber outlet duct of the JT8-D with a flexible borescope. Both of these boroscopes incorporate the latest fiber optics technology.

The specific cracked blade, now mounted on Hartman's plaque, was found during a routine boroscope inspection in September. This blade was approaching total failure and the discovery probably prevented an in-flight engine failure and an engine change in the field. The repair cost thus saved by Hartman's discovery was substantial, between \$40,000 and \$60,000.

Hartman has been with Piedmont since 1956.

Charleston, S. C., Route Is Granted; Chicago Service Starts December 1

The Civil Aeronautics Board has awarded Piedmont Airlines a new route segment between Charlotte, North Carolina and Charleston, South Carolina.

The new authority will permit service between Charlotte and Columbia, South Carolina, points which are already on Piedmont's system, into Charleston.

No definite date for the commencement of service has been set, but hopefully service will be inaugurated early in 1970.

Plans Not Final

Schedules and plans for operation will be announced as soon as possible. The initial service will probably be provided with prop-jet aircraft.

Piedmont's long-awaited service to Chicago will be inaugurated on December 1st. The Pacemaker flights to The Windy City will be via Midway Airport.

The initial schedule currently lists five flights inbound, with a total of ten Piedmont flights daily. Six of the flights will be provided with Boeing 737s and four will

utilize YS-11 aircraft.

Cities that will have direct service with the first schedule include Fayetteville, Kinston, Winston-Salem, Norfolk, Richmond, Roanoke, Tri-Cities and Charleston and Huntington, West Virginia. Of these, Richmond, Huntington, Charleston and Roanoke will have some non-stop service.

Sales Blitz

The sales department will conduct a concentrated blitz in Chicago the week of November 17th. During this week 12 of Piedmont's sales reps will call on area travel agents, other airlines and commercial accounts.

A pre-inaugural flight to Chicago for press and city fathers is being planned tentatively for November 24th.

Final plans for handling Piedmont's operation into Midway have not been completed. As soon as the arrangements are made the plans will be announced.

In further route developments, the examiner's decision in the

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