

PIEDMONITOR

Piedmont Aviation, Inc.

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Editorial

New version of old story

Once upon a time, there was a little red hen who scratched about the barnyard until she uncovered some grains of wheat. She called her neighbors and said, "If we plant this wheat, we shall have bread to eat. Who will help me plant it?"

"Not I," said the cow.

"Not I," said the duck.

"Not I," said the pig.

"Not I," said the goose.

"Then I will," said the little red hen, and she did. The wheat grew tall and ripened into golden grain.

"Who will help me reap my wheat?" asked the little red hen.

"Not I," said the duck.

"Out of my classification," said the pig.

"I'd lose my seniority," said the cow.

"I'd lose my unemployment compensation," said the goose.

"Then I will," said the little red hen, and she did.

At last, it came time to bake the bread. "Who will help me bake the bread?" asked the little red hen.

"That would be overtime for me," said the cow.

"I'd lose my welfare benefits," said the duck.

"I'm a dropout and never learned how," said the pig.

"If I'm to be the only helper, that's discrimination," said the goose.

"Then I will," said the little red hen. She baked five loaves and held them up for her neighbors to see.

They all wanted some—in fact, demanded a share. But the little red hen said, "No, I can eat the five loaves myself."

"Excess profits!" yelled the cow.

"I demand equal rights!" shouted the goose.

"Capitalist leech!" cried the duck.

The pig just grunted. Then they hurriedly painted "unfair" picket signs and marched around, shouting obscenities.

The government agent came and said to the little red hen, "You must not be greedy."

"But I earned the bread," said the little red hen.

"Exactly," said the agent. "That is the wonderful free-enterprise system. Anyone in the barnyard can earn as much as he wants. But, under government regulations, the productive workers must divide their product with the idle."

And they lived happily ever after. But the little red hen's neighbors wondered why she never again baked bread.

—borrowed

Industry Notes

Spectacular space museum opens in July

It may not be easy to wait for the thinning of the Bicentennial crowds in Washington to visit the new National Air and Space Museum. According to the New York Times the only thing missing is a feather from one of Icarus's wings.

From the preview articles it seems almost everything else can be found in the mammoth structure which covers a full three blocks on the National Mall at the foot of Capitol Hill. From the first Wright Brothers' plane of 1903 to the Apollo II command module the list of exhibits seems endless for the Smithsonian's newest museum.

The array of famous aircraft includes, in the gallery of Early Air Meets, the Red Lion, an American air racer flown by the "best hot-dogger of them all" Roscoe Turner. It hangs upside down to show the plane as it was most often seen by crowds at the dare devil shows in the 1930s. Roscoe's mascot, Gilmore the Lion who actually flew along in the cockpit until he outgrew it, now silently stands guard at the Red Lion's side.

The museum also has a live specimen of America's successful space program in residence. Michael Collins, crew member of the Apollo 11 Mission to the Moon, is director of the National Air and Space Museum.

With seven million visitors expected the first year, that's approximately 50,000 a day, you may want to wait just awhile before visiting the record of "The Great American Adventure Into Flight."

Delta gets nonstop

The Civil Aeronautics Board has awarded Delta Air Lines nonstop route authority between Boston and Atlanta. This market, fourteenth largest in the U. S. without competitive nonstop service, has been served by both Delta and Eastern Air Lines, but only Eastern has had nonstop authority.

CAB said that it had determined that the Boston-Atlanta market can profitably support nonstop competitive service and that there would be an improvement in service to the traveling public if Delta were awarded nonstop authority. CAB said that this ruling "was consistent with longstanding board policy to remove a restriction which no longer serves the public interest."

Weather test announced

The FAA and the National Weather Service are conducting a five-month thunderstorm warning test at LaGuardia, Kennedy International, Newark, Washington National and Phila-

delphia International airports. Thunderstorm location, intensity, height and movement will be relayed to pilots within 30 miles of the test airports.

Concorde count

Air France carried 5,053 passengers in the first four months of its Concorde supersonic transport operations between Paris and Rio de Janeiro. The result was an average load factor of 70.2 per cent on the two weekly round-trips between the two cities from January 21 to May 24.

Regionals testify

The local service airline industry hadn't been heard from on Capitol Hill on the regulatory reform debate — until recently — and they didn't mince words when they finally did testify on the proposals now floating around.

The local service carriers saved their choicest words for the "air service to small communities" report by the Department of Transportation, which forms the basis for its contract proposal as a substitute for the current subsidy system.

"Rarely has government policy been based upon studies which are so riddled with factual error," William C. Burt, testifying on behalf of the Association of Local Transport Airlines, told the House public works aviation subcommittee.

"Our first major objection to the DOT report is its conclusion that the present system isn't working," Burt said, "that it costs too much, that the locals are rapidly getting out of the small city business, and that most of the service today is provided by commuters. None of these things are accurate."

Burt, who also is Washington counsel for Piedmont, and Hughes Airwest, then went on to refute all of these points as follows:

- "We are providing more subsidized service than we did 10 years ago. And we are doing it at about half the subsidy."

- "We serve over 100 cities of less than 25,000 population and almost 200 with less than 100,000 population. We provide an average frequency of 4.5 departments per day."

- "Overall, the locals carry eight times the passengers carried by commuters . . . The certified carriers perform and will, for the foreseeable future, continue to perform the major role in providing high quality air service to small cities."

- Although 79 cities lost local service between 1960 and 1975, Burt pointed out that "all but 32" would have lost service under DOT's proposal, anyway, and 60 per cent of the 79 "were within 50 miles of another airport."



At the Richmond fixed base festivities Senior Vice President R. S. Northington, Beech Eastern Regional Manager Will West, Governor Dalton and President Davis talked over Beechcraft's coming to the capital of Virginia. Story on page one.