

PIEDMONITOR

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USAir plans to grow its fleet of McDonnell Douglas MD-82s by as many as 40 aircraft starting in January 1992.

All American Airways President Robert Love (far right) counts down the final minutes before the departure of the airline's first revenue passenger flight at Washington National Airport on March 7, 1949. Flight crew members included (from l to r) First Officer Frank Petee, All American Chief Pilot Norm Rintoul, and Captain Tom Kincheloe.



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Henson Airlines President Ronald Holley: Aviation got in his blood and changed his life.



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Piedmont and USAir employees in maintenance and engineering are seeing what it takes to "Take Off Together."

USAir celebrates 40 years of revenue passenger service

Nineteen hundred and eighty nine marks a very important year in the history of USAir. It will be remembered as the year we put it all together—the Piedmont merger, orders for many new aircraft, a near doubling of employees under the USAir Group umbrella, the year USAir became known as a major force in the airline industry.

But to some employees and those close to the company who have watched it grow and thrive through the years, 1989 marks another very important date—the fortieth anniversary of USAir's first revenue passenger flight.

It was a cold, blustery March morning. Gathered around the DC-3 were the crew, federal officials, and All American Airways President Robert M. Love. Love checked his

watch. It was very important that this flight leave on time.

It was March 7, 1949, and this was the first scheduled passenger flight of All American Airways.

All American had been in the transportation business for more than ten years with its unique airmail pickup service. The first air carrier certificated after the passenger of the 1938 Civil Aeronautics Act, All Ameri-

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