



Staff Photo by Bill Ray

New Reynolds company jet arrives at Smith Reynolds Airport.

Reynolds Gets 4-Jet Plane

By GENE WHITMAN
Staff Reporter

A four-engine jet plane ordered last year by R. J. Reynolds Tobacco Co. has been delivered and is undergoing shakedown flights from Smith Reynolds Airport before being placed in regular operation.

The plane is a Lockheed Jetstar, built by Lockheed Georgia Co. at Marietta, Ga. It cruises at 500 miles an hour, carries eight passengers and a crew of two.

It may be seen taking off and landing at the airport, identified by the familiar tobacco - brown - and - beige colors which mark the other Reynolds company planes.

The new jet will go into

regular service in about three weeks, a company spokesman said. At least for the present, Reynolds also will continue to operate its two F-27 propjet planes.

Although such jets are smaller and offer less interior room than some of the older type planes, they are far faster and much more economical to operate, aviation authorities say.

They will permit flights to New York in little more than an hour, to Chicago in about two hours. Companies with a large volume of business throughout the country have found that company planes mean a substantial increase in efficiency over other means

of travel, aviation authorities said.

The new Reynolds plane is the latest addition to the approximately 100 aircraft now based at Smith Reynolds Airport, owned by local and northwestern companies and individuals.

The increase in business and general aviation here, plus a jump in airline travel, has made Smith Reynolds one of the busiest airports in North Carolina, running neck-and-neck with Charlotte.

The airport recorded a 10 per cent increase in landings and takeoffs in the fiscal year ending last June 30 — from 118,635 the previous year to 128,141 last year — Airport

Manager Arthur R. Graham said.

Piedmont Airlines traffic in and out of Winston-Salem increased 30 per cent during the calendar year 1966—from 55,107 passengers in 1965 to 74,157 in 1966.

While some of this passenger increase could be attributed to a strike on some other systems last summer, much of it was due to an over-all increase in air travel here.

Another development is that some companies which have planes based at the airport are upgrading their craft, changing from piston engines to propjets, for more speed and economy, Graham said.

Piedmont Readies Jetliner To Inaugurate New Service

Piedmont Airlines' first pure jetliner — a 92-passenger Boeing 727 — was being outfitted today at the company hangars at Smith Reynolds Airport.

The jet will go into service March 15 on schedules from Winston-Salem to Washington and New York.

It arrived in Winston-Salem from Seattle Saturday with a party of Piedmont and Boeing officials on board.

Tom Davis, president of Piedmont; H. K. Saunders, vice president, operations; W. G. McGee, assistant vice president, sales; Capt. W. A. Tadlock, director of flight operations; Ken Roberts of Boeing, and a number of others were in the party.

Almost Ready

The liner is ready for service, except for its interior furnishings. These are to be installed by Piedmont Aviation, Inc., the parent company of the airline, which specializes in such work. The company rebuilds planes and engines and does custom interior furnishing for many plane owners.

Piedmont has leased this particular jetliner from Boeing, in order to inaugurate jet service from Winston-Salem immediately.

Six Boeing 737-200 jetliners are being built for Piedmont at a cost of \$25 million. The first of these is to be delivered in March, 1968.

The Boeing 737 is a slightly smaller version, and was designed especially for service on such lines as Piedmont.

Piedmont also has bought 10 new Fairchild F-27B propjet



Staff Photo by Bill Ray

The first Piedmont jet streaks across Smith Reynolds Airport over a Piedmont Martin 404.

airliners at a cost of \$15 million, to replace other planes and to handle its expansion. The F-27B is a new version of the F-27 now in use on the airline. It carries 44 passengers.

Delivery of these planes has already started. They are to be placed in service as rapidly as they are outfitted.