

Complimentary – You are invited to take this copy with you.

THE PBA FLYER

The title 'THE PBA FLYER' is prominently displayed in a large, bold, blue font. The word 'PBA' is significantly larger than 'THE' and 'FLYER'. Surrounding the text are several line drawings of PBA aircraft, including a large jet and smaller regional planes, all in flight.

Volume 6, Number 1

Summer 1985



New PBA owner, Hugh F. Culverhouse, (L-R) Chairman Bill Gregg, President Peter Van Arsdale, and "Cheerleader" John C. Van Arsdale, Sr., put hands together ready to come out of the huddle and help PBA get back to its former strong position in the regional airline industry.

PBA Bounces Back

After encountering probably the roughest turbulence ever experienced by any airline, PBA is getting ready for smoother flight up ahead. New financial resources brought about through an agreement for new ownership, new management, and dedicated employees eager for some good news is bringing this all about.

It is not possible to overlook 35 years of service completed on November 30, 1984, a consistent and enviable record of financial success, and the support of many millions of passengers who have flown PBA over the years. In addition PBA in the past has made substantial and impressive capital investments in real estate still in use today. These include:

- Two hangars and a terminal building in Hyannis
- A hangar, terminal building, and office in Provincetown
- Twin terminal buildings at Nantucket and Martha's Vineyard
- An automobile parking lot at New Bedford
- A large maintenance hangar in Naples
- An attractive airline terminal at Punta Gorda
- A temporary airline terminal at Key West

PBA has also invested great sums in leasehold improvements and made long term commitments to underwrite various capital projects at many of the airports from which the airline operates. Further, the company has assumed municipal ob-

ligations in locations such as Provincetown by providing an airport manager, performing housekeeping tasks, insurance, and other duties that relieve the town from an annual appropriation of money for the airport.

During February under the leadership of C. Bill Gregg, PBA has taken many positive steps and instituted numerous new programs. His February Activity Report detailed changes and progress being made in Operations, Financial, Marketing and other areas. Better public relations with the public and media have been some of new management's very first goals. Travels around New England and Florida by both Mr. Gregg and Mr. Hugh Culverhouse, accompanied by Old

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PBA Bounces Back . . .

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Man Van and some PBA marketing people, were very well received.

Mr. Gregg has taken several steps to develop a closer working relationship with the Federal Aviation Administration. He traveled to the Washington office of FAA Administrator Donald D. Engen and was twice visited in Naples by the Director of the Southern Region, Jonathan Howe, and others from the regional office. An FAA inspector was assigned to PBA in Naples on Tuesday, Wednesday, and Thursday of each week.

Closer ties are also being established with travel agents in the many areas served by PBA. In Key West, management attended a "Gratitude Gala" night in which PBA employees thanked the city for its support.

Training both in the air and on the ground is another area in which PBA management is focusing. New manuals of procedure are being developed to improve efficiency of operation.

Station Managers have been titled Sales and Service Managers which more clearly indicates the scope of their interest and responsibility.

Basically, one could say with confidence that things are looking up for PBA, its passengers, and its employees.



Bill Gregg and Jonathan Howe, Director of Southern Region FAA, inspect PBA's renovated operations office at Naples during a recent visit.



Mr. Howe discusses PBA procedures with operations personnel in Naples.

"Old 36" Keeps Flying Along



March 1, 1985 at 8:20 A.M., Old Man Van recorded the boarding of PBA Flight 1173 from Miami to Key West. The crew consisted of Captain Dave Wolz, First Officer Carol Clayton, and Flight Attendant Richard Wyzkoski. At that time N 136PB had logged 87,687.0 hours, the highest total time for any aircraft in the history of commercial aviation. Passengers are thrilled when told the significance of riding in this high flying aircraft. "Old 36" breaks its own record every time it flies.

Management Perspective

Dear PBA Flyer:

Welcome aboard PBA!! This letter represents my first opportunity to communicate with our passengers since I assumed the responsibilities of Chairman of the Board and Chief Executive Officer on February 1, 1985. Since that time, I've been working with our management team to make sure we are doing everything possible to meet your needs. And we are doing everything we can to guarantee you the best in safety, service and reliability.

It is no secret that PBA had to cope with a great deal of adversity in recent months. Our airline grew too fast during the 80's, resulting in problems with the management and control of what had become, in 1984, the largest regional airline in America. In November, 1984, the Federal Aviation Authority withdrew our operating certificate, which grounded the airline, until we could put our affairs in order. In late November, after two weeks on the ground, we began flying our smaller aircraft (under 30 seats per aircraft).

I served on the Board of Directors of PBA during this trying period and we developed a strategic plan, focusing on the need to strengthen our management team and emphasize service to our customers. Highly qualified individuals were recruited to join the PBA staff and a number of PBA's proven performers were promoted to higher management positions. Throughout this process, Ned Putzell did an excellent job as interim chairman, ably assisted by Peter Van Arsdale, PBA President and son of founder, John C. Van Arsdale, Sr. But despite the heroic efforts of many, PBA experienced severe cash problems during this time, stemming largely from the shutdown, when we had virtually no income while experiencing extraordinary expenses.

The Board determined that an infusion of fresh capital was required. On February 1, 1985, Mr. Hugh F. Culverhouse, Sr., a prominent attorney and businessman, whose holdings include the Tampa Bay Buccaneers, became an investor in PBA. He assumed voting control of the company through stock options granted by the Van Arsdale family — and he provided needed cash.

Mr. Culverhouse asked me to take the offices of chairman of the board and chief executive officer. He directed me to concentrate my energies on running the safest, and best regional airline in the world. Mr. Culverhouse has staked his personal reputation on PBA and all of us are committed to his goals. One of my first actions as chairman was to draft the "PBA Commitment to Service" which will be the basis for all of our activities in the future.

The next four months were eventful ones for all of us at PBA. We reduced the airline to its 1983 level in terms of fleet size, cutting back on the number of cities served in our Southern Division. We strengthened our senior and middle management levels — trained, retrained and trained some more — and estab-



lished effective controls on both our operational and financial affairs. After months of procedural review and training — all under the detailed surveillance of FAA inspectors — on May 17, 1985 we regained our Part 121 Certificate, which permits us to operate our larger aircraft (over 30 seats) in scheduled service.

I'll say this about the FAA teams that worked with us during these many months. The organization was cooperative — the individuals who inspected us were tough, demanding and professional, in the interest of flight safety. At times we were frustrated — and our people worked very hard — but in retrospect it was good for PBA and I respect the way our FAA goes about its business of insuring the highest standards of safety while promoting the development of aviation.

Today we are a new airline. But we retain the best of our old values and the traditional commitment to service. I feel we are once again in control of our destiny. We can assume our orderly growth with confidence — back to the top of the regional airline standings.

We can only prosper in the future with your support. Your satisfaction is a top priority to me and my management team. We want your comments and suggestions. If something isn't right, let me know. And if a PBA employee provides service "above and beyond the call of duty", I'd like to know about that, too.

In the months ahead, I'm confident you'll see our "Commitment to Service" reflected in every phase of your dealings with us. I hope you'll choose PBA for many, many flights in the future.

Sincerely,

C. Bill Gregg
Chairman and Chief Executive Officer

PBA

COMMITMENT TO SERVICE



"To operate a safe, reliable airline with clean aircraft maintained to the highest technical standard — to provide friendly, efficient and professional customer service — to market our product aggressively — to offer convenient air transportation services to our customers at the lowest possible fare — and to be a good corporate citizen in the communities we serve."

LETTERS . . .

One of the greatest assets of any business is the loyalty and support of its customers. Recently PBA offices in all cities have received an unusually large number of very fine letters from passengers, friends, officials, and others. It is an honor, as well as an expression of appreciation, to publish just a few, as well as excerpts, of these letters in this issue of the *FLYER*.

Dear PBA Staff:

These days, you probably don't receive many letters like the one I'm about to write. This is a nice letter . . . a love letter! As a professor at Florida International University, I have been a consultant to the Lee County School System for the past six years.

I fly PBA 40 or 50 times each year, between September and June; back and forth from Miami to Ft. Myers. I've been flying you folks for about five years . . . ever since Pan Am stopped flying into Page Field, Ft. Myers. But, as I recall, I opted for you as soon as I discovered that you flew the Miami - Ft. Myers route. You guys have always been younger, fresher, more friendly and willing to help. I've always liked your "STYLE"! In fact, we've been through a bit of history together . . . the new regional airport, going to Punta Gorda instead of Page Field . . . and several smaller crises. Those just served to make me feel closer to those nice folks who flew me, acted as ground crew, and manned the desks at both ends. You've always been absolutely professional . . . sometimes, refreshingly, even a bit human!

Recently, you've had your problems. I do not know how many of the allegations which have been leveled against you are true. I do know that I have never been on a PBA flight where a pilot did anything which could possibly have been considered unsafe or frivolous. I have never been refused a flight because you overbooked. I have never been on an aircraft which was flown after it had been discovered that something had malfunctioned (I have had that experience on your competition).

I do fly other airlines. I fly them where you folks do not go. I know the myriad ways an airline can screw-up a traveler's plans! It's just that you have been *SO GOOD* to me and your other passengers . . . and now, you've become "media fodder"! It makes me angry.

Please, when a customer says "Oh God, no . . . not PBA. I've read about them!" . . . please show them this letter. I trust you, and I trust that you will survive these trying times.

A satisfied and happy customer!
Michael J. Wagner, Ph.D.
Associate Professor of Education
Florida International University
Miami, Florida

I would just like to share a few thoughts with you, the management, owners and most importantly the workers of PBA.

Over the years I have found PBA to be the best run, most punctual and best equipped airlines in the country. With the exception of an occasional lost bag in the baggage collection station — I can say that I am most proud of you and well satisfied with your service.

Just a few months ago on a Friday morning I was awakened to find that our government, in an obnoxious and obvious but well planned case of overkill, had put into place what I felt was a misguided closure of PBA.

Because Key West was loaded with people, I spent the better part of that day on the phone rounding up the FAA folks responsible for that action. I didn't like their answers and came away from my conversations with them feeling that our federal bureaucracy had again managed to bog down private enterprise and stifle the American economic system without just cause.

I'm sorry it caused PBA to lose part of its fine won place in the industry. I'm sorry that many of you lost salaries, not to mention sleep, over our government's actions. I believe, however, that you all will weather this storm and that because of the concepts and philosophies of your Company,

you will again, like the Phoenix, rise up to become the Number One leader in your industry.

Keep smiling at your customers, stay positive and remember there are many of us out here that have faith in you and your business.

Edwin O. Swift
County Commissioner
County of Monroe
Key West, Florida

Sheer frustration motivates this letter — frustration at the continuing allegations in the press and on television regarding your airline and the fact that I never read or see any resolution to the charges, any deserved defense of the airline.

As a management consultant I travel a great deal — averaging well over a hundred thousand miles a year. Since I work out of Orleans on Cape Cod eight months and Palm Beach four months, most of my flights involved PBA connections. For eleven years I've ridden your Cessna 402's, the Islander, DC-3's, YS-11's, and Bandits.

No other airline, large or small, has consistently delivered me better service, more skilled flying, better customer relations in general, or on-time performance than PBA. All pilots I've ever traveled with have been first-class, safety-oriented, totally professional young men. Not the slightest indication of alcohol or drugs has ever been present, summer or winter, and I simply consider such charges as remotely credible . . .

I am not a PBA stockholder and have no interest other than fair play and to be able in the future to rely on PBA air travel as I have in the past. I am a very satisfied customer and would like the various regulatory agencies to know that there are many of us. If there is any way in which I can help PBA in this time of stress, please let me know.

Arch B. Johnston
Orleans, Massachusetts
and Lake Worth, FL

. . . Your personnel has always been friendly, helpful and most accommodating, such as the time I had only minutes between flights when returning to Cincinnati. Upon landing at Miami Airport your PBA personnel took me in an electric cart directly to the Delta terminal (at the other end of the airport), in a back door and up the stairs, arriving as the last passengers were boarding.

In the future I will certainly double check with PBA before flying any other carrier.

(Mrs.) Elaine L. Martin
Cincinnati, Ohio

To whom it may concern . . . I have been personally flying PBA for 3 years now. I fly 3-4 road trips per week year round. I have flown on almost all the equipments in the Northeast, and I have flown with most of the pilots. I always have found PBA personnel to be professional, efficient, and conscientious and have always went out of the way to please me. I have also been sending my crew of 10-20 people every week between EWB and ACK. I have nothing but praise for PBA — the management and the staff. You are all doing a great job. I feel 100 percent safe flying with PBA.

Please note that I myself am an instrument rated pilot and also fly my own airplane. I am fully aware of A/C operations and I will say again; I have never witnessed any wrong doing in 3 years.

Sincerely,
Mike Josefek
Coastal Assoc., Inc.
New Bedford, MA.

As a regular passenger for many years, I think our community ought to be very careful about bad-mouthing PBA. In spite of the recent trauma, it is our only proven commuter airline and has carried many thousands of Collier County residents dependably and safely since commencing service in Naples.

PBA has materially helped the business growth and enhanced the quality of life for many retirees and winter visitors in our area. I sincerely hope those involved, who live in our community, will cease the negative comments and injurious gossip about the airline and give it a chance to regain its place in "our sun."

No one has to fly PBA, but don't "shoot it down" unfairly.

H.E. Howard Jr.
Naples

We have strong feelings that the PBA airline company should continue to serve this community. We have been flying on PBA from Hyannis to Boston and New York for nearly five years. My husband is a regular passenger, flying once or twice a month on business. I don't fly as often — perhaps six times a year.

One of the delights in flying on a commuter and community-oriented airline is being able to fly "shotgun" or in the co-pilot seat whenever that seat is available — and we have taken advantage of that opportunity very often. Moreover, because we are "regulars" we've come to know many of the desk personnel at Barnstable Airport and at Logan Airport — and they know us.

In short, we are satisfied passengers. Luggage has been delivered to us at home when airline connections failed occasionally; all personnel have been courteous and helpful at all times; and we missed all that satisfaction when PBA was temporarily grounded.

We have every hope that the new management will succeed in every way to bring PBA back to full schedule here in New England, and we wish the company well.

Norma M. Oldfield
Brewster

Dear Mr. Culverhouse:

On behalf of the Greater Key West Chamber of Commerce I congratulate the management of Provincetown-Boston Airlines on its recent return, serving the tourism industry of this city, as a strong and robust air carrier. PBA has been a member of this Chamber since beginning operations here five years ago and has served the industry and the community in a commendable manner. We wish you continued growth and success in the years ahead.

Alton L. Weekley
President
The Greater Key West Chamber of Commerce

... In any event, I also hope you have success in meeting the challenges of the latest publicity and FAA activities. Your airline serves a vital link to Naples and your passenger bookings indicate a very significant segment of regional activity is flown by PBA. Good luck.

Frank A. Augustine, Col.
Confederate Air Force
Eagan, Minnesota

The PBA organization is a particularly important one to Key West. Our main industry is tourism, and PBA provides our tourists and citizens with an invaluable service. We appreciate the quality of PBA's service and the dedication of PBA employees, and hope to enjoy their presence in our island city for a long time to come.

Richard A. Heyman
Mayor, Key West

Editor:

It is unfortunate that a competent and respectable airline like Provincetown-Boston Airline (PBA) must continuously suffer the effects of unnecessary scapegoating by many, including the *St. Petersburg Times*. . . . but let's also stop kicking them when they're down — enough is enough.

One should also realize that due to the recent attention they are receiving, PBA is surely making efforts to prove itself once again to the public in that more rigorous safety measures are being imposed internally. Consequently, this airline is probably one of the safest commuter airlines in business today. Given these prevailing circumstances, we are more inclined to fly PBA.

Dana Ste. Claire
Barbara Preu
Sarasota

I believe it is about time someone printed something good about Provincetown-Boston Airlines. I am not a shareholder nor have I ever been. I am an ex-pilot who has been flying PBA for over 20 years.

I flew with PBA between Boston and Provincetown after I sold my plane in 1960. After PBA opened their Hyannis, Mass., operation I commuted on weekends until I retired in 1981. Since then, my wife and I have been flying PBA from both the Boston and the Naples areas.

In all of our years flying with PBA, we have never experienced a lowering of safety standards. I have seen baggage removed from planes both in Tampa and Boston to be placed on other sections or later flights. Most of our flights have been on PBA's smaller aircraft, when it is quite easy to observe the pilot. I have never witnessed slipshod operation.

As far as service is concerned, in my opinion, PBA is outstanding. Peter Van Arsdale personally tracked down my briefcase which I left on a plane in Tampa, and, at no cost to me, forwarded it to Hyannis the next day.

Whenever and wherever humans are involved there will be errors made both in judgment and action. I believe all airlines and aircraft manufacturers do their best to keep human errors to a bare minimum. If I didn't, I wouldn't fly on any airline or any aircraft; and I certainly plan to continue flying — on PBA and the rest.

Samule W. Croll, Jr.
Naples

... We truly appreciate the spirit of co-operation displayed by PBA toward myself and my group members by these and other staff members during that trying time.

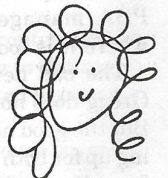
We have always felt that PBA was a fine and reliable airline. We sincerely hope that the problems that you have recently encountered are behind you and would like you to know that you have, as always, our continued support!

Sincerely,
Herbert E. Carlyle
Owner
Gulf Coast Travel, Naples

(From Employee Newsletter)

PRODUCTION — PRODUCING — PROGRESS — That's what you guys are doing out there, that's why our loads are increasing every day. Next comes advertising, and it begins in the next couple of weeks in the form of a radio jingle. Wait till you hear it! It's great (thanks, Rick Bishop). It will have to start slowly, on a planned budget, but that's all right, we have to start someplace, and this is the beginning. We've also started other ways to get our name out to the public. Hugh Culverhouse has been visiting many of our cities, North and South, and getting a lot of good press coverage. Feels good for a change to have good press.

Donna Fiala



New PBA Management



C. Bill Gregg

Bill Gregg is the new Chairman and Chief Executive Officer. He has been a member of the Board of Directors for almost two years, and assumed his present position February 1, 1985. He brings to the airline an extensive background in aviation.

After growing up in the midwest and graduating from the University of Oklahoma, Bill became a Naval Aviator in 1941. He flew from several aircraft carriers as a dive bomber pilot during World War II. After the war he alternated various flying jobs and shore positions, retiring from the Navy while a member of the faculty of the Naval War College in Newport, Rhode Island in 1961. From 1961 until 1966 he worked for American Airlines as Manager of Maintenance programs, Director of Maintenance Operations and Director of Technical Training. From 1966 until 1982, Bill was an executive with Eastern Air Lines. He started as Director of Aircraft Engineering, became Vice President, Passenger Services; and until his retirement from Eastern was Vice President Sales and Services Florida and Bahamas.

In the latter capacity he was responsible for the development of the close working relationship between Eastern and PBA that still continues today. As a golf enthusiast Bill was active in lining up teams for the Doral-Eastern Pro Amateur tournament held in Miami each year. He invited Old Man Van and Hugh Culverhouse to play in this event several years, and it was there that the friendship started which has brought PBA management and ownership to where it is today.

The bad news is that these days Mr. Gregg does not have much time for golf. But the good news is that things are looking up for both PBA and Mr. Gregg's time for golf.



Philip Ben-David

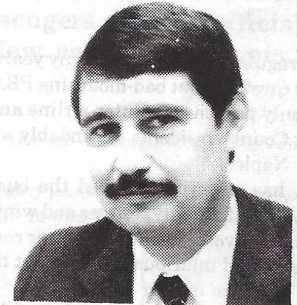
Philip Ben-David is the company's new Vice President-Operations. He was born and raised in the Boston area, going to Boston Latin and Newton High School before graduating from Syracuse University in 1966.

After college he learned to fly at St. Petersburg and later joined Air America, associated with the CIA in Vietnam, flying C-46 and C-123 military aircraft. In 1969 he joined El Al where he advanced to Captain on the Boeing 747. His El Al service was interrupted in 1975-76 for a leave of absence to fly in the Israeli Air Force.

In 1982 he returned to the United States where he first joined Air U.S. in Denver, then New Air in Connecticut as Vice President of Operations and Maintenance before accepting his present position in November. With Mr. Ben-David from New Air came Gene Hall who is Director of Operations Administration. Mr. Hall was previously with Frontier Airlines in Denver.

At Naples Operations Philip has instituted many changes, including a new Flight Control Center modeled on major carrier operations, a Flight Standards Division wherein check airmen report to a director, and standardization of training. Mr. Ben-David says that the computers in Operations now store 2,500 pages of information compared to the former 80 pages.

The next major project for the Operations Department is the training program for the YS-11 aircraft, which started on April 1 in time to have the aircraft operational for the busy New England summer season. Operations will also be centralized in Florida during the summer months, coordinating with the stations in the northern division.



Thomas C. Barber III

Tom Barber is PBA's new Vice President of Finance and Administration, as well as Treasurer of the corporation. He joined the company late in March and has been very active in reorganizing PBA's financial affairs.

Tom is a native of Virginia, graduating from Virginia Tech in 1966, and later attending the University of Southern California for a course in Aerospace Operations Management. In 1975 he received an MBA with honors from the University of Denver, following a curriculum in Business Management.

He served in Vietnam during 1968-69 as a Captain flying U.S. Army helicopters. He also holds a commercial pilot certificate with multi-engine and instrument ratings.

Tom has a wide business background that includes being a systems engineer, a stockbroker for Merrill Lynch, as well as owning and operating a dry cleaning business in Denver. His aviation background includes being chief financial officer for Air U.S., followed by the reorganization of Combs Aviation into Frontier Commuter at Denver.

Mr. Barber was first contacted by former PBA Chairman Ned Putzell in the fall of 1984. Upon arrival at PBA in 1985 he found staffing problems as well as those associated with systems and controls. He is encouraged by the dedication of the people who work for PBA. His first priority was to get control of cash and establish systems to solve the monetary problems that the company had recently encountered.

Tom says the future prosperity of PBA requires setting priorities and executing plans. He is confident the company will be successfully reorganized and achieve its past economic stature and reputation.

Flying Around With "Mr. C."



John C. Van Arsdale, Sr., (Old Man Van) and Hugh F. Culverhouse, Sr., deplane from one of the Bandeirantes in which they flew around Florida to meet employees and members of the media.

Over 35 years of ownership control of PBA changed on February 1, 1985. Hugh F. Culverhouse, Sr., an old golfing partner of C. Bill Gregg and John Van Arsdale, Sr. (Old Man Van), joined the PBA team.

In addition to financial assistance, "Mr. C." has embarked on extensive trips to assure PBA employees, the media, state and local officials, and others that he is sincere in his efforts to aid PBA and return it to its former position of strength within the regional airline industry.

Mr. Culverhouse has undertaken a rigorous personal schedule. He met with media representatives in New York February 13 and 14. On February 15 he held a well-attended news conference and met with PBA personnel at Boston's Logan Airport. February 18 he was also accompanied by Kathryn B. Creedy, editor of Commuter Regional Airline News and Old Man Van on a



At Tallahassee, Florida Attorney General Jim Smith (center) greeted George Kean, Station Manager Melia White, OMV and "Mr. C."

Bandeirante tour that met the employees and media at Tampa, Sarasota, Tallahassee, and Jacksonville.

Some of the reporters' questions that "Mr. C." had to field were sort of rough, to say the least; but he handled them with the smoothness and polish of the experienced lawyer that he is. Old Man Van's status on the trip was merely to indicate the support of the Van Arsdale family. In Tallahassee a courtesy call was made at the State Capitol to visit Attorney General Jim Smith. All contacts were very positive.

March 1 the Bandeirante visits to stations continued, this time with Miami U.P.I. business reporter Susan Postlewaite on board. PBA personnel and media met and questioned "Mr. C." at Miami, Palm Beach, Key West and Marathon. The mayor of Key West, a county commissioner, plus the president of the Chamber of



At Boston, PBA received extensive media coverage as "Mr. C." spoke and then fielded questions.

Commerce were on hand there for a very warm reception. At Marathon old time PBA supporter George Simone, accompanied by several Marathon civic leaders made it a special occasion. Mr. Simone pointed out that PBA started service there exactly five years ago on March 1, 1980, and the carrier was definitely Marathon's airline. Such cordial greetings in the Keys were heartening to all the visitors.

March 5 Mr. Culverhouse's visit was to the Naples headquarters of PBA. Media and PBA personnel met "Mr. C." at the airline terminal, operations, reservations, finance office, and PBA's large maintenance hangar. The theme continued as at previous stations to assure personnel that the outlook is positive, the airline is going back to the basics that made it profitable, pay off the debts it has incurred, and return to a program of self-supported growth.

May 13 "Mr. C." and Bill Gregg held a press conference in Jacksonville to announce new service from that city to Tallahassee and West Palm Beach. Mr. Culverhouse repeated his strong support for PBA.

As one of the personnel commented, "Mr. Culverhouse is a class guy and his visits have been a great tonic for morale."



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PBA Plans For Summer

PBA is making preparations to accommodate its typically heavy New England traffic for the summer of 1985. The company, unique in the Regional Airline industry in its strategy of shifting resources between two regions of the country to match seasonal peaking, essentially plans to duplicate the level of service provided to New England in the summer of 1983 and 1984. At the same time, current schedules in Florida have been increased, with the aircraft type being downsized to match demand.

During May and June, 9 Douglas DC-3's, and 5 Nihon YS-11A aircraft will make the annual migration from Florida to Massachusetts. These aircraft represent 560 seats of new capacity, and together with the existing 213 seats now in New England, represent 773 seats which can be in the air all at one time.

One addition, that will interest many PBA passengers, will be 10 non-stop flights operating between Nantucket and Boston. The innovative and always popular "Island Shuttle" connecting New Bedford with Nantucket and Martha's Vineyard resumed operations on May 23, 1985. Also, the "shuttle" will operate between Hyannis and Nantucket with hourly, no reservation service.



Five of the very popular 58-passenger YS-11's will cover the Cape Cod skies during the summer of 1985.

Twenty-two non-stop flights will operate daily between New York's LaGuardia Airport and Cape Cod, The Islands and New Bedford. Along with these flights, extra sections will be operated with the 58-passenger YS-11's as needed. FAA regulations prohibit airlines from operating extra sections into LaGuardia with aircraft of less than 56 seats, thereby making PBA the only airline serving Southeastern Massachusetts from New York with this capability.

Florida markets will be served with DC-3, EMB-110, and Cessna 402C aircraft. The DC-3's are used primarily be-

tween Key West and Miami, and the balance of the fleet in all other markets.

Employment for the summer months is expected to peak out at 750 in August. This number will be comprised of some seasonal personnel and a good number of employees who will be called back from the cutbacks made in February of this year.

It is anticipated that the summer season will make its usual strong contribution of traffic and revenues to the company and reaffirm PBA's leadership position in Southeastern Massachusetts and South Florida.