

How Well Do You Know Piedmont? Test Yourself On These Facts

1. Of Piedmont's fleet of 17 DC-3's, how many were originally built for use as commercial airliners?
(a) 17 (b) 8 (c) 2
2. What is the average landing life of a DC-3 tire?
(a) 2800 landings (b) 5600 landings (c) 7400 landings
3. How many charter trips did Piedmont fly in 1960?
(a) 200 (b) 127 (c) 96
4. What is the average age of Piedmont employees?
(a) 46 (b) 38 (c) 33
5. How many sales representatives, district sales managers and city sales managers does the airline division employ?
(a) 11 (b) 23 (c) 7
6. Piedmont's DC-3's consumed enough gasoline in 1959 to operate _____ cars for one year.
(a) 512 (b) 2,857 (c) 4,676
7. The hangar at INT has _____ square feet of floor space.
(a) 18,000 (b) 97,000 (c) 55,000
8. Of the above floor space, _____ square feet is radiant-heated, the largest radiant-heating job of its type in this part of the nation.
(a) 5,068 (b) 26,400 (c) 40,565
9. Piedmont Aviation, Inc. employs _____ people in its INT operations.
(a) 594 (b) 726 (c) 335
10. Piedmont's eight F-27's consumed enough kerosene in 1959 to heat _____ six-room homes for one year.
(a) 8,112 (b) 4,908 (c) 592

Answers:

1.—c; 2.—b; 3.—a; 4.—c; 5.—a; 6.—c (3,740,806 gals.); 7.—c; 8.—b; 9.—a; 10.—b (4,417,501 gals.).

Women Can Order Uniform Blouses

Women employees who are required to wear uniforms will be able to receive their new blouses by mid-February.

Supplied by the Ship 'n Shore Company, the blouses have short sleeves and are of white dacron-cotton blend with tailored pointed collars which can be worn either open or closed.

The blue Piedmont insignia will be embroidered a half inch above the pocket on the left side. The garments will already be embroidered on receipt.

The blouses will cost \$2.85 each, and can be worn with the old as well as the new uniforms. All ordering should be done on the company PA-4 form.

Since Ship n' Shore sizes tend to run slightly larger than normal, it is suggested that women try on a similar blouse locally before ordering to be sure of getting the correct size.

Further uniform notes: The hardware on the uniforms of Captains and First Officers has been changed and will now feature a new design for the wings and a sunburst insignia for the hat. Service stars and bars have also been eliminated.

HELICOPTER SERVICE . . .

(Continued from Page One)
ington National Airport, and the Baltimore Friendship Airport using either fixed wing or helicopter type aircraft.

In addition, authority was requested to operate by helicopter between each of the airports and downtown Washington and Baltimore.

A date for a hearing on the request for service has not yet been named by the CAB.

HALABY APPOINTED . . .

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fense for international security and in 1953 received the Arthur Flemming Award as the outstanding young man in federal service.

He is a member of the board of directors of the Flight Safety Foundation, Society of Experimental Test Pilots, and Quiet Birdmen.

February 22 is National Guard "Muster Day." The Day pays tribute to George Washington, who, early in his career, was a citizen soldier in the militia of Virginia.

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For every hour of flight by a U. S. scheduled airliner, there are about 19 hours of direct maintenance support.

Cecil Beasley - Aviation Lawyer

Cecil Beasley is a name known to Piedmont personnel as that of the company's attorney, but few of them know the man behind the name.

A calm, self-possessed appearing man, Beasley was born in Birmingham, Ala., and has practiced law before United States courts and federal administrative agencies since 1940.

His busy schedule doesn't leave him much spare time. Hobbies? "I'm afraid I don't have much time for those," he said. "I try to get some exercise by working on our lawn, but that's about as close as I usually get to outside activities."

Beasley is both a Princeton and Yale man, graduating cum laude from Princeton University in 1935, and receiving his LL.B. degree from Yale University in 1939.

He shows a keen interest in people and has a knack of shifting conversation from himself to the person with whom he's talking. When this reporter began interviewing him, she almost wound up being interviewed instead.

Mr. Beasley is active in a number of business, social, and professional organizations, including the Metropolitan Club, National Aviation Club, and the American, District of Columbia, and Federal Power Bar Associations.

Those who have met Beasley in his capacity as attorney for Piedmont usually visualize him

as he is when appearing before the CAB or one of its Examiners. Those appearances are only a small part of his role, however. For example, it takes at least 30 days to prepare a brief for a CAB case, requiring intensive research and double-checking to see that all elements of the case are fully covered.

When asked what he thought about Piedmont's future, he replied, "I think that all local service airlines have a tremendous future. Their potential is just being fully realized. I also think that Piedmont will be a leader in developing this potential—1961 is going to be Piedmont's year."

Beasley and his family live in Washington, D. C. His law firm of Kilpatrick, Ballard and Beasley is also in Washington at the American Security Building.



Cecil A. Beasley . . .



Attorney . . .



IN ACTION

THE PIEDMONT POSTMAN

Dear Sir:

On January 6 I happened to be at the Piedmont Airlines counter in Washington, D. C., arranging for transportation to Charlottesville. While one of your clerks was taking care of me, I could not help overhearing what happened to be an argument with one of your lady clerks, namely Miss Joanne Palva, and a very disturbed gentleman. After listening to the conversation for a few minutes, it disturbed me to no end to listen to the abuse this young lady had to take. However, she handled herself very discreetly

in trying to resolve this man's problem. Since I had about a half hour to wait, I left the area and returned about 20 minutes later, and "lo and behold," this man was still admonishing her. At this point I was tempted to step in. However, for some reason or other he left the counter quite abruptly.

I am writing this letter in order that she may get credit for doing a fine job in public relations. It is too often that these people are accused and abused for things that they have no control over.

For the past five years I have

been a pretty steady customer of yours and I must say that the two girls that you now have plus the men at the Washington counter do a very excellent job of helping people out.

Sincerely,
R. O. S., Charlottesville

P. S. Your people at the Charlottesville Airport should also be complimented for their courtesy and efficiency.

* * *

Dear Sir:

In the past few weeks I have had the opportunity to make reservations for a trip to and

from San Francisco through your company, and I could not have been more pleased with the service I was accorded. A Mr. Ross Gordon at the city ticket office handled my reservations and I would like to compliment him on his courtesy and consideration throughout the whole process.

Please accept my thanks for all your work, and I hope that I can have further dealings with you in the future.

Sincerely,
G. A. M.
Winston-Salem

Dear Sir:

May I commend you on your selection of employees Miss Cindy Tyler and Miss Peggy Duncan. When adversity in the form of mechanical difficulties occurs, they are very able to pacify distraught passengers and make unavoidable delays seem like a pleasant sojourn.

Your airline is to be congratulated on its ability to attract employees of this caliber.

Sincerely,
"Satisfied Passengers,"
P. A. O., W. E., C. W., A. B.
Cincinnati