

THE PIEDMONITOR

PAGE TWO

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Piedmont Aviation, Inc.
SMITH REYNOLDS AIRPORT
WINSTON-SALEM, N. C.



Editor: Cleta Marshall

Correspondents This Issue

Frank Reynolds, LYH; Susan DeMarco, TRI; Bob Steppe, CVG-F; Virg Flinn, PKB; Bruce Ball, LEX; Ruth Shumate, CRW; Shirley Sword, CMH; Gene Shore, GSO; Bob Bennington, FAY; W. J. O'Bryan, RIC.



VFR with Turby

In this issue The Piedmonitor presents a new column written by General Traffic Manager R. E. Turbiville. Known affectionately as "Turby" to hundreds of Piedmont employees, he is an aviation veteran who has been with the company almost from its beginning. To "Turby" we extend a hearty welcome and a "glad to have you aboard!"

I have been asked by the Editor, Miss Marshall, if I would write a column each month in the Piedmonitor on anything of interest that might be going on in our stations or on the airline. I am afraid there is not enough room in this publication to cover all things so I will endeavor to hit some of the high spots.

First, I would like to state that I might have a reputation for a "line of gab," but for putting it in writing — that's rather difficult for me.

It looks like a lot of schedule changes are in store for the next six months with the integration of the 404's. At this point, it looks like one each month until about June — proposed changes January 15, February 15, March 15, and again April and May.

I hear the Yule Season prompted a lot of good parties over the system. I wish I could have attended them all.

Good luck to Susan Demarco who is leaving us at TRI to accept employment as Stewardess for American Airlines.

When you get a chance, ask Captain George Malcomb what he said to Jack Gilbert on a recent flight — it's a good one.

See where Bill Clark, Station Manager, DCA, got his picture and a good story in the DCA Limo House Organ. The picture makes him look ten years younger than he really is, so you gals who don't know him, he ain't that good looking.

Will Jett, Station Manager, DAN, was in INT a few days ago. As you know, Will and Everett Wilson compile the Traffic Flow Reports from all the stations over the system each month, and he requests that you make your reports more legible and it won't take them so long to compile them. We thank them very much for their fine work on this report.

Oh, yes, speaking of Christmas Parties, the airport here had a "lu lu" (I understand—as I wasn't there). Sara Kelly (INT-SC) was doing the Twist and gave it too much right rudder, got it stuck and she is still not tracking yet.

Well, that's about all I know at this time, as I didn't get out much during December.

Anyone wanna bet you can't fill these 404's up? I say you can. Let's all work together this year, and it can be done.

P. S. Our Girl Friday, Wilma Cook, joined the "200 Club" in bowling last week with a 203 (she has a beautiful delivery).

Hamilton Appointed TRI Sales Rep.

General Sales Manager W. G. McGee announces the appointment of B. W. Hamilton as District Sales Representative for Knoxville, Asheville, Bristol, Kingsport, Johnson City, and surrounding areas. He replaces O. E. "Bud" Halsey who has transferred to Washington.

Hamilton is a native of Blountville, Tenn., and attended school there at the Holston Institute. In 1948 he joined Piedmont as an Agent at Tri-Cities. Later that year he began a tour of duty with the U. S. Navy and returned to Piedmont and TRI

in June, 1952. He served for a time at the Washington station and subsequently transferred back to Tri-Cities as a Lead Agent, a position he held until his present appointment.

He is a member of the Bristol Sales Executives Club and the Appalachian Traffic Club. Hamilton, his wife, and their daughter make their home at Anderson Heights, Blountville.



Hamilton

20 Year Men

Saunders, Cartwright Get Pins

As Piedmont matures the number of employees proudly wearing the diamond-jeweled 20 Year Pin is steadily increasing.

Two of the most recent additions — H. K. Saunders and Howard Cartwright — are among the best-known men in the company. As Vice President in charge of Operations, it is Saunders' job to see that the aircraft reach their destinations in a safe, routine manner; and as Director-Maintenance and Engineering, it is Cartwright's job to help make sure the mission is accomplished.

Saunders

Saunders joined Piedmont in 1942 as a Flight Instructor. There were 29 employees on the payroll in those days but more were added as the company became engaged in the Civil Pilot Training and War Training Service Programs.

In 1944 he joined the Air Transport Command and was assigned to the China-Burma-India area. Returning to Piedmont Aviation in 1946, he was promoted to Chief Pilot and in 1947 transferred to the airline division.

Saunders was made Director of Flight Operations in 1951, Director of Operations in 1952, and elected Vice President-Operations in 1953. He has been a Director of the company since 1957. A resident of Winston-Salem, he has four children and is married to the former Edith Chase.

Cartwright

Cartwright came with Piedmont in 1942 as a stockroom



President T. H. Davis presents 20 Year Pins to Howard Cartwright (left) and H. K. Saunders.

worker for \$10 a week. He found direct contact with aircraft more to his liking however, and soon transferred to fixed base as a Lineman. By 1943 he qualified for his A and E License, and worked as a Mechanic until he joined the Air Force in 1944.

Returning from the service he worked as an Inspector. Transferring to the air frame overhaul section he served as Lead Mechanic and Foreman. Then—Superintendent of Base Maintenance, Superintendent of Maintenance, and finally, Director-Maintenance and Engineering.

Cartwright is a native of Winston-Salem and attended school there. He is married to the former Edna West and they have two boys, age 11 and 7.

Both men were asked how it feels to have been working for the same company for 20 years.

Saunders replied, "It feels more like five years. There was never enough time to be bored. With things constantly changing there's always something new to be done."

Cartwright smiled and said simply, "It feels good."

THE PIEDMONT POSTMAN

Dear Sir:

I am a Marine here at Camp Lejeune. I would like to say a few words about the service given me at one of your branch offices here at the base.

Since I have been here, all my leave has come unexpectedly. So having to get transportation I tried all three major ways.

Miss Iris Gillikin has not only been kind but most polite in helping me. She has shown so much interest in her work and patrons that I thought that she should be thanked and congratulated by someone higher up in her field.

I am flying home again tomorrow because of her kindness and politeness. I do hope she is properly notified of her great work.

Sincerely,
H.A.R.
Camp Lejeune

* * *

Dear Sir:

In any public service industry I know from friends associated therein that virtually one hun-

dred per cent of all correspondence is in the nature of complaints. With this knowledge I feel compelled to write you a letter of gratitude for the manner in which your firm and personnel handled a serious error in a reservation for my daughter . . .

Through (another airline) we had an alleged confirmed reservation from Washington to Lynchburg, Va., on November 25. When my daughter arrived in Washington she discovered that the reservation was a myth and that you knew nothing about it. You very kindly assisted her in getting to the railroad station, you arranged her rail transportation to Lynchburg and she accordingly arrived at Sweet Briar College safely and on time.

I cannot begin to tell you how much we, her parents, appreciate this and my daughter's gratitude is also most sincere.

Sincerely,
H.R.C.
N.Y., N.Y.

Dear Sir:

This letter is in praise of your Steward on Flight 39, last November the 8th.

I suffer with arthritis and had very little time to change planes for Indianapolis at Cincinnati.

The Steward got in touch with the Delta office in Cincinnati and arranged to have a man meet us outside so he could get my ticket, etc. He took me by the arm and helped me to the plane for Indianapolis.

I could not have made my plane if it were not for his great kindness. Thanks to him.

Sincerely,
B.L.R.
Anderson, Ind.

(Editor's note — the Flight Attendant was C. B. Cross, Division Chief Purser).

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Dear Sir:

I would like to tell you how nice your employees have been to the passengers that were stranded in the Lexington air- (Continued on Page Three)

Remember When . . .

Seven Years Ago in the Piedmonitor

President T. H. Davis was chosen "Young Man of the Year" by the INT Junior Chamber of Commerce . . . The CAB granted Piedmont routes between Columbus and Charleston direct and between Columbus and Charleston via Parkersburg-Marietta . . . the biggest December in company history was recorded with a total of 24,036 passengers for the month.

Five Years Ago

Pvt. James Wilson of Swords Creek, Va., became Piedmont's 2,000,000th passenger . . . General Sales Manager W. G. McGee was elected Chairman of the Industry Interline Sales Committee at a meeting in Denver . . . R. C. "Cal" Murray was pictured with a pair of Pheasants he bagged at his Pambrick Farm, Iowa . . . In a New Year's letter to the employees, President Davis called for that "little extra effort," citing the coming year as "an ever increasing

challenge and opportunity for us all."

One Year Ago

The INT-GSO one airport hearing was held January 4 . . . a new crew base opened at ROA and Maintenance Superintendent John Rehder transferred there to help start work on the new hangar . . . Inauguration of service into FFT was given a pictorial review . . . Pete Martin, ROA, was chosen as the "Agent of the Month" for the Northeast Division.