

THE PIEDMONITOR

Piedmont Aviation, Inc.

Smith Reynolds Airport

Winston-Salem, N. C.

Betsy Allen, Editor



How Much Change

In the last ten years Piedmont Airlines has undergone nothing short of phenomenal changes.

Piedmont Aviation, Inc. in 1957 had 1003 employees working in 34 stations. As of September 30th this year we had 2574 employees in 45 stations. Ten years ago we were flying a total of 22 DC-3's. Today we have 32 Martin 404's, nine FH-227's, a Boeing 727 and an F-27. With the exception of one plane that will be returned by the end of the year, we have, today, bought, used and re-sold an entire fleet of F-27's.

The revenue passenger miles flown by Piedmont in 1957 totaled 83,807,654. Last month the Pacemakers covered 339,536,648 rpm's.

In 1957 more than half of us were not with Piedmont at all. Even so, we all realize the next five years will probably bring more changes than have the past ten.

How are we going to face the years between now and 1972?

Change is synonymous with progress. Our responsibility goes deeper than anticipating it, we must respond to it.

Piedmont's very survival is, and will, depend on our ability to make prompt changes in our operations to meet our customers' demands, to meet competition, to keep operating efficiency high and costs down.

Will we harbor tendencies to resist change in the light of certain disadvantages? Or will we be fair with ourselves and our company and consider the advantages just as thoroughly?

Piedmont doesn't pour us through a mold and expect us to come out with a standard attitude. But the company does try to hold to a high standard of quality in its products. Piedmont people by and large must be quality people, whatever their jobs.

To meet the changes we all know are coming in the next five years we'd rather be motivated than manipulated. Successful and smooth change earns cooperation while attempts at alteration only enforce compliance.

Statement By Nihon

Mr. Thomas H. Davis, Distinguished Guests, my dear friends of Piedmont Airlines, and Gentlemen:

This is a very memorable day for our Nihon Aeroplane Manufacturing Company and especially for myself because of the conclusion of a sales contract for ten YS-11A-200 aircraft to Piedmont Airlines with an additional ten aircraft to follow on an option. I believe this is also a memorable day for Piedmont Airlines in making the decision of adopting the Japanese made 60-seat airliners, as I am strongly confident that they will be lucrative instruments to expand and raise the glorious reputation of Piedmont Airlines.

The YS-11 aircraft is a fruit of all-out efforts of Japanese aeronautical engineering and leading aviation industries with strong support of the Japanese Government by which our Nihon Aeroplane Manufacturing Company was established in 1959. Since the debut of the first YS-11 aircraft in commercial service in April 1964, many improvements have been made to make the aircraft more valuable for commercial operation and it brought forth the YS-11A series, which are capable of carrying more payload from short runways. I believe a passenger airliner must have five important factors, namely, safety, speed, passenger comfort, easy maintenance, economical reliability and I am quite positive the YS-11A-200 aircraft will satisfy these requirements. However, I also understand our manufacturers support to airlines in spare parts supply and service engineering are very important to have the aircraft operation successful. Actually, there are more than 40 YS-11 aircraft serving in Japan, and other countries including 13 aircraft in the Philippines, Hawaii, Peru, and Brazil, and we are gaining a very high reputation from them not only in the performance of this aircraft but also in our support to these airlines.

Taking this memorable opportunity, I would like to promise to Mr. Thomas H. Davis that we will do our very best in our spare and engineering support to you in order to make your YS-11 aircraft operation successful to match the fine record and name of Piedmont Airlines.

Finally, I would like to express my sincere appreciation to all the people who contributed very kind and earnest support in consummation of this contract. I wish from my heart our nice relations with Piedmont Airlines will grow and strengthen the bridge of friendship between the United States and Japan.

Thank you.

Atsushi Miyamoto
Executive Vice President
Nihon Aeroplane Manufacturing
Company, Ltd.

Congrats

20 YEARS

Norris H. Young—Foreman, INT-FB

15 YEARS

G. T. Stack, Jr.—Division Chief F/A, INT

D. L. Hayes—Stock Clerk, INT

T. L. Hayes—Stock Clerk, INT

Helen L. Hopson—Agent, TRI

R. D. Dean—Capt., ORF

E. D. Akard—Agent, CVG

10 YEARS

M. R. Sink—Chief Mech., ORF

E. W. Wilkins—Lineman, INT-CPA

T. F. Finney—Sta. Mgr., GSP

G. A. Gentry—Ld. Agent, AVL

L. W. Salmon—Mech., INT-FB

H. L. Cox—Ld. Agent, HSP

N. B. Horton—Capt., ROA

5 YEARS

Hilda C. Parks—Key Punch Op., INT

M. Ann Pequignot—Ld. Agent, CVG

Linda A. Snow—Gen. Clerk, INT

S. K. Douglass—Agent, CMH

G. L. Herman—Jr. Spec., INT-FB

Isabel Johnson—Telephone Op., INT

Jackie J. Light—Agent, DCA

M. B. Bullard, Jr.—Agent, CRE

M. F. Hinson—Sr. Radio Tech., INT

E. F. Rivenbark—Jr. Mech., ILM

C. S. Potent—Sr. Spec., INT

W. H. Walker—Mech., INT

S. R. Poston—Cleaner, INT

N. F. Wilson—Jr. Mech., INT-FB

R. F. Waters—Sr. Mech., INT

E. J. Kutilek—Exc. Aircraft Capt., DCA

Around The System

NEW EMPLOYEES

J. R. Billings—Agent, GSB

K. C. Brown—Clerk, INT

S. L. Brown—Agent, ATL

G. M. Cheely—Agent, ATL

O. H. Gilland—Agent, TYS

W. T. Goodson—Agent, ORF

J. H. Haley—Agent, ROA

G. W. Hull—Apprentice, INT-FB

R. T. Miller—Agent, EWN

R. D. Mosher—Sr. Stock Clerk, DCA-FB

E. C. Ormond—Agent, ISO

W. B. Powell, Jr.—Instructor Training School, INT

Manville Puckett—Mech. Helper, ORF

C. N. Riddle, Jr.—Agent, CHO

K. V. Robinson—Agent, GSB

B. D. Shreve—Agent, LYH

J. D. Spivey—Agent, ORF

C. E. Taylor, Jr.—Agent, ATL

C. Thompson—Mechanic, INT-FB

G. E. Turner—Agent, ORF

J. A. Wright—Agent, DCA

J. D. Younger—Agent, LYH

C. K. Albright—Stewardess, DCA

P. K. Bell—Stewardess, INT

P. J. Del Sordo—Stewardess, ROA

M. S. Faulkner—Stewardess, ROA

E. S. Fleenor—Jr. Mechanic, ATL

K. T. Habisch—Stewardess, ORF

J. D. Hodges—Stewardess, ORF

J. D. Jones—Stewardess, INT

D. L. Lesser—Stewardess, DCA

H. M. Parkes—Flight Instructor, ORF

L. C. Parrish—Stewardess, DCA

L. E. Powell—Stewardess, ROA

L. A. Royleston—Stewardess, ROA

J. Salyers—Stewardess, ORF

R. S. Sherrod—Stewardess, TYS

J. A. Stokes—Stewardess, INT

B. A. Walsh—Stewardess, ORF

L. J. Whitman—Stewardess, DCA



VFR with Turby

Summer is over and my favorite season of the year is at hand. Have you noticed the fall colors this year? Particularly while flying!

Speaking of flying, Mr. Maynard L. Pennell, Vice President of Engineering and Product Development in Boeing's Commercial Airplane Division, states that possibly within the next twenty years commercial aircraft will be available weighing as much as one and one-half million pounds and carrying 1000 passengers. He predicts that airplanes will grow to 350 feet or more in length and will be even more economical than the high-capacity Boeing 747 which will be flying by the end of 1968.

The Boeing 747, weighing more than 700,000 lbs. and capable of carrying from 350 to 490 passengers, is 231 feet long and has a wing span of 195 feet. It will weigh 28 times that of a DC-3. WOW!

I was down for a visit with the fellows at GSP last week, and saw something new. I know you have seen and heard the doorbell that chimes out the tune "Home Sweet Home." Well, instead of the phone ringing at GSP, a chime goes off to the tune of "Who Do You Love?" Of course, the answer is the customer on the other end of the line.

* * *

The best thing to save for old age is YOURSELF.

* * *

Secret — Something a woman tells everybody not to tell anybody.

* * *

The trouble with being the best man at a wedding is that you get no chance to prove it.

TRANSFERS

R. C. Britt—CRE to SOP

E. G. Cooke—INT-SC to SOP

D. R. Moore—CRW to SOP

H. J. Gannaway—TYS to ATL

T. L. McMahan—ATL to ILM

Diane Rooney—INT to ILM

J. D. Sexton—INT to ILM

G. G. Walker—DCA to ATL

B. J. Ward—ROA to ATL

J. R. Durkin—LEX to ILM

R. D. Stewart—DCA to ILM

D. M. Vance—ROA to CHO

PROMOTIONS

R. J. Edney—ROA, to Sr. Mech.

L. G. Brooks—SOP, to Lead Agent

J. V. Head—ILM, to Lead Radio Tech.

E. F. Rivenbark—ILM, to Jr. Mech.

S. W. Welch—INT, to Sr. Steno.

R. W. Kelley—ROA, to Jr. Mech.

E. M. Stultz—ROA, to Util. Serviceman

V. L. Tolley—ROA, to Util. Serviceman

B. E. Parrish—INT, to Director—Station Facilities

W. H. Barnard—ROA, to Jr. Mech.

J. E. Brown—ROA, to Jr. Mech.

O. Davis—ROA, to Util. Serviceman

J. T. Gibson—ROA, to Lead Mech.

J. P. Coon—ROA, to Sr. Stock Clerk

J. R. Johnson—INT, to Supv.—Catering Services

D. W. Rimel—INT, to Radio Tech.

PIEDMONT SIGNS . . .

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power unit and many other accessories and components are supplied by U. S. manufacturers.

The purchase price of the ten airplanes along with spare parts, training and ground support equipment totals \$22,500,000.

The YS-11 is used extensively in Japan, the Philippines, several South American countries, and in the U. S. by Hawaiian Airlines.

"This new major step by the company," Davis added, "is another move to assure our customers the very best transportation service. This order also reflects our confidence in the continued growth of the great area we serve. We are certain that Piedmont and the people we serve will profit from the use of this fine, new transport aircraft. We believe it will pay dividends to our customers and our stockholders."

