

INTERESTING INTERLINING

DEFINITELY NEW AND DIFFERENT the airline division of Antilles Yachting Service in St. Thomas, Virgin Islands is offering a discount rate to Piedmont employees on bareboat yacht charters. One 30-foot Pearson Wanderer "Sea Song" sleeps 4/5 people and is available this winter for \$350 for 7 days — regularly \$455. The centerboard sloop is clean, fully-insured and well-equipped. Charter price covers everything except food and drink and includes linen and towels, galley equipment and charcoal grill, swim ladder and snorkeling equipment, life jackets, compass, dinghy and gas for the 30 horsepower marine engine. Also available are Cal 34 sloops accommodating 6 people at a special rate upon application. Lower rates prevail on all boats after April 30. Only one member of the party must be an airline employee and discount rates are available only through the Airline Division of Antilles Yachts, Box 375, John F. Kennedy Int'l. Airport, Jamaica, New York 11430. Write for full information.

LONG LINES

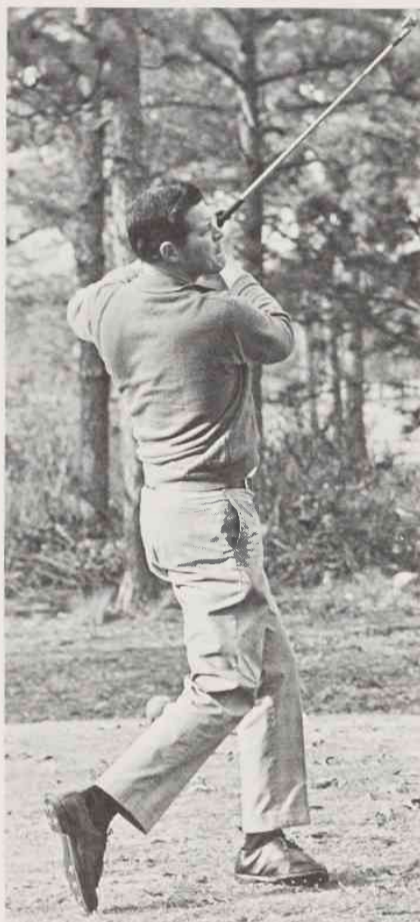
Since Piedmont's long line is one of, if not the most successful of our modes of communication, we thought a column by the same name might be a good way of mentioning some of the small, but newsy things of interest that go on around the system. Any contributions you might have will be more than welcome. Address them to the Editor, Piedmonitor, INT-ZY.

Division Supervisor C. B. Nutt reports that Elizabeth City holds a record for employees being on the job. They have not had a day of absenteeism due to illness for five consecutive years, with the end of the calendar year 1970. Station Manager Claude Kiger says there was one absence in 1965 and that has been the only day missed by any of his people in ten years. Definitely a great record. Can any other station top it?

Two additional telephone lines have been added in the credit union office. The numbers there now are 767-5368, 767-5333, 767-5369 and 767-5334.

United Fund Chairman Audree Long has announced the final results of last year's Company campaign in the home office. Contributions totaled \$12,233.92, marking a 16% increase over last year. Participation was 51% and the average was \$17.13 per contributing employee.

J. Ritter reports that 747 traffic is increasing at Dulles International. He goes on to say that "the Dulles jet ramp accommodates the big birds easily and it's not unusual to see three or four of them out there these days. The jet ramp is a quarter of a mile out from the terminal building and schedules allow 15 minutes to bring a mobile lounge full of passengers into the terminal building. If all goes well, the baggage gets off loaded and trolled into the baggage tunnel (which runs lengthwise thru the center of the terminal at ground level) within that same 15 minutes, give or take another five. Piedmont's junior size 737 unloads right at the base of the tower in the center of the terminal building but our baggage carts have to run around to the end and zip in through the tunnel to our baggage area, in the center again. It takes a good 10 minutes for our baggage to make it — for pick up or transfer. When transfers are being made from jet ramp carrier to jet ramp carrier, the book says 15 minutes legal transfer time but the schedules allow 15 minutes in-bound and 15-minutes out-bound for mobile lounge movement, making it 45 minutes for any necessary swift transfer of baggage. When transfers are being made to or from PI to a jet ramp carrier, we actually have only 30 minutes to get baggage to or from the other carrier since we have no extra lounge time built into our schedules. If the transfer is from local carrier to local carrier (meaning PI, OZ, and SO here at Dulles now), neither carrier has any extra lounge time in their schedules and, if we're held to the 15 minutes legal time, it takes fast handling and swift careful driving to make it around the wide open spaces at Dulles. We're grateful for our long runways and our compact 'easy on the passenger' terminal building, but when you begin ticketing all these passengers who'll be riding out this summer to LON, LAX, etc., please remember that a tight transfer really makes it tight for PI, and our ramp equipment just can't take hot-rodding it.



GOLFERS SEEM to run in the family, at least at Piedmont. Shown here is Wilmington agent Joel Gibson watching a drive just before he won the Fall Tournament Championship at the Wilmington Golf Club last month. Prior to joining Piedmont Gibson was a major league pitcher with the Philadelphia Phillies and the Chicago White Sox.



SENIOR VP BOB NORTHINGTON marked his 25th year with Piedmont at the last service pin luncheon, held in December. President Davis, at left, did the honors.



BRANIFF INTERNATIONAL recently presented Piedmont entire Fayetteville staff with its Interline Appreciation Award. Chief Agent Bob Jackson, left, and Manager Bill Wooten, center, are shown here as they accepted the certificate from BI Sales Rep Joe Walker.



TRAINEES FROM THE FAR EAST also include, in the usual order, R. McLin, G. R. MacClelland and J. F. Treacy. (See photo below).



AN INTERNATIONAL TRAINING program has been going on at Piedmont's pilot training center. These men are YS-11 captains for Japan Domestic Air Lines and have been in ground school in Winston-Salem for several weeks. First row, from left, PI Instructor L. L.

Hubbard, C. A. Weitzel, J. R. Spence, R. C. Ammon, J. C. Rhodes, P. Rideout, W. L. Blair and PI Instructor E. S. Fleenor. Back row, in the same order, R. E. Frazier, F. S. Plonoski, R. W. Emery, D. Michaelis, W. R. Hayes, L. Martin and PI Instructor G. W. Brown.