

Congratulations

35 Years

L. J. Lambert, Jr.—Inventory Specialist, INT

30 Years

P. Alexander—Manager, Data Processing, INT
 M. E. Stokely—Captain, ORF
 E. L. Hurt—Mechanic, INT
 P. N. Lyons—Cleaner, INT
 J. M. Riggs—Technician, INT-FB
 D. B. Johnson—Lead Mechanic, INT

25 Years

B. J. Heflin—Station Supervisor-Customer Services, LEX
 R. F. Myrick—Senior Stock Clerk, INT-FB
 W. R. Gordon—Assistant Chief Dispatcher, INT
 S. L. Kelly—Senior Res Agent, CRO
 C. W. Morrison—Dispatcher, INT
 T. Farrington, Jr.—Station Manager, BLF
 B. R. Barnes—Captain, ILM
 E. E. Pickel—Agent, TRI
 T. J. Johnson—Station Senior Supervisor, HTS

20 Years

D. E. Collins—Maintenance Line Foreman, INT
 R. R. Gabriel—Assistant to Director, Business Aircraft, INT
 D. G. Moles, Jr.—Technician, INT-FB
 K. L. Wood—Mechanic, ILM
 R. L. Mann—Captain, INT
 G. W. Lancaster—First Officer, ILM
 W. W. Wishon—Mechanic, INT
 B. J. Barnhardt—Mechanic, INT
 F. R. Krynicki—Lead Mechanic, ILM
 J. L. Elmer—Technician, ORF-FB

15 Years

R. N. Johnston—Customer Service Manager, ATL
 S. R. Collins—Station Manager, ILM
 S. T. Quinn—Agent, LYH
 B. W. Williams—Stock Clerk, INT
 J. Maffett—Chief Porter, ATL
 L. A. Clyburn—Station Senior Supervisor, FAY
 C. K. Carter—Manager, B-727 Flight Training, INT
 J. E. Grubb—Senior Stock Clerk, INT-FB

10 Years

J. J. Minkley—Agent, GSO
 J. M. Viar—Agent, ATL
 J. J. Beaver—Flight Attendant, ATL
 B. L. Lilly—Flight Attendant, ORF
 M. L. Rudrow—Flight Attendant, ATL
 C. J. Smith—Flight Attendant, INT

S. K. Spradlin—Flight Attendant, ROA
 R. R. Becker—Mechanic, INT
 O. E. Shinlever, Jr.—Senior Res Agent, CRO
 S. C. Vogler—Revenue Auditor, INT
 R. L. Yates—Agent, CLT
 C. M. Childress—Technician, INT-FB
 J. R. Sanford—Agent, DCA
 S. B. Pack, Supervisor, CRO
 D. L. Kmiec—Agent, ORF
 D. R. Lineberry—Administrative Secretary, INT
 C. W. Bratcher—Janitor, INT-FB
 M. L. Sloan—Interior Cleaner, INT
 V. J. Pitts—Revenue Auditor, INT
 M. F. McKeown—Office Services Clerk, AFB
 S. G. Via—Technician, INT-FB
 R. F. Smith—Mechanic, INT

5 Years

M. E. Gardner—Mechanic, INT
 A. L. Richardson—Line Serviceman Supervisor, ORF-FB
 A. Cuthbertson, Jr.—Cleaner, INT-FB
 G. H. Brandt—Technician, INT-FB
 T. W. Sharpe—Chief Flight Engineer, INT
 M. R. Thompson—Janitor, INT-FB



First 35-year retiree

When E. L. Headen, at left, said goodbye to his co-workers and Vice President-Maintenance H. M. Cartwright, right, the latter part of January, he became Piedmont's first employee to retire with 35-years of service. Headen was the Company's original radio man. At the time of his retirement, officially March 1, 1980, he was an inspector in the avionics shop.

Around the system

Transfers

V. B. Bouldin, CVG to DCA
 G. B. Hutchinson, EWN to ISO
 O. W. Stewart, EWN to ISO
 C. M. Moore, CHO to ORF
 L. W. Wall, EWN to ISO
 R. G. Brooks, EWN to OAJ
 R. F. Vogan, EWN to ISO
 L. E. Arthur, EWN to RDU
 C. F. Ray, EWN to OAJ
 L. M. Falkenberg, INT to DCA
 D. L. Lewis, EWN to RDU
 D. L. McKinney, BKW to RDU
 R. J. Wisner, OAJ to BLF
 C. W. Brown, Jr., DCA to ORF
 V. C. Brunelle, INT to ORF
 P. V. Wyatt, INT to BNA
 J. M. Richardson, RDU to MYR
 J. T. Burger, INT to TPA
 T. W. Defosses, AVL to TPA
 C. E. Matthews, INT to BNA
 J. L. Talbert, CLT to TPA
 S. W. Swortzel, INT to IAH
 A. L. Burge, MYR to IAH
 J. A. Bailey, ORD to IAH
 J. D. Elrod, Jr., INT to BNA
 R. E. Deane, INT to FAY
 J. S. Rosado, SDF to ORD
 G. E. Stanley, ROA to ORD
 M. Q. Toperzer, ATL to ORF
 C. C. Taylor, INT to ATL
 R. A. Jeffords, Jr., INT to ORF
 L. A. Caamano, ORD to IAH
 D. F. Mazyck, INT to ILM
 R. A. Sears, ROA to ORF
 R. C. Grinstead, ATL to INT
 D. Bowen, INT to ORF
 R. D. Morgan, CAE to RIC
 R. R. Halcomb, LWB to ORF
 M. M. Ballard, RDU to MYR
 A. F. Wilhelm, ROA to RIC
 D. B. Rawls, ATL to ORF
 L. G. Nemeth, ATL to ORF
 J. B. Knight, INT to ORF
 H. E. Robertshaw, ATL to ORF
 L. D. Bowen, ATL to ORF
 A. C. Marlowe, ROA to ORF

Retirees

E. T. Jordan, Stock Clerk, INT
 R. B. Swartz, Captain, ORF
 L. H. Hand, Assistant Director—Line Maintenance, INT
 D. F. Johnson, Mechanic, INT
 J. R. Giles, Mechanic, ROA
 E. L. Headen, Inspector, INT

Piedmont Airlines Presents A Short Course In Plane Geometry.

Chicago

Denver

You don't exactly have to be a mathematical genius to see that the fastest way to get yourself from Point A to Point B is not by going through Point C. And yet that's what airlines have always expected you to do, if you wanted to fly from Nashville to Denver. They've taken you north through Chicago and St. Louis. South, through places like Dallas, Memphis and Little Rock.

Amazingly enough, every other airline still does it that way. The only one that doesn't is Piedmont.

While everybody else is circling one airport or another, we fly you nonstop to Denver in two hours and 47 minutes. That's at least an hour faster than anybody else can get you there. Two, even three, hours faster than some.

We've also scheduled our 727 nonstop jet service so that, once you're in Denver, you can make easy connections for 26 more cities all over the West and Southwest. Cities like San Francisco, Los Angeles, Honolulu, Las Vegas, Phoenix and Aspen, to name just a few.

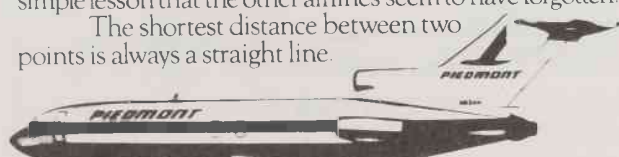
So, the next time you need to fly from Nashville to Denver, we hope you'll remember Piedmont.

Because we still remember this simple lesson that the other airlines seem to have forgotten: The shortest distance between two points is always a straight line.

The Denver Connections.

| | | | |
|--------|--------|--------|--------|
| ALASKA | ALASKA | ALASKA | ALASKA |
| ALASKA | ALASKA | ALASKA | ALASKA |
| ALASKA | ALASKA | ALASKA | ALASKA |
| ALASKA | ALASKA | ALASKA | ALASKA |

| | | |
|---------------------|------|------|
| NASHVILLE TO DENVER | Time | Time |
| Denver | Time | Time |
| DENVER TO NASHVILLE | Time | Time |
| Nashville | Time | Time |



Piedmont. The Only Nonstop Service To Denver.

Explicit expressions

say what is meant. And that's exactly what Piedmont's been doing with its recent advertisements. A story about our new ad agency and the men behind the succinct statements is on page seven.

Some of them have even taken you back east, through Atlanta. And not only did you have to change planes; about as often as not, you also had to change airlines. So you lost time, probably patience, and occasionally your luggage.