

PIEDMONT POSTMAN . . .

(Continued from Page Two)
in two of your airports couldn't have been kinder if I had been their own Aunt Minnie.

I flew . . . from Pittsburgh to Bristol, where two young men from your office pushed me in a wheelchair (I am lame) and put me in as cool a spot as was available on a very hot day. They were also careful not to put me aboard your plane to Asheville until it was necessary, because they knew it would be hot on board.

At Asheville, where relatives met me, a man was waiting with another wheelchair, although I had not requested it. He made sure I was safe in my family's care before he considered his duties completed.

The airport at Pittsburgh was equipped with all sorts of people and equipment to make such services easy, but I felt that what your men did at Bristol and Asheville was beyond the call of duty. It all adds up to a feeling of eagerness to go traveling again.

Sincerely,
G.D.T.
Meadville, Pa.

* * *

Dear Sir:

With all the criticisms that the airlines have been subjected to recently, I have been one of those who have felt very strongly that many of the airlines were losing the good will of the traveling public.

This letter is being written for the purpose of complimenting one of your employees, a Mr. Leonard Martin, who recently helped me during a plane change in Atlanta.

I am not accustomed to writing letters either pro or con on the subject but feel that in those cases where compliments are warranted that recognition be accorded to those who give such helpful service.

I am sure that you like to hear these things about your people.

Sincerely,
C.C.P.
New York, N. Y.

TCA Interliner



"This is our Airline Special Suitcase, just set the dial to the length of your flight and a tape recorder automatically screams 'take me to your supervisor' when the time's up!"

Airlines Create Needed Safety Devices

ATA—In addition to observing the highest safety standards required of any segment of aviation, United States scheduled airlines observe service and operational policies above and beyond what is required of them.

They have exercised leadership and use of many safety devices and procedures. Included are:

- * Creation of the nation's first air traffic control service
- * Pilot-operated airborne weather radar
- * Anti-collision lights on aircraft
- * Reversible-pitch propellers, and thrust-reversing mechanisms for jet engines
- * Preventive Maintenance—thorough aircraft inspections at frequent intervals, and replacement of parts at prescribed intervals whether or not they need it
- * Swift notice to all airlines of a problem encountered with an aircraft of any one airline
- * A policy of flying under instru-

ment rules and procedures even in good weather when operating above specified altitudes, as an added measure to assure safe separation of aircraft in flight.

Many of these developments have been adopted as standard requirements by the Civil Aeronautics Administration and its successor, the Federal Aviation Agency.

FAA Issues Disaster Guide For Airports

A new guide to assist airport operators plan what to do in case of a nuclear attack has been prepared by the Federal Aviation Agency. The guide outlines steps to be taken so that airports may continue to function in the event of an attack.

Applicable to all sizes of airports, the Airport Disaster Control Guide is now being made available to airport managers through FAA Airport District Offices by the Agency's Airports Service. Special briefings to acquaint communities with the importance of pre-emergency planning will be available in conjunction with the distribution of the 36-page booklet.

The guide was compiled on the basis that airports, including smaller fields, would be critical to national recovery in a post-attack period. It provides technical guidance to help insure continued operations at airports in a national emergency. It outlines the positive steps that can be taken immediately, in cooperation with local government and defense agencies to reduce or avoid problems of attack recovery.

The guide suggests assessing existing airport facilities and making an inventory of equipment, as well as acquiring devices for detecting radioactivity. It shows how to plan an airport disaster control organization and urges periodic training of airport personnel. It covers information on warning systems, recommends fallout shelters for protecting airport employees and transients, and the acquisition of special emergency equipment and supplies needed in case of disaster. Such areas as evaluating and reducing the vulnerability of airports to attack and other emergency conditions are covered.

Remember When . . .

Seven Years Ago In The Piedmonitor

Capt. Zeke Saunders received jet indoctrination training in T-33 aircraft at Moody AFB, Valdosta, Ga., in order to learn the problems facing operators of jet airplanes . . . Mrs. Louise Christenbury was welcomed as a newcomer to the INT office . . . Bob McAlphin and his bride of two months were welcomed to CLT.

Five Years Ago

TRI staffers celebrated a "4000 party" by downing 45 steaks . . . Madge Lanier left DCA to go to CLT . . . The RDU crew thanked Wallace Kerr for tossing a weiner roast for them

at the Durham Police Range at Lake Michie . . . Cliff Rowe was made Asst. Superintendent of the Engine Overhaul Shop, and Jack Rowe became Foreman in Charge of the Cylinder Department.

One Year Ago

The new ROA hangar was dedicated with John Rehder in charge . . . Tommy Young of CLT was voted "Agent of the Year" by the area's Airline Progress Committee . . . September 1 was an all-time high day with 2,275 boardings . . . Joe Fix became the fifth employee to sport the diamond 20-year pin.

Around The System

PROMOTIONS

- J. F. Johnson to Sales Mgr., Parts and Accessories, INT-FB
- C. W. Gough to Asst. to Vice Pres., INT-FB
- G. A. Burton to Ld. Agt., DCA
- L. H. McMahon to Chf. Agt., ROA
- J. A. Lawrence to Ld. Agt., CAE
- E. G. Cooke to Chf. Agt., MRH
- T. R. Cowen to Dir. Res. and Tickng. Ser., INT

TRANSFERS

- George N. Irwin, INT to ORF
- H. O. Norton, INT to ORF
- J. W. Gaither, MBC to SOP
- D. B. McGregor, MBC to SOP
- J. D. Brown, TRI to TYS
- W. D. Mercer, ATL to TYS

NEW EMPLOYEES

- Robert Conner, Jr. Mech., TYS
- Glenn Johnston, Oper. Agt., DCA
- Joseph Mahlbacker, Jr. Mech., INT-M
- James Wiltsey, Jr. Mech., INT-M
- Donald Craver, Util. Ser. Man., INT
- Billy Heath, Util. Ser. Man., INT
- Diane Hettrick, Comm., DCA
- Terry Wimbish, Lineman, CPA
- Jean Trainor, F.A., INT
- Emily Baker, F.A., INT
- Virginia Gregory, F.A., INT
- Deborah Smith, F.A., INT
- Carol East, CTO Agt., ATL
- Robert Kadlec, Dir. of Research, INT
- Carl Martin, Ramp Agt., ROA
- Kathleen Gateley, Res. Agt., DCA
- Howard Lewis, Oper. Agt., BAL
- Patricia Laffoday, Oper. Agt., FLO
- Billy McKay, Oper. Agt., FLO
- Emil Jayne, Oper. Agt., DAN
- Joseph Burton, Oper. Agt., DAN
- Rita Tallevast, F.A., INT
- Gwenda Cobb, F.A., INT
- Joe J. Hall, Jr. Spec., INT
- Curtis Jarrett, Cleaner, INT
- Harvey Chinlund, Charter Pilot, INT
- Linda Snow, Gen. Clrk., INT-P

BIRTHDAYS . . .

(Continued from Page Two)

- M. D. Keever, HKY10
- J. Y. Spencer, F/O, INT10
- J. A. Taylor, INT-FB10
- C. C. Vogler, CPA10
- H. D. White, DCA10
- C. K. Brock, F.A., ROA11
- C. A. Carlson, DCA11
- E. O. Carr, DCA11
- Mary Nell Carson, INT-A11
- R. C. Shanks, SDF11
- W. H. Taylor, CAE11
- A. N. Booth, F/O, DCA12
- G. D. Deisher, ROA12
- Jean Dial, DCA12
- O. R. Dietz, F.A., INT12
- W. D. Hall, INT-M12
- Carol Johnson, INT-M12
- Joyce O'Neill, CVG-CTO12
- B. L. Padgett, ILM12
- W. M. Shelton, INT12
- R. A. Brown, INT-M13
- P. N. Masterson, SDF13
- R. K. Waugh, HTS13
- T. R. Smith, INT-M14
- Kay Kratz, F.A., DCA14
- C. R. Young, INT-M14
- C. Gordon Brown, Vice Pres., INT-E15
- Sylvia Evans, INT-FB15
- L. L. Fermeck, INT-M15
- D. W. Hollar, INT-FB15
- W. T. Hurst, F/O, ILM15
- H. T. Robbins, INT-M15
- J. W. Starr, TRI15

Work after retirement age counts toward social security just as work before that age.

Which Would You Pick?



A picture with a pretty girl can help draw attention to everything from yogurt to tractors. So, it was reasoned, why not send a picture of a pretty girl to several newspapers over the system to help promote the new quick reference schedule? Lovely INT secretary Barbara Trivette posed with the yards of IBM paper which helped to make up the new schedule, and the above photographs were the result. Only one could be used — which one would YOU have chosen? (P. S.—final choice was the one on the upper left).

Congrats

15 YEARS SERVICE

- Laurence H. Jackson, Supt. Prod. Control, INT, September 1
- Chester Nutt, Div. Sta. Supvr., RDU
- Robah R. Carter, Mech., INT-M, September 2
- Ross H. Easley, Foreman, INT-M, September 2
- Virgil A. Howard, Foreman, INT-M, September 5
- Tommy M. Goodson, Capt., ILM, September 28

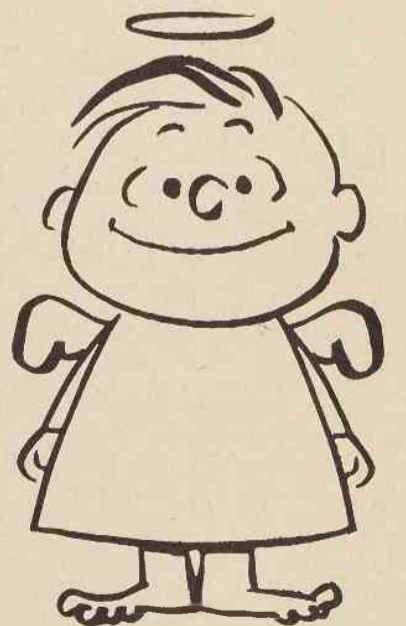
10 YEARS SERVICE

- Kenton T. Cale, Mech., ILM, September 2
- Edward L. Smoot, Ld. Agt., BAL, September 3
- Foy E. Grubb, Mech., INT-FB, September 8
- Dwayne K. Jones, Agt., FAY, September 11
- Joseph E. Roy, Jr., Mech., INT-M, September 17
- Robert F. Highsmith, Mech. Spec., INT-M, September 29
- Richard S. Totten, Helper, INT-FB, September 29

5 YEARS SERVICE

- William E. Sebastian, Radio Tech., INT-FB, September 16
- Carl S. Lipscomb, Agt., CRW, September 23

EVERY GOOD GUY



GIVES THE UNITED WAY