

THE PIEDMONITOR

PAGE TWO

MARCH, 1963

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



Editor: Cleta Covington

CORRESPONDENTS THIS ISSUE

Johnnie Newell, CLT-F; Bob Wylie, ORF-F; J. P. Wheeler, RDU; Roger Greenlaw, SHD; Peg Pequignot, ATL-R; Ruth Shumate, CRW; Peggy Edmondson, DCA-CTO; Joe Robertson, BLF; Glenn Shanks, PSK; Gene Shore, MBC; Virg Flinn, PKB; Frank Reynolds, LYH; Marie Prillaman, RIC; Naomi McGuinn, AVL; Don Pierce, CHO; Fred Classey, HKY; Elaine Sturr and Bob Steppe, CVG-F; Tommy Young, ATL-O; Frank Slone, RMT; Flo Merritt, CAE.



VFR with Turby

Well, my last ride was on "ole 40V" February 20 — for PAI DC-3's. It was quite a "sentimental journey" for all of us aboard.

Also, I was among those who received their Service Pins at the luncheon given by Mr. Davis for out-of-town-employees. Mine was for fifteen years — my, don't time fly!!!

I would like to apologize for the error made by someone who failed to print what I had written about the station personnel on that first day of operation on February 20, 1948. (CVG was left out in error — I had them on my copy). Well, anyway, at CVG there were Tom Cowen, Station Manager; Pete Jones, Ed Best and Ed Laskowski, Agents. That was the total station complement and it is noteworthy to state that all these fellows are still with us. Now, boys, am I forgiven?

You might be interested in knowing we will move the entire Lawrence Welk Band on the second section of Flights 43 and 501, BAL-CLT, on April 1.

Well, we've got another round of steak dinners started, so take it easy — you have several months to have them. It would seem to me that late spring or early summer would be a good time to set them up, but anyway, will try to make as many as possible. Sorry I didn't get to CVG's on March 9 — hear they had a good time.

MUGWUMP—A man sitting on a political fence with his mug on one side and his wump on the other.

MONOLOGUE—An argument between a man and his wife.

SECRET—Something a woman thinks is too good to keep.

ATA Surveys Travel Preference

The Air Transport Association's Travel Research Committee recently announced the results of a survey taken last August and September of 1200 "auto travelers" to Florida.

It was the second Florida survey in a series of research efforts conducted by the airlines' program to test and broaden the air travel market.

The survey revealed the following attitudes of the 1200 auto travelers toward air travel:

They favor air travel: 48 per cent said they "strongly favored" and 22 per cent said they "moderately favored" air travel. "No particular feeling" was voiced by 23 per cent, while five per cent "did not favor" and two per cent "strongly disfavored."

They believe air travel is safe: 46 per cent said that "plane travel is safer than auto travel" and 46 per cent said it is "about as safe." Seven per cent felt that plane travel was less safe than auto.

Most of them have flown: 65 per cent said they had flown before.

Air travel first choice after auto: although 88 per cent said they did not consider any other means of travel to Florida, air was mentioned five times as

often as train, and ten times as often as bus by the 12 per cent who did consider other means.

Agent's IQ Corner

by Tom Cowen and Bob Reed

Question—An Issue Wire is received from another carrier and in addition to advising the amount collected, it states to issue \$50 to the passenger for expenses. How is this accomplished?

Question—A customer in ILM has a shipment consisting of seven pieces at 165 pounds which he wants shipped as air freight to a consignee in CVG. Four of the cartons contain live tropical fish and weigh a total of 90 pounds. The other three cartons contain aquariums and weigh a total of 75 pounds. The customer is charged \$14.70 for the air freight transportation. How is this computed?

(Answers on page six.)

Happy Birthdays

APRIL

R. G. Harr, F/O, TYS	1
J. T. Holton, ROA	1
J. T. James, INT-M	1
R. A. Sandberg, ROA-M	1
W. R. Taylor, ROA-M	1
Barbara Trivett, INT-P	1
W. A. Bone, RMT	2
R. L. Howard, Alexandria-FB	2
G. M. Jarvis, RIC	2
E. G. Murphy, LYH	2
G. C. Myers, INT-M	2
H. G. Britt, INT	3
S. K. Douglass, CMH	3
E. R. Lovett, INT	3
Helen McPeak, INT	3
Bernard Porter, INT-M	3
G. N. Rawley, SHD	3
J. F. Russell, INT	3
F. J. Slone, Sta. Mgr., RMT	3
Shannon Stevens, DCA	3
W. C. Clark, Supt. Ground Oper., INT	4
E. B. Fields, RMT	4
D. L. Hastings, INT	4
J. W. Sherrill, INT	4
Barbara Boles, INT-A	5
Margaret Hankins, ORF-FB	5
R. F. Myrick, F.A., ILM	5
R. M. Voss, INT	5
G. R. Welborn, F/O, DCA	5
P. V. Wyatt, ORF	5
Dallas Brown, INT	6
Charlie Colter, INT	6
Hop Hee Dunne, Link Instr., INT	6
Ginger Maxwell, INT	6
W. W. Cox, Capt., INT	7
E. R. Gray, ROA-M	7
W. L. Hendricks, INT-M	7
L. L. Hubbard, INT	7
G. E. Malcomb, Capt., TYS	7
C. R. Murray, Admin. Asst. to V.P., INT	7
Deanna Cranfill, INT-FB	8
R. W. Kadlec, Dir. of Research, INT	8
T. A. Kirk, F.A., ROA	8
R. F. Schulte, Capt., ORF	8
J. A. Woodruff, BLF	8
J. R. Flowers, F/O, ORF	9
D. M. Trueblood, ORF	9
R. W. Tucker, HKY	9
Jacob Chandler, INT-M	10
D. K. Hicks, INT	10
L. S. Smarr, INT-FB	10
P. S. Snell, F/O, INT	10
Margaret Sausser, DCA-CTO	11
H. K. Scott, INT	11
A. S. Williams, INT-M	11
E. L. Beard, ATL	12
W. G. Dunlap, CLT	12
R. L. Thomason, Capt., INT	12
Othel Wagoner, INT-FB	12
C. L. Wooten, INT-M	12
C. M. Cheeks, INT	13
D. H. Cooper, CVG-F	13
M. L. Oxley, PKB	13
R. L. Westbrook, Superv. Plan & Sched., INT-M	13
Ervin Aaron, INT-FB	14
H. L. Giles, TYS	14
J. D. Hoots, Supt. Access. Overhl., INT	14
A. L. Norvelle, CHO	14
R. J. Ragsdale, INT	14
T. F. Young, ATL	14
June Greer, FAY	15
Reba Sapp, INT-A	15
M. E. Stokely, Capt., ILM	15
C. R. Elliott, INT	16
Lois Jordan, CVG	16
Shirley Yarbrough, INT	16
J. W. Berryhill, Capt., ILM	17
R. C. Cromer, ROA	17
W. L. Knight, AVL	17
C. K. Lane, INT	17
J. L. Boyer, TRI	17
Nancy Day, TRI	18
L. S. Lopp, INT-FB	18
C. D. McLean, INT	18
W. B. Simpson, Beech Sales Rep., INT-FB	18
R. V. Brookshire, INT-M	19
W. A. Comer, ATL	19
D. S. Holmes, INT	19
R. L. Houff, ROA	19
Flora Merritt, CAE	19
J. L. Plemmons, INT	19
Opal Taylor, FAY	19
S. B. Caldwell, INT	20
E. A. Martinez, City Sales Mgr., RIC	20
Z. G. Parker, Co-Pilot, INT-FB	20
R. V. Shipton, F/O, ILM	20
R. P. Smith, Capt., ILM	20
H. A. Baldrock, F/O, SDF	21
W. S. Hart, F/O, ORF	21
J. A. Lawrence, CAE	21
Celia Richardson, DCA	21
L. D. Whitley, EWN	21
J. E. Dail, ORF	22
C. L. Turner, INT-A	22
P. D. Loar, Dist. Sales Mgr., CVG-CTO	23
L. H. Nuckles, INT-M	23
J. E. Roy, INT-M	23
R. E. Smith, DAN	23
W. J. Jacobs, CVG-F	24
T. J. Rixson, CVG-F	24

Open Forum

This month "Open Forum" visits Hickory to talk with some of the staff members there. In view of the recent celebration of Piedmont's 15th anniversary, the question asked was:

"What do you think is the most important milestone Piedmont has ever passed?"

W. R. Isenberg, Station Manager

"In many ways I feel the purchase of the F-27's is the number one milestone. I think it gave everybody in the company a great deal of pride. All of us who were working then remember the first F-27 proving run. Everyone was trying to work the weight and balance forms, with no one knowing what it was all about. Next to the F-27 purchase, I think the most important is Piedmont getting into the major terminals such as Washington, D. C. When we started serving the larger terminals I think it was the start of Piedmont turning from a small local feeder into an important regional carrier."



G. R. Cannon, Chief Agent

"Of course I think the first big step taken by Piedmont was the purchase of the F-27's. My reason for this is that I've heard many passengers comment on the pressurization, and radar, which we hadn't had, and of course the comfort, which we didn't have with the DC-3. Then of course I think the next big step was the big route extension we made last summer. The Martin 404's also contributed a lot by their operations over the new routes. They're the three most important events we've passed, I think. You can hardly single out one as being more important than the other, since they are all interdependent." (Ed. note—Cannon was not present for a photograph.)

Fred Classey, Agent

"Actually I haven't been with Piedmont long enough to really compare the outstanding events in its history. I have been with the company since June, and in that time I think the service to Atlanta and the other new points has been Piedmont's biggest milestone, not only for the increase to the system, but for the wonderful connections we now have to Florida and other points as well."



R. W. Tucker, Agent

"The most important milestone, I would think, is the re-equipment program Piedmont has undergone. In talking with the passengers, I know they were glad to get airplanes that were pressurized and air-conditioned. Then, I think the route extensions were important, with all the connections to major cities. So — there have really been two great milestones in Piedmont's history."



Tom Pennell, Agent

"I have been with Piedmont only two years this June, but I think the extension of the routes last summer was the greatest milestone this company has passed." (Ed. note—Pennell was not present for a photograph.)

DC-3 GOES OUT . . .

(Continued from Page One)

and fly from there to Roanoke."

The flight proceeded from Roanoke to its other scheduled stops at Greensboro-High Point, Raleigh-Durham, Kinston, and New Bern, being met each time by news media representatives who interviewed the Piedmont

personnel aboard and took pictures of the aircraft and its passengers.

Large EWN Greeting

It was at New Bern, while the DC-3 was being readied to originate Flight 5, that the largest reception of the day was accorded Piedmont.

A number of townspeople, newsmen, and city and county officials greeted the Three's arrival, and on deplaning the passengers and company personnel were invited inside the terminal building for refreshments.

The center of the refreshment table was a large, flat cake, decorated with a model DC-3 complete with a tiny stepdoor. It was situated on a runway marked out in chocolate diagonally across the cake, bordered by the words, "Piedmont," and "Well Done, Faithful Servant." Such close attention had been given details that the numbers "40-V" were written in chocolate on one wing, the numbers corresponding to those on the real DC-3 waiting outside the terminal.

Before serving refreshments, New Bern officials held brief ceremonies to commemorate the occasion.

Speaking on behalf of the Mayor, Alderwoman and Mayor pro tem Mrs. Kathleen Orringer said, "Piedmont has given New Bern unsurpassed service . . . Today we witness the retirement

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