

THE PIEDMONITOR

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



Bonnie Hauch, Editor

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VFR with Turby

The inception of Daylight Saving Time in some areas of our system on April 25 brings up the problem of a new schedule pattern, and believe you me, it is some problem!! If you don't think so, get yourself a big economy-size sheet of paper and try it. Now here are some pointers if you wish to do it — You've got to be non-biased about your own station and think how you can get the most people on at forty-three stations. To do this, you've got to have all the departures and arrivals at all these stations at that magic hour. All the on-line and off-line connections have to be at the right time and you must have all your airplanes end up at the right place so they will be in position for the next trip on the next day's operation. Oh, yes, they have to overnight at a maintenance base and where the crews can get at them to fly. Don't forget, some airports will not take an F-27. You must have at least forty-five minutes for the turnaround time — preferably an hour. Don't forget the manpower and ramp problem at Station X because if you get more than one trip in at the same time, they can't handle it. You've got summer and winter speeds to figure on the F-27's as they fly faster in cool weather than in hot weather.

Now that you have all the above accomplished, you've got a perfect schedule (almost), so come on down — you've got yourself a job in scheduling.

All kidding aside, that's what has taken so long. Hope it met with everyone's approval.

Ken Ross and Tom Cowen both have recently left their carry-on baggage in the lobby at INT when they boarded their flights. I wonder what is distracting their attention to that extent?!!

Adolescence is when you think you'll live forever. Middle age is when you wonder how you've lasted so long.

Everybody's Money



by Freda Zappia

HOW MUCH DO YOU REALLY PAY?

True Interest Rate?

Do you think you know how to figure it? You purchase an item for \$10; you pay the "interest and carrying charges" of \$1.00 immediately, and agree to pay \$1.00 a week for 10 weeks. What's the simple annual interest on this transaction? It comes to a neat 104%.

Store Credit and Revolving Charge Accounts

In too many cases more profit is derived from interest than from the goods or merchandise being sold. A refrigerator for example, costing \$329 and financed for 24 months could very easily cost the purchaser an extra \$66 for the credit. Most department stores' revolving credit plans interest rates run at least 18%, when figured on a yearly basis. Credit was originally instituted by merchants and manufacturers to help sell their products and services. Their credit business has now become a substantial source of profits.

Borrow From Your Credit Union . . .

- BECAUSE low rates save money;
- BECAUSE repayment is worked out in regular amounts to fit your income;
- BECAUSE you get quick service—there's no red tape;
- BECAUSE the credit union is your organization—you own it;
- BECAUSE loan protection insurance pays the loan balance in case of death.

CMH Boasts Operation Snowplow

by Ray N. Campbell, CMH

Winter weather can cripple airport operations even when visibility and flying conditions are "go." But at Port Columbus (CMH), snow and ice problems are minimized as much as at any airport in the world. This airport is used for an alternate landing point during bad weather for such large airports as Chicago, Pittsburgh, and New York.

Over \$100,000 worth of snow removal equipment and approximately twenty employed men are on a 24 hour standby basis from October 1 until May 1, and can be in full operation within 45 minutes of any given time. This means that all equipment and men are out and working.

To fully explain what constitutes such a movement, one must give a rundown of the equipment that is co-ordinated during the operation:

- 2 jeeps with 4 wheel drive and seven foot snow plows
- 3 John Deere tractors with 8 foot snow plows
- 1 International tractor
- 2 ton and a half trucks with 9 foot snow plows
- 2 sander trucks with 10 foot reversible snow plow
- 1 GMC 8 ton sander
- 1 La France 8 ton sander



The CMH "Sno-Go" sends snow flying up to 30 feet in the air. Winter equipment can have Port Columbus ready for business in 30 minutes.

- 1 four ton sander with no snow plow
- 1 four wheel drive type truck with reversible "L" type snow plow
- 1 snow blower capable of throwing snow 30 to 40 feet
- 2 case type loaders for sand
- 1 chain type snow loader
- 1 "Weed Burner" for melting ice

Furthermore, each piece of equipment is equipped with two-way radios. There is also a furnace heated barn for keeping 800 tons of dry sand on hand to facilitate the operation.

Within thirty minutes, this mass wave of machinery can have a runway 10,700 feet long plowed and sanded, plus having an air taxi way and ramp area cleared for safe operation.

To work with the advantage

of such facilities can be an experience well appreciated, but probably never to full value unless compared to other stations, both large and small, that have not shared the same advantage.

The most interesting part of the whole operation is standing by and observing what seems to be a militant platoon of soldiers so schooled in their objective that in a given moment they can turn what at first seems an impossibility into an immediate conquest against the forces of Winter.

Imagine never having to worry about snow and ice! That is the assurance and confidence we feel in Columbus. Thanks to progress, the adverse elements of nature seem truly to vanish under the impact of "Operation Snowplow."

Congrats

20 YEAR PIN

Marvin Bauguess, Lead Mechanic, INT, February 28

15 YEAR PIN

Don Burton Johnson, Lead Mechanic, INT, February 1

Julian M. Riggs, Sr. Mechanic, INT-FB, February 6

Bennie Walker, Captain, ATL, February 9

Joseph Riley Gibson, First Officer, ATL, February 14

Chester A. Hughes, Captain, ILM, February 14

Paul N. Lyons, Cleaner, INT, February 25

10 YEAR PIN

Sara Kelly, Reservationist, INT, February 15

Ted Farrington, Jr., Chief Agt., BLF, February 16

Donald Wad Kimrey, Flight Purser, INT, February 16

Charles William Morrison, Agent, TRI, February 16

Robert F. Myrick, Parts Sales Repr., INT-FB, February 16

Ross Gordon, Assistant Dispatcher, INT, February 21

Thurman Jay Johnson, Chief Agent, HTS, February 21

Bert Barnes, First Officer, INT, February 28

Ed Pickel, Agent, TRI, February 28

5 YEAR PIN

Bobby James Barnhardt, Mechanic Specialist, INT, February 1

Joseph Lee Elmer, Sr. Mechanic, ORF-FB, February 1

Dale Alton Poole, Sr. Radio Technician, INT, February 1

Warren W. Wishon, Mechanic Specialist, INT, February 1

Lucien Wrenn, General Manager, CPA, February 1

Frank Raymond Krynicki, Sr. Mechanic, DCA, February 8

Colon Edward O'Neal, Inspector, INT, February 9

SWAP TALK

BOAT AND TRAILER for sale. 1 1/2 yr. old, 15 ft. fiberglass; blue and white; 35 horsepower Evinrude motor with electric starter; will include skis and accessories. Steve Willets, ILM.

1960 RAMBLER STATION-WAGON for sale. Brown and white, 55,000 actual miles, good condition. Capt. Berryhill, ILM.

'53 PONTIAC for sale. Blue and white. New seat covers. Sta. Mgr. S. Y. Pierce, ILM.

THE PIEDMONT POSTMAN

Dear Sir:

Last Thursday my law partner and I were flying in to Washington from New York, and I had reservations on a Piedmont plane which left Washington at 7:30 p.m. We went up to the information desk and Miss Robertson and Mr. Matheis, your employees, told us there was a plane leaving in about fifteen minutes that would put us in Roanoke around 8:00 p.m. They promptly busied themselves to change our reservations to the earlier plane.

Both of them did so graciously, courteously and efficiently.

We were very grateful and both of us were so impressed with these young persons that we just wanted to say "thank you." Both of them are strangers to us, but we so appreciated their interest that we asked them for their names—hence this letter.

I have traveled on the Piedmont line many, many times and your employees have always been considerate and courteous, but these two especially went beyond the call of duty and for this we are both very appreciative.

Sincerely,
L.G.M.

Dear Sir:

Too often in these trying and busy times we find ourselves very quick to criticize; however, when someone has been especially deserving of our praise, all too often we do not find the time to even say "thanks."

I should like to say "thanks." Recently, I became a victim of an inadvertent scheduling by my travel agency and missed my plane at your New Bern, N. C., terminal. Therefore, I had to

wait over six and a half hours for the next flight.

Your Mr. Morrison went out of his way to be courteous and to render every possible service to me in my dilemma. I shall long remember his acts of kindness.

Wishing your airline continued success.

Very truly yours,
B.B.K.

Dear Mr. Davis:

I wish to call your attention to the unusual qualities of Miss Juanita Mutter, one of your senior employees at the Washington National Airport, and the significant help and assistance she gave to one of Piedmont's passengers.

On Sunday, January 24, our 86 year old friend arrived at National Airport on another airline to take Piedmont's evening flight to Roanoke. Miss Mutter was on duty when Mrs. R. arrived at Piedmont's ticket counter and immediately recognized her need for assistance and reassurance. Mrs. R. is both blind and almost totally deaf.

Weather conditions were such as to make it doubtful that Mrs. R.'s flight on Piedmont would land at Roanoke, so Miss Mutter recommended to her that she not risk an over-flight and that she stay overnight in Washington. Miss Mutter then questioned Mrs. R. as to the names of her friends here and was given our name first. Miss Mutter then telephoned me to explain the situation. I requested her to advise Mrs. R. that I would drive in immediately and bring her to our home to spend the night with us. Miss Mutter also made calls to the lady's

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