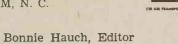
PAGE TWO

THE PIEDMONITOR

MAY, 1965

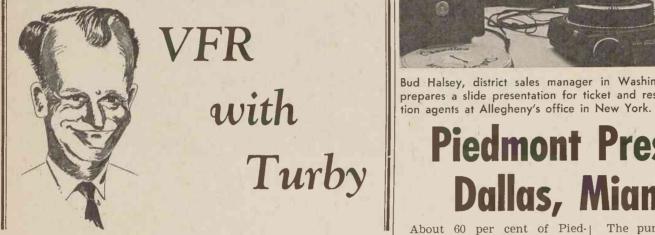


Piedmont Aviation, Inc. SMITH REYNOLDS AIRPORT WINSTON-SALEM, N. C.



CORRESPONDENTS THIS ISSUE

JOE F	RASE		СМН	RUTH SHUMATE	CRW
JOE D	AWSON		DCA	RON PRICE	
JOHN	MORRIS		BAL	JERRIE COX	AVL
FRAN	K WOODR	UFF	MBC	VIRG FLINN	PKB
JAN T	UEMLER		CVG	DEANNA MARTIN	N ROA
		J. D. ST	ORCH	INT	



I wish to thank Bonnie Hauch for "pinch hitting" for me in the last issue of the Piedmonitor.

I believe you will all join me in welcoming Bobby Hill back from the sick list—he reported back May 1 on a limited basis. Bobby was quite a sick boy for a couple of months, and we are elated that he is doing so well.

Boy, did I have a tough assignment recently! With only ten minutes notice, Harold Warner asked me if I would pin the wings on the new stewardesses who had just graduated. Of course, graciously accepted, thinking it would be a rather simple job for me - well, I've got news for you, it ain't easy! First, I had never given much thought as to the location of the wings on the uniform; second, the clasp mechanism was entirely foreign to me; and thirdly, when those dolls got that close to me, I just lost control. I was so nervous, I pinned the first set under the white collar; with the second stewardess, I dropped the wings on the floor and broke two fingernails trying to fasten the clasp. I managed to get the third one pinned and the clasp closed, but found it was too high.

As a matter of fact, I had pinned it on top of her shoulder. By the time I got to the last girl, I was getting pretty good — I got it in the right place, thanks to Audry Black's help. Never again, Mr. Warner!!!

The following teletype messages were received in this office April 28-the first at 1120, the second 1142:

INTE TURBY ALSTAS CY ORF WE JUST CHECKED IN OUR 1000 PSGR FOR MONTH PHF GUIN

PHF GUIN CY INT TURBY

WE CONGRATULATE U AND REMIND U THAT WE GAVE U 300 OF THEM ALREADY TICKETED AND CHECKED BAGS ORF WHITTAKER

Everybody's Money



Credit Union Loans

PROMOTIONS

- J. A. Finkler—Cleaner CVG F. R. Foster, Jr.-Util. Ser. Man
- CVG L. F. McElveen-Agent-Oper.
- ATL
- S. W. Roe—Agent-Res. CVG Jane Whicker-Sec.-Stenogra
 - pher INT-M R. K. Wray—Line Serviceman

is, of course, to familiarize new been instrumental, but the comrated by reservation agents, con- agents and re-acquaint veteran bined efforts in interline sales agents with Piedmont's system and service. Piedmont's salesmen point out new flight schedules and, particularly, new connecting service to the agents.

A comprehensive slide film is shown illustrating Piedmont Airlines' relation to the United States, showing the cities Piedmont serves, pointing out tourist attractions on the system, and relating Piedmont to the various industrial markets, colleges, etc., that it serves.

The fifteen minute slide presentation is followed by a question and answer period. Natural-ly, those in cities farthest away have the most questions. At the end of the program a PI ballpoint pen is given to each agent and the salesmen move on to the next airline.

Several of the airlines have said that it's one of the best presentations they've ever seen.

Says Assistant General Sales Ianager Sherl Folger, "You



Bud Halsey, district sales manager in Washington, Sherl Folger, assistant general sales manager, passes prepares a slide presentation for ticket and reserva- out Piedmont Airlines ball point pens at the conclusion of the program for Allegheny.

Piedmont Presentation Reaches Dallas, Miami, San Francisco The purpose of the program what extent these programs have

About 60 per cent of Piedmont Airlines' traffic is genetrol centers, and ticket counters of other carriers.

For instance, last year, Pied-mont received \$6,395,346 and 376,-823 passengers from other air-lines. At the same time, Pied-

mont gave \$8,144,129 and 306,696 passengers to other carriers as

a result of connecting flights. In view of these facts, Piedmont has developed a continual program called INTERLINE whereby district sales managers in the four gateway cities - Atlanta, Cincinatti, Louisville, and Washington — call on reservation and ticket counter personnel in the cities of Dallas, Fort Worth, San Antonio, Houston, Miami, Tampa, Jacksonville, St. Louis, Mexico City, Chicago, Cleveland, Detroit, Toledo, Day-ton, Boston, Philadelphia, Pitts-burgh, and New York. In each

of these cities, a short familiari-And how effective is it?

Manager Sherl Folger, "You can't determine, of course, to

Around The System

NEW EMPLOYEES

- W. G. Robertson—ATL promoted to Ld. Agent
- T. F. Young-promoted to Chf. Agent ATL E.
- L. Beard-ATL promoted to Ld. Agent ATL
- K. D. Heflin-ORF promoted to
- Mechanic C. E. Collins-ROA promoted to

last year resulted in a 17 per cent growth for 1964 over 1963 in interline revenue.

Congrats

20 YEARS SERVICE

William B. Robbins, Foreman, INT, April 4

15 YEARS SERVICE

Charles F. Wiesener, Foreman, INT, April 3 Ralph Clyde Dampier, Super-visor of Records, INT, April 11 Cilbert Wayne, Huytt Diagotak

Gilbert Wayne Hurst, Dispatcher, INT, April 17 Wilbur A. Blackmon, Asst. to Vice President—Operations,

April 21

10 YEARS SERVICE

Robert Parker Query, Chief Agt., RIC, April 11 Frances Hand, Secretary, INT,

April 12 Howard O. Miller, Captain, ROA,

April 15

5 YEARS SERVICE

Johnny F. Johnson, Agent, ILM, April 11

Salem A. Beamer, Agent, CLT, April 20 Donald Ray Anderson, Lineman, CPA, April 28

PRESIDENT LAUDS ... (Continued from Page One)

course always looking at new equipment, although we do not expect any major changes for some time."

zation presentation is made at

least twice a year to all airlines that have direct connections with Piedmont at the "gateway' cities

Are insured	P. M. Martin—Jr. Secretary INT	R. L. Almon—promoted to Res.	Three of the company's offi-
<u>an Vlac</u>	D. M. Stroud—Agent-Operations		cers recently went to the West
*********	EWN	ATL	Coast to look over the short haul, pure jet possibilities, in-
by Freda Zappia	Linda Cromer—Gen. Clerk, Jr.	R. E. Dudley—CVG promoted to	cluding the Boeing 737, Douglas
a)au mpp.	INT-A N C Kostman Agent Open	Acting Lead Mechanic	DC-9, and North American's
The Piedmont Aviation Credit Union was organized on De-	N. G. Kostman—Agent-Oper. DCA	TRANSFERS	F-100.
cember 10, 1949, with 61 members and assets of \$869.	S. F. Stephenson-Agent-Res.	G. L. Burton-PFH to JAMTO	"However, any one of these
Since the Credit Union was organized, \$5,415,166 has been		W. L. Downey—TYS to ROA	would mean a larger plane seat-
loaned to its members. Assets total \$816,277.21 as of April 30, 1965,	S. A. Hill—Stewardess ROA	D. L. Stovall—TYS to ORF	ing 50 or more passengers and
with 1530 members.	M. K. Nightingale—Stewardess	D. H. Rieger—ORF to DCA	would represent an expenditure
At no cost to the member all loans have been insured by the	ATL	C. G. Dickens—TYS to ILM	of 2 ¹ / ₂ to 3 ¹ / ₂ million dollars per
Credit Union against death of the member up to \$5,000. With	G. S. Grygo—Stewardess INT	C. L. Martin—ROA to TYS	unit."
total and permanent disability benefits.		R. L. Mann—INT to ATL	"We're fortunate in that we
Savings accounts have been insured against death of the mem-	J. W. Wheeler—Lineman INT J. C. Hollar—Stewardess ROA	R. L. Mason—INT to DCA B. R. Barnes—DCA to ILM	have a relatively modern fleet, fully pressurized and air-condi-
ber for the first \$1,000.	B. A. Rentz—Stewardess DCA	R. L. Thomason—INT to TYS	tioned; therefore, we aren't in
Life Insurance Coverage	L. P. Fulton—Stewardess INT	G. E. Hendrix—INT to ATL	much hurry. We are in a posi-
	C I IIala Champanalaga INIC	B. B. Slaughter—INT to ATL	tion to take our time and analyze
Under 55 years 100% of insured Savings and Loan accts.	TA I WALKINS JE - ASSL LIEW	E. D. Schettler—DCA to TYS	the situation. We do intend to
55 to 59 years 75% of insured Savings and Loan accts.	Coordinator IIII OC	C. A. Modlin—ATL to ILM	follow carefully the develop-
60 to 65 years 50% of insured Savings and Loan accts.	1 ··· · · · · · · · · · · · · · · · · ·		ments of all the programs, how-
NOT FOR PROFIT-NOT FOR CHARITY-BUT FOR SERVICE	man INT-CPA	E. J. Duncan—ROA to ORF	ever."