



VFR with Turby

It was a pleasant surprise to have Hugh Sluder from TRI visit us while on vacation August 25. You know Hugh is one of those big East Tennessee boys who can put away the food. If you don't believe me, just invite him out to a meal, but be sure you've got plenty in the billfold before you do it.

Other visitors to the home office recently were Don Pierce from CHO, Ed Riggsbee, Gene Shaw and Bob Turbiville from RDU.

Well, the old Bowling Season is upon us again. Good rolling to all you bowling fans.

We've got a bunch of enthusiastic guys and gals in this organization. I won't call any names or stations, but on the last day of August, one of our stations saw they were going to be short by two passengers to break the 500-mark for the first time, so what did they do?! The station manager and an agent bought tickets from this station to ROA so they could make a record for their station. With this type spirit, we're bound to succeed!!

Again in August there were a lot of quota "busters" and first time records, such as DCA almost 20,000 (to be exact, 19,903)—you'll do it in October, I'm sure. New record at PKB—844, or 69 over quota. DAN—35 over quota, LOZ and FLO way over. PHF—902, two over quota (Note: without the help of ORF). PHF should get that 1000 in October. There were many other stations that went over the top. On August 20, Flight 67 had a 100% load factor, which is mighty good with five stops.

The Piedmont Postman

This constructive complaint letter came in the PR mail from a gentleman in Massachusetts.

Dear Sir:

On Sunday, August 22, 1965, I flew from the Washington National Airport to the Shenandoah Valley Airport on the Piedmont flight which leaves Washington at 3 p.m. I am writing, first of all, to let you know how satisfactory I found the service and how pleased I am that Piedmont is serving such small communities as Staunton. It is a great convenience to be able to fly from Boston all the way to Staunton.

I have one suggestion as to how the airline might be improved. While flying I happened to notice that a bolt on the right wing behind the propeller was quite loose. I did not think it serious enough to inform the stewardess, but it is the sort of thing that might frighten some people who might notice it. I hope some ground crew somewhere discovered it.

Sincerely yours,
J.T.D.

Here's one of the letters we love to get, a commendation concerning our personnel.

Dear Sir:

I am writing this little note to express my gratitude, for the excellent service rendered me, on a recent flight from New River Valley Airport, Pulaski, Virginia to Newark, New Jersey. Your agent at Pulaski, Mr. Bobby G. Hall, was of such excellent caliber that I thought this note was in order.

Mr. Hall, through his own initiative and concern for the complete satisfaction of Piedmont passengers, enabled me to make perfect connections on my trip to Newark, resulting in a savings to me of approximately one hour travel time. This time was extremely beneficial to me and was the crux in determining the success of my business trip.

Once again, I would like to compliment you on the excellent selection of your personnel, and I can assure you that I shall promote Piedmont Airlines whenever possible.

Yours truly,
W.S.

THE PIEDMONITOR

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



Bonnie Hauch, Editor

CORRESPONDENTS THIS ISSUE

| | | | |
|---------------------|-----|----------------------|-----|
| JERRIE COX | AVL | ROBERT BEARD | FAY |
| HOWARD LEWIS | BAL | F. C. QUESENBERRY .. | HSP |
| LOUISE RAMSEY | CLT | FRANK WOODRUFF .. | MBC |
| RUTH SHUMATE | CRW | J. P. WHEELER | RDU |

Bonnie Resigns Editor's Position

Betsy Winstead assumed duties as Piedmonitor Editor as of this issue of the Piedmonitor.

Betsy is a native of Roxboro, N. C., and graduated from Wake Forest College with a degree in English last June. Before coming to Piedmont, she worked as a reporter for the Winston-Salem Journal and Sentinel.

In her spare time, Betsy swims and rides horses; she also loves needle-craft.

She says she's "excited about my job at Piedmont," and is anxious to meet everyone on the system.

Around The System

NEW EMPLOYEES

- L. J. Feraiolo—Jr. Stock Clerk INT
- D. R. Hall—Agent-Operations TRI
- N. V. Oroak—Agent-Reservations FAY
- V. F. Shackelford—Agent Reservations FAY
- A. E. Warren—Agent-Operations EWN
- W. M. Dempsey—Agent-Operations DCA
- W. W. Rumpfelt—Ramp Agent CLT
- F. Q. Cooper—Line Serviceman ORF-FB
- B. A. Couch—Stewardess ORF
- S. M. —Dott—Stewardess ILM
- B. R. Folkner—Stewardess ILM
- P. L. Johnson—Stewardess ILM
- L. L. Queen—Stewardess ORF
- P. S. Rumble—Stewardess ILM
- L. J. Broadway—Stewardess ORF

- S. L. Stone—Stewardess ORF
- B. A. West—Stewardess ROA
- R. B. Curtis, Jr.—Agent-Operations PHF
- R. D. Peters—Agent-Operations DCA
- W. R. Redman—Jr. Stock Clerk INT

- J. J. Squire—Agent-Passenger Service DCA
- C. D. Haney—Jr. Key Punch Operator INT

- H. G. Lewery—Jr. Key Punch Operator INT
- M. E. Winstead—Publications Editor INT

- J. D. Bentley—F/O Trainee INT
- R. H. Mobley—F/O Trainee INT
- D. D. O'Connor—F/O Trainee INT
- S. C. Proctor—F/O Trainee INT
- D. W. Richardson—F/O Trainee INT
- L. M. Satterwhite—F/O Trainee INT
- J. C. Sifford—F/O Trainee INT
- J. W. White—F/O Trainee INT
- L. C. Wilson—F/O Trainee INT
- E. C. Shillinglaw—Jr. Spec. INT
- R. L. Myers—Util. Ser. Man INT
- J. B. Dillard—Cleaner ROA
- N. L. Wiley—Gen. Clerk, Sr. DCA-FB

- H. A. Robinson—CAE to SHD
- C. S. Ward—ILM to INT
- S. K. Anthony—ORF to ROA
- W. L. Cameron—ORF to ATL

- V. B. Price—promoted to Lead Agent ROA
- E. R. Rivenbark—ILM promoted to Util. Ser. Man
- S. E. Smith—promoted to Jr. Mech. ILM
- J. M. Burton—ILM promoted to Jr. Mech.
- O. V. Key—INT promoted to Sr. Spec.
- J. R. Rohling—CVG promoted to Sr. Mech.
- L. A. Works—INT promoted to Jr. Mech.
- E. W. Foster—INT promoted to Sr. Mech.

- PROMOTIONS

- TRANSFERS

- PROMOTIONS

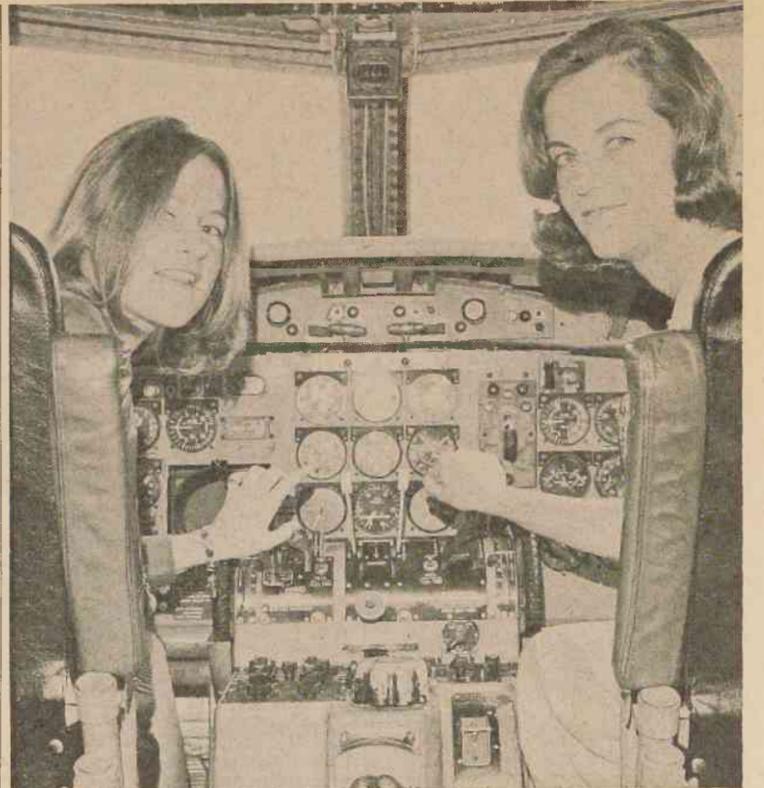
- PROMOTIONS

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In the co-pilot's seat (right) retiring PIEDMONITOR editor Bonnie Hauch prepares to turn over the controls to new publications editor Betsy Winstead.

Knoxville Was The Destination

By Betsy Winstead

It was 3:10 p.m. and with our retiring editor I was sitting in the hangar break room, discussing this edition of the PIEDMONITOR. Captain Tadlock popped in and said "Let's go to Knoxville." That's all it took and in twenty minutes we were sitting in an otherwise empty F-27, waiting to ride the plane across the street to the runway and take off.

There was barely time to get excited, but Bonnie and I managed rather well. It was my first Piedmont flight, since coming to work, and I loved it!

I still felt like an outsider at this flying business and a ten minute warning for a trip left ample time for being delighted with all the little things I watched as we got ready to leave.

Crossing Liberty

As we pulled out from the hangar lot to cross Liberty Street to the strip, two little men in white suits rushed out with their reddish orange STOP signs to halt the cars.

We had another passenger too, George Hendrix. He used to work in Knoxville and was going up for a ten minute visit. Captain Tadlock and co-pilot Ralph Griffith had us in the air shortly. We were going to pick up a plane whose radar had failed, to bring it back here to Winston-Salem to be fixed.

I watched the Twin City whizz away below us. The afternoon sun reflected off the Yadkin river and the tree's shadows in the muddy water looked like a city's skyline.

Bonnie rode in the cock pit going up and I was more than content with just looking out

the window. Fifty miles out of Knoxville, she came back, "to play stewardess." She brought me a blanket, after she'd turned up the air conditioning. Audrey would have been proud of her.

"Splash Down"

After a fine landing (admittedly I had my doubts about a pilot and co-pilot who wore no uniforms) we were met by the waiting crew. Bonnie and I made quick tour of the Knoxville airport. We met Norman Miller, Sam Vance and Harold Giles in the very few minutes we were there. Hopefully the PIEDMONITOR editor will be back to Knoxville before too long. Meanwhile, y'all be sure to keep us posted on what you're doing!

The flight back was even more fun. This time it was my turn in the cock pit. After I had questioned the reason behind all those dials and knobs and little black buttons, Captain Tadlock gave me a good geography lesson too. Mount Mitchell was behind the clouds, but our dip down to see Grandfather Mountain's swinging bridge brought Bonnie forward, "to see what we were doing." I had asked about the flight indicator and was getting a vivid demonstration.

Just before Bonnie appeared I was trying to find out the name of the large river near Knoxville. Captain Tadlock replied, "French Broad" and Bonnie's opportune query was "French Broad what?" We kept flying.

By 6:15 we were back home to Smith Reynolds. We had found Knoxville hospitable and we want to come back. They have good ice cream too!

Are Loans Confidential?

by Freda Zappia

Every now and then someone asks the question "Who knows about the credit union loan I make?" We feel that all our members should know the answer... it's important.

Only credit union officials who handle the loan papers, and a few who are legally required to check on our loan transactions, ever see the details of any loan. These officials are members, too. They value the privacy of credit union transactions as much as you do, and are pledged to maintain it.

Your business with the credit

union is strictly CONFIDENTIAL.

The law requires that our Credit Committee be responsible for action on all loans. Others may help them handle the applications, prepare notes and other papers, and or course write checks. Our Supervisory (Audit) Committee is legally required to check the books and records of the credit union, so they are aware of loans in general. All of these people are required to maintain the strictly confidential nature of every loan transaction.