

THE PIEDMONITOR

Piedmont Aviation, Inc.

Smith Reynolds Airport
Winston-Salem, N. C.

Betsy Winstead, Editor



No Time For Reflections

All the time we were working on the last issue of your Piedmonitor, this January issue was in the back of our minds. One thinks of the beginning of a new year as an appropriate time for a resume of the past twelve months, a time to enjoy looking back over record-breaking accomplishments, noting the newsworthy events that go into making a year's milestones, as well as the little things that make the airline business so exciting. And we think our part of it is especially so.

But now the paper has been put together and there was no time, and certainly no space for reflection. There was too much new news, too many exciting announcements to allow room for anyone but your editor to recall all the wonderful things you did last year.

Piedmont made a lot of memories in 1965. Last year was the twenty-fifth anniversary of the company. In keeping with this celebration you and your company set and broke and reset at least twenty-five new records, for passenger boardings, cargo carried and miles flown.

During the year the stock holders received two cash dividends. The company's communications network was centralized on a computer. All the Piedmont Pacemakers got new coffee machines. Four new Martins were added to fleet of Pace-makers. At the anniversary celebration in July three men in the company received 25-year service pins. In the late summer Piedmont Airlines filed with the Civil Aeronautics Board an application for authorization to provide service to New York.

By the time the leaves began to turn, Piedmont, too, had turned toward looking at the possibilities of jets. Slow, methodical and thorough, company officials talked to representatives from Boeing, Douglas, Fairchild and British Aircraft.

December came and 1965 was gone. With the new year came the order for the 737's. Boeing was happy, but Piedmont seemed happier last week as the announcement of the order for six of the not yet built planes was made.

It is easy to see why our rate of progress and achievement leaves us so little time for recollection. We appreciate our milestones; it is exciting to watch them being made. But there is no time to allow moss to accumulate on them. The Pacemakers have work to do.

Piedmonitor Puzzles

Several months ago we instituted the Pacemaker Puzzle in the Piedmonitor. Thus far we've had very little response and we're wondering if you are enjoying it? Those of you who do like to work crossword puzzles might also like to try your hand at making them up. We would greatly appreciate any suggestion you might have concerning the puzzles and would welcome your contributions along this line. You need only send a rough copy of your puzzle with a list of clues to the crosswords. We'll re-draw it for the paper. Below is the answer for the January puzzle as found on page three.

1	R	2	E	3	S	4	E	5	R	6	V	7	E	8	D
9	E	10	A	11	E	12	O	13	F						
14	S	15	T	16	E	17	W	18	A	19	R	20	D	21	S
22	O			23	M	24	A					25	S	26	A
27	L	28	A	29	I	30	R	31	D			32	M	33	D
34	U	35	R	36	N			37	R	38	N				
39	T			40	G	41	O			42	A	43	A	44	M
45	I			46	R	47	O	48	A	49	M				
50	O	51	C	52	C	53	U	54	P	55	I	56	E	57	D
58	N	59	O	60	T	61	E			62	L	63	E	64	E
65	S	66	T	67	O	68	N	69	E	70	M	71	T		
	72					72	T							73	A

Congrats

15 YEARS

Carl E. Mullins—Ld. Radio Tech., INT
Paul W. Kelley—Agent, CRW
Aaron W. Rowe—Res. Capt., ATL
Freddie Sfredo—Radiologist, INT

10 YEARS

Howard Kirkwood—Agent-Oper., ROA
Roy W. Tucker—Agent, HKY
Ransom G. Ingram—Radio Technician, INT-FB
William E. Smith—Sr. Radio Tech., INT
Francis W. Hastings—Sr. Spec., INT-M
Clarence D. Gordon—Res. F/O, ILM
Freddie L. Jackson—Janitor, INT
Carson S. Melvin, Jr.—Agent, FAY
Lawrence E. Hartman—Inspector, INT-M
Wendell K. Varner—Mech. Spec., INT-M

5 YEARS

Larkin L. Hubbard—Sr. Spec., INT
John W. Helms—Agent-Oper., ROA
C. H. Livengood—Jr. Spec., INT

Around The System

NEW EMPLOYEES

L. E. Abdon—Utility service, CVG
M. L. Carr—Stewardess, ATL
P. L. Childress—Stewardess, ORF
W. R. Cole—Agent-Operations, ATL
J. B. Driggers—Stewardess, DCA
R. T. Gudlaugsson—Mech., CVG
C. F. James—Cleaner, CVG
B. S. Johnson—Stewardess, ROA
S. L. Knapper—Agent-Operations, CVG
K. L. Shorsher—Stewardess, DCA
J. D. Stuphin—Ramp agent, part time, ROA
C. E. Turner—Stewardess, INT
G. O. Bigham—Agent Res., CVG
I. H. Dewberry, Jr.—Line Serviceman, ORF
B. A. Hudson—Agent-Pass. Ser., DCA
M. L. St. Clair—Agent-Oper., ROA
D. E. Tedder—Agent-Oper., FAY
Jean R. White—General Clerk Jr., INTA
R. L. Young—Agent-Oper., SHD

TRANSFERS

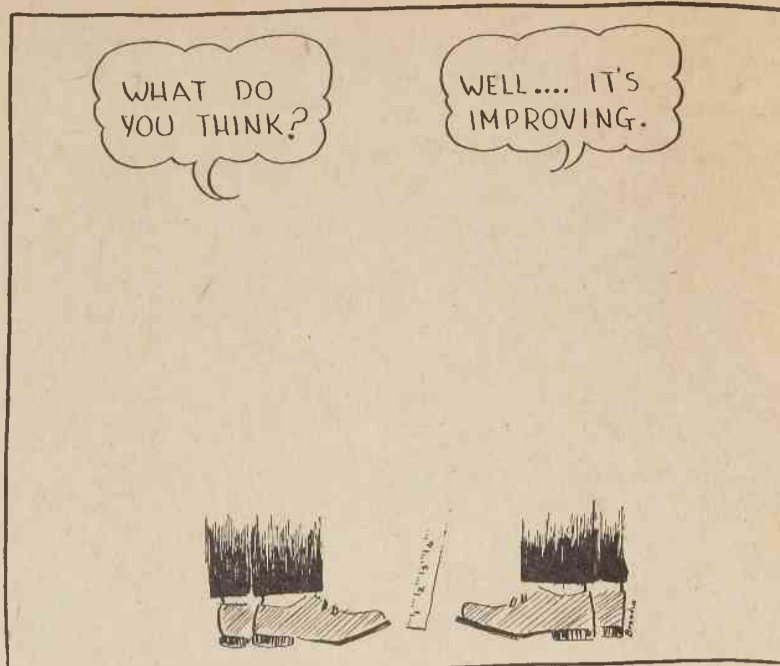
E. D. Schettler—TYS to DCA
J. D. Clark—ATL to TYS
K. K. Lemesh—DCA to ILM
J. A. Littrell—DCA to ILM

PROMOTIONS

L. R. Bean—promoted to Mech., INT
C. M. Lawson—Promoted to Sr. Spec., INT
W. S. Turner, Jr.—Promoted to Sr. Mech., ROA
W. H. Forsythe—Promoted to Sr. Spec., INT

Items For Sale

1 London Fog Coat with lining, size 10 regular, altered about 1 inch shorter in length, \$51.30.
1 Stewardess Skirt, size 12 regular, altered — Waist 24 inches, Hipline 36 inches, length 26½ inches, \$17.55.
4 Stewardess Blouses, size 30, slightly soiled, \$7.24 each.
3 Ship & Shore long sleeve blouses, size 38, New,
1 Blue
1 White
1 Beige
\$2.60 each.
25 Ship & Shore Blouses short sleeve with — Piedmont Airlines — monogrammed on them, \$2.95 each.
3 size 30
10 size 28
6 size 32
6 size 36
Contact Leroy Burton, INT-P.



Pacemaker Outruns Stork

"Do? I'm telling you, I didn't know what to do!"

This was the way Lowell Ivey described his reaction several days ago when his wife told him she was experiencing labor pains while the couple was aboard a Piedmont Airlines flight 65 enroute from Ft. Bragg, N.C., to their home in Jal, New Mexico.

"I knew I had to tell someone something, but I didn't know where to begin," said the former army sergeant who was just discharged at Ft. Bragg after six years' service. "Finally I called the stewardess, Virginia Lane, and asked her if she had been instructed in childbirth. 'I think my wife is going to have a baby right now,' I told her.

"She was sort of stunned," laughed Ivey. "But she was very nice about the whole thing. In fact, everyone in Augusta has been just great, and I want to thank everyone who has called to wish us well."

The Iveys' harrowing story

had a happy ending at 2:55 p.m. Friday at University Hospital when Mrs. Ivey gave birth to a 6 pound, 4 ounce boy.

Mrs. Ivey went into labor about 27 miles outside Augusta. The pilot, Captain K. C. Lineback, radioed ahead for an ambulance to stand by. The plane landed at Bush Field around 11:30 a.m. and she was rushed immediately to the hospital.

"It was pretty exciting," said Bob Baggott, who drove the ambulance. "We made the 12-mile trip in about 10 minutes.

"The young man was rather shook up. We had to retrieve her pocketbook at least four times after he put it down and forgot it.

"When we reached the hospital he didn't wait for anything. He just took off. It was sort of obvious this was their first child."

Have our Flight Attendants been qualified in mid-wifery lately? Seems they should be.



VFR with Turby

Wilma Cook, "Our Girl Friday," and Betty Fulp, "Our Girl Everyday," got their pictures in the local paper again last week, and for a good cause too. They sold tickets on Sunday for the March of Dimes Air Lift on two PAI Martin 404's, which carried a total of 574 passengers at three bucks a head — all the proceeds going to that organization. Not only did Wilma and Betty contribute their time to this worthy cause, but many, many other PAI people did the same — George Stack, Forrest Shelton and "Hutch" Hutcheson, to name a few.

Yours truly had a wonderful time at CMH's dinner just before Christmas. It was held at the Kahiki Club, and if you ever have an opportunity to be in CMH, be sure to visit this club, as it is a most fabulous place. Tom Cowen was there, and as usual, he did the unusual by ordering "The Mystery Drink." This drink is served with a ritual that draws the attention of everyone in the club. It also includes a kiss from a shapely, grass-skirted damsel as she puts a lei around his neck. To you guys and gals of CMH, we had a wonderful time.

Sorry I didn't get to GSB's dinner; however, I have a report that the steaks were delicious, and that Parker Haley had two fried eggs with his. I've heard everything now!!

I was in AVL the other day just to see if Jack Gwennap and his gang had any problems. They only came up with one — the tabs on the file folders shipped from INT-S were not off-set. Look out, you Station Supervisors, when station problems get that small, your job is in jeopardy! I'm kidding — we've got managers who take care of problems themselves.