



THE PIEDMONITOR

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THE
UNITED FUND

VOL. VIII, NO. 9

THE BEST WAY TO TRAVEL — ALL OVER PIEDMONTLAND

SEPTEMBER, 1966

Crews' News

Editor's Note: Effective with this issue, Crews' News will be a regular Piedmonitor feature. We have been working towards the addition of this column to your paper for several months. The editor hopes you will enjoy these first hand reports from our high flying folks. Up 'til now we've had a hard time keeping up with them, but we hope that situation will cease to exist.

KNOXVILLE KNOWS By Gene Sharp

Greetings from the "Bush Pilot Country." The first of September seems to bring out the guns in Tennessee. **Bob Thomason, Bill Tilley and Gene Rumpfelt** were among the many hunters on the opening day of dove season. Their success is another story, but with Bill being an ex-game warden they did at least have the law on their side. Our Chief, **Roy Brown**, is in Canada trophy hunting again. Last year he got all the trophies he wanted except a ram horn goat. That's the target this year. Our own "Paw Cartwright", **Buddy Payne**, has a new-born on his Blount County "Ponderoso". Through the skilled hands of some way-laid "company" laborers and lots of that good "branch water" that runs through the farm, the barn has practically been completed. **Glen Harr** (Major) and **Gary Perry** (Captain) give us lots of good nights sleep knowing that our "Guard" (Tennessee Air National) is awake. They fly the units KC-97 tankers on air refueling missions. If fate and the CAB don't turn against us, we hope to produce some new "Bush Pilot" Captains in the near future. **Charlie Peavler, Larry Braun and Gene Sharp** recently completed the necessary upgrade training thanks to the patience of "Chief Charlie" Brown and our accommodating FAA Inspectors. Before we close, we would like to thank our Piedmonitor editor for the interest in the flight crews and making space available for some news from the cockpit. We'll try to give you a more complete news coverage from Tennessee Country in the next issue.

DCA DOINGS

We received another Capt. Tadlock missive a couple of weeks ago. It seems that several folks think that there should be more news about crews in the Piedmonitor. We don't know why Capt. Tadlock thought Gene Smith would make a reporter, but the "letter" came his way anyhow. We're supposed to write about DCA crews. Any and all suggestions will be appreciated.

DCA crews are really looking forward to the day when we move into our new airport crew room. We have heard that we will have room to walk through as well as have a place to put our flight kits. We will even have new furniture and a table where flight plans can be worked on. Quite a change. Due to Jet Age Progress, DCA will lose its schedule representative next month when Bob Koontz starts to 727 school.

We overheard in operations that Al Booth and others worried about 700 on the Dow Jones. F/O Foxman is wondering where he can borrow a million dollars for

New York Route Is Finalized

The Civil Aeronautics Board has issued two orders affecting Piedmont's application for service to New York City.

The first of the Board's orders handed down on September 9th made final the earlier "show cause" order granting Piedmont authority to serve New York.

Equipment Ordered For 737's FH-227's

Piedmont plans to equip its new Boeing 737's and Fairchild 227's with Bendix avionics systems, ordered at a total price of more than \$800,000. The systems include the RDR-1E weather radar. For operations on the 737, the ADF uses "large digital read-out displays and advanced self-test capability."

Also included in the order are new self-calibrating radio altimeters (ALA-51A) and "second generation" VHF COM/NAV systems. Self-test and calibration features were major factors in selection of the systems, reports L. A. Watson.

his construction business. Problems, problems!!

October should be an interesting month for Capt. Pierce and the schedule. During the first week Captains Rieger, Kelly, Brunelle, and Smith will be attending the Alpha Air Safety Forum in Los Angeles.

WILMINGTON WONDERINGS By Jim Conner

Now that we live in a modern world where a vast network of communication systems keep track of our every desire, it seems it would not be necessary for a First Officer to board an airplane a few minutes early and file a flight plan that was programmed on the FAA's computers months ago, and who, on his inrange report, reconfirmed their intentions with the Company personnel. One would be inclined to think that this vast communications network was in vain, or the only apparent way to get anything done is by constant repetition.

As we approach a new horizon in passenger service with the larger equipment, it becomes more obvious that the Flight Attendants will have a more difficult time INSPIRING others to do their particular jobs. Even if the Flight Attendants know the through count, individual destination, local boardings, and correctly advise the passengers the length of a stop, it does not accomplish anything if they are not correctly informed as to how many passengers are going to board; they can't be expected to keep up with the passengers from three or four flights at the same time. It is obvious that a gate check-in is needed more than ever. We must forget the DC-3 days as we have the horse and buggy and seek more modern ways to accommodate the growing demand for our service.

Wonderful Wilmington is about to close another fun-filled summer on the beach. Capt. Berryhill had a good year in the sail boat business, and our druggist says his sales on nerve pills are really off now that the temperatures are down around London and Rocky Mount. Rumor has it, the fellows at Wrightsville Beach have found a diamond mine. (How about it girls?) Cupid put his mark on Capt. Smith this month.

Leon Fox has just happily passed the 20,000-hour mark.

Vice President H. K. Saunders said, "This is perhaps the most outstanding development in the history of our company. The decision by the Board to give Piedmont this route extension as we proposed, which includes service

to Dulles International Airport in Washington, is most gratifying."

The second order by the CAB proposed that Piedmont's subsidy be reduced by approximately \$238,000 annually. Thus, the

New York route would be a subsidy reduction route. In effect this means that the New York entry should be profitable enough to reduce the subsidy needs of Piedmont's existing operations.

This latter order allows nine days for objections to be filed with regard to the subsidy reduction.

After the nine day period, barring the absence of objections, which were not filed by Piedmont, the Board will make final the subsidy adjustment. At this time the Board will issue the certificate, which is in effect Piedmont's license to serve New York City. The certification order will also designate the date after which service can be commenced by Piedmont into New York.

Ben Bailey Is Named Sales Rep. for Tri-Cities

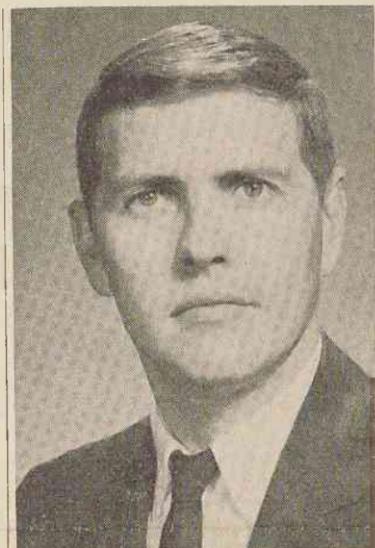
Ben P. Bailey, formerly a Piedmont agent at Tri-Cities, has been named Sales Representative for that area. He replaces Bill Dolan who has transferred back to Wilmington.

Before joining Piedmont four years ago Bailey was employed by the Johnson City Press Chronicle. He is a graduate of Science Hill High School in Johnson City, Tennessee. The son of Mrs. Richard L. Cox of Johnson City, Bailey also attended East Tennessee State University.

Mrs. Bailey is the former Natalie Sizemore of Johnson City. They have two daughters.

During his years of military service Bailey was a tactics instructor at the West Point Military Academy at West Point, New York.

Bailey will assume his new duties October 1.



BEN BAILEY

Piedmont Is Host For Meeting Of Local Service Purchasing Agents

Piedmont Airlines was host for a meeting of local service airline purchasing agents in Winston-Salem September 13-15th.

The Parkway Chalet in the Twin City was headquarters for the group. Other than the airline purchasing agents, representa-

tives of a number of airline parts manufacturing firms participated.

Airlines attending ranged from Aloha, in Hawaii and Alaska Airlines to Caribbean Atlantic and Braniff International.



PURCHASING AGENTS MEET — From left, Warren Steller of Braniff, Howard Fowler of Northern Consolidated, M. V. Hellesstedt of Aloha and Piedmont's W. W. Barber talk over a presentation.

PAI Credit Union Assets Exceed \$1 Million Mark

Freda Zappia, Piedmont Credit Union office manager, has announced that 16 years of operation brings Credit Union assets beyond \$1 million mark.

The Piedmont Aviation Credit Union was organized under a North Carolina State Charter on December 10, 1949, with 61 members and total assets of \$869.00. At the end of five years of operation, the year 1954 closed with a total membership of 554 and assets of \$90,800.23.

The Credit Union continued to grow. The year 1960 closed with a total membership of 872 and assets totaling \$284,991.

At the close of July 31, 1966 membership totaled 1700, with assets of \$1,043,502.54.

"The success and growth of your Credit Union can be attributed to numerous factors," said Miss Zappia, "a few of which are: The continued patronage of the members, the cooperation and teamwork of the Board of Directors and Committees, the continued cooperation of Piedmont Aviation, Inc., and a devoted office staff."

To keep pace with this growth and progress, changes and improvements in the operation of the Credit Union are being made when the Board of Directors finds it necessary in order to provide the needed service to its members.

"We are looking forward to further progress and growth in the future years," concluded Miss Zappia.

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