

# THE PIEDMONITOR

Piedmont Aviation, Inc.  
Smith Reynolds Airport  
Winston-Salem, N. C.

Betsy Allen, Editor



## Congrats

- 20 YEARS**  
S. P. Gilley, Jr.—Captain, INT
- 15 YEARS**  
W. E. Bost—Captain, ILM  
Paul M. Lindsay, Jr.—Captain, INT  
Wm. F. Martin—Captain, ATLL  
J. M. Mathias, Jr.—Captain, ORF  
V. C. Brunelle—Captain, DCA  
C. E. Pitts—Stock Clerk, INT
- 10 YEARS**  
C. T. Crouch—Sta. Mgr., SHD  
Donna J. Brown—Ld. Ag. Res., DCA  
Wm. J. Halsey—Ag. Ops., ORF
- 5 YEARS**  
J. R. Giles—Ut. Serviceman, ROA  
R. N. Jarvis, Ag. Ops., AVL  
B. H. Crumley—Ag. Ops., TRI  
Edwin Rosenthal—Sr. Radio Tech., INT  
Rilla Willard—Jr. Sec. IEB  
K. D. Oakley—Sr. Radio Tech., INT  
R. J. Ragsdale—Sr. Stock Clerk, INT



## Around The System

### PROMOTIONS

## Stock Purchase Plan

Piedmont Aviation, Inc. has announced that Wachovia Bank and Trust Company will provide a stock purchase plan for employees who wish to purchase Piedmont common stock.

The stock purchase plan provides a simple and low cost method for investing small amounts on a periodic basis. Because you are credited with fractional shares, it provides the only practical means for investing amounts less than the cost of one share of stock. This means that all of your money, except for a few pennies, will be fully invested and working for you at all times.

### Dollar Cost Averaging

One of the most important advantages is "dollar cost averaging," or purchasing shares of stock over a period of time at varying prices. With a certain amount of monthly contributions, you will be buying more shares when the price of the stock is low and fewer shares when it is high. Thus, you will be averaging the cost of your purchases and minimizing the effect of price variations.

By pooling your contributions with the contributions of other employees, larger sums of money will be available for investment each month. Whenever possible, purchases will be made in round lots of 100 shares each. This means that the price of the shares to you generally will be lower than if all purchases were less than 100 shares each because an odd-lot premium is added to the price of the stock whenever less than 100 shares are purchased.

### Cost For Stock Only

All of your money will go toward the cost of the stock only. In effect, your Company is paying all of the expenses of your investment program except the Bank's termination charge.

An information booklet, a payroll deduction authorization card and a purchase order form have been sent to all employees.

Before deciding to participate, give careful consideration to whether or not stock ownership is a proper investment for you and whether or not you can afford it. The stock purchase plan is not a substitute for savings and insurance programs. It is a good, systematic and economical way for you to buy Piedmont stock with a portion of your pay each month. Of course, ownership of Piedmont stock does involve risk just as any common stock investment does. The value of the stock can go up or down.

### Your Option

The management of Piedmont is not urging you to purchase stock. Your Company is making it possible for you to authorize payroll deductions for the stock purchase plan. In addition, Piedmont is paying most of the charges which Wachovia makes for providing the service, as well as the entire brokerage fee. The decision to participate in the plan is entirely up to you.

## The Good Old Days

Efficiency is measured by the difference between what is being done and what can be done. A Dutch woman in the long ago, for example, would sit with one foot on the spinning wheel or churn while with the other she rocked the cradle. With her hands she knitted socks for her husband, while on her knee rested a book from which she improved her mind through study.

And all the while she sat upon a cheese, pressing it for market.

## Around The System

### PROMOTIONS

- G. W. Hodges—Promoted to Utility Serviceman, ROA
- L. W. Martin, Jr.—promoted to Mech. Spec., INT
- S. G. Pugh—promoted to Jr. Spec., J. P. Biggs—promoted to Chief Agent, DCA
- J. H. Glenn—promoted to Lead Agent-Res., DCA
- K. B. Higgins—promoted to Lead Agent-Res., DCA
- G. R. James, III—promoted to Lead Agent-Oper., ATLL
- C. S. Melvin—promoted to Lead Agent-Oper., FAX INT
- W. L. Crow—ROA, promoted to Lead Radio Tech.
- C. J. Hart—INT, promoted to Radio Tech.
- D. L. Kirk—ROA, promoted to Sr. Radio Tech.
- B. G. Minter—ROA, promoted to Lead Mech.
- T. F. Sizemore—INT, promoted to Sr. Spec.
- T. G. Newell—ORF, promoted to Lead Radio Tech.
- J. A. Simmons—DCA, promoted to Foreman
- T. B. Thompson—ATL, promoted to Sr. Radio Tech.
- K. C. Whapham—INT, promoted to Asst. Engineer
- W. A. Comer—ATL, promoted to Foreman
- P. K. Griffin—INT, promoted to Jr. Sec.
- D. D. Rothrock—INT, promoted to Sr. Stenographer
- G. R. Welborn—INT, promoted to Res. Captain

### TRANSFERS

- L. S. Edwards—INT to ROA
- V. F. O'Brien—INT to DCA
- L. D. Dudley—INT to ORF
- K. D. Seymour—INT to ORF
- J. P. Odum—ORF to ROA
- R. E. Richards—ORF to DCA
- E. L. Gabriel—HKY to AVL
- J. V. Head—ATL to ILM

### NEW EMPLOYEES

- J. W. Ball—Agent-Oper., EWN
- D. L. Houpt—Agent-Res., DCA
- V. S. Kline—Agent-Res., DCA
- J. R. Lindley—Jr. Mech., INT
- T. P. Little—Agent-Pass. Service, DCA
- W. H. Mobley—Agent-Oper., DCA
- C. E. Moscript, Jr.—Agent-Oper., TYS
- J. A. Ormond—Agent-Res., EWN
- A. W. Scales—Agent-Oper., ATL
- D. W. Shelton—Agent-Air Freight, DCA
- W. Y. Smith—Agent-Res., DCA
- R. J. Suel—Agent-Oper., DCA
- D. T. Stoney—Jr. Mech., INT
- L. A. Watson—Agent-Oper., ATL
- F. W. Workman—Jr. Mech., INT
- G. C. Daughtry, Jr.—App. Mech., INT
- K. R. Gabriel—Agent-Oper., HKY
- H. A. Hargrove—Jr. Mech., ROA
- D. C. Hoover—Jr. Tech., INT
- D. L. Lee—Agent-Res., EWN
- R. L. Lester—Agent-Oper., ROA
- W. H. Lester, III—Jr. Accountant, ROA
- D. J. Martin—Jr. Mech., INT
- E. B. Mitchell—Janitor, INT-FB
- E. V. Moore—Jr. Mech., CVG
- K. C. Mullis—Jr. Mech., INT
- R. L. Plummer—Jr. Radio Tech., ATL
- S. E. Pruitt—Jr. Spec., INT
- M. B. Sell—General Clerk, Jr., INT-A
- S. A. Townsend—Agent-Res., FAX
- V. Adams, Jr.—F/O Trainee, INT
- C. D. Bennett—F/O Trainee, INT
- J. W. Cox—Jr. Radio Tech., INT
- W. F. Deason—F/O Trainee, INT
- T. F. Faircloth—Jr. Spec., INT
- F. M. Hammond—F/O Trainee, INT
- R. W. Harris—F/O Trainee, INT
- J. J. Hightower—F/O Trainee, INT
- S. E. Lentz—F/O Trainee, INT
- James E. Mallory—F/O Trainee, INT
- R. Y. Miles—F/O Trainee, INT
- W. W. Palford, Jr.—F/O Trainee, INT
- W. M. Sale—F/O Trainee, INT
- M. J. Underwood—F/O Trainee, INT
- F. Womack—F/O Trainee, INT
- Mason Boyd—Agent-Oper., ROA
- J. E. Bratton—Agent-Res., ROA
- W. H. Carraway—Agent-Oper., ISO
- M. M. Chandler—Agent-Res., ORF
- A. W. Chaplinski—Agent-Oper., DCA
- T. E. Costello—Agent-Oper., INT
- J. C. Daughtry—Jr. Mech., INT
- J. R. Durkin—Agent-Oper., LEX
- R. W. Flanagan—Agent-Oper., DCA
- J. E. Haney, Jr.—Agent-Oper., CHO
- J. G. Harrell—General Clery, Jr., INT-A
- J. E. Hyland—Agent-Oper., ATL
- R. F. Jeness—Agent-Oper., INT
- W. E. Jones—Baggage Agent, CLN
- W. G. Karas, II—Agent-Pass. Service, DCA
- J. C. Knaley—Agent-Oper., CVG
- L. M. Lee—Agent-Res., DCA
- Rachel Lewis—General Clerk, Jr., INT
- G. L. MacIn—Agent-Res., ROA
- R. E. May—Agent-Oper., ATL
- R. B. Moore—Agent-Res., ROA
- J. M. Ritter—Agent-Res., DIA
- J. L. Smith—Agent-Oper., ILM
- J. L. Snyder—Agent-Oper., INT-SC
- M. F. Struck—Mech., DCA
- R. J. Talone—Line Serviceman, ORF-PB
- R. W. Terrell—Agent-Oper., INT
- L. D. Webb—Cleaner, ATL
- J. M. Young—Agent-Res., AVL

## Shenanigans In Charlotte

by J. C. Newell

Charlotte would like to report a gala occasion that brought back fond memories. Pete Jones came up to visit CLT for a station inspection and it just happened that the same day Tom Cowen was here for a meeting with Eastern, Mohawk, and Allegheny Airlines.

It also just happened to be Pete Jones' nineteenth anniversary with Piedmont. Pete took us out, Newell, Walch and Rutledge, to a wonderful dinner, where he announced his anniversary. Adding up the years of experience at our table came to seventy-one years.

After two pitchers of beer, Tom Cowen came in with his group, and Pete suggested that Rutledge go over to his table and explain that he (Pete) was a little short of money and needed five dollars. Tom shelled it out.

Later Newell went over and told Tom that Pete had still misfigured on the bill and needed five more. He got it and went back to his table.

Walch then took a twenty from Pete, went over to Tom's table and told him Pete wanted change for a twenty. Tom had wised up by this time and the whole party wound up at our table, Tom still trying to get his money back (needless to say, he did).

We did have a wonderful time. Loads of fun! Have you ever seen Pete with sunglasses on and sunburned on a cloudy day in February? Happy anniversary, Pete, and we sincerely hope we make it until Medicare sets in and Rutledge is able to be back at work.



# VFR with Turby

February 20th was the Nineteenth Anniversary of the first scheduled flight on Piedmont Airlines. The first flight operated between ILM and CVG with stops at SOP, CLT, AVL, TRI and LEX.

There's been lots of water over the dam since that memorable day. We had to operate VFR for several weeks in the beginning, and you just don't get too many VFR days from terminal-to-terminal in February and March.

A lot of the "youngsters" we had in the stations then are now shaving and have become men and are carrying the load of the airline today.

Tom Cowen was Station Manager at CVG; his agents were Pete Jones, Ed Best and Ed Laskowski. In ILM there was Don (Ghost) Edmondson; TRI — Ted Arnold; LEX — Jim Neill. These are just a few of the many employees who are still with us and carrying a much larger load in 1967. Without going into a great deal of research, I will try (from memory) to jot down some others who were here February 20, 1948: Johnny Webster was in SDF; Johnny Lewis was at INT; Jack Brandon—INT; Ken Ross—RDU; Bill Wooten—INT. No doubt there are others who were working in stations on that date, and I did not leave them out intentionally. Oh, yes, Chester Nutt was in EWN (sorry about that, Chief); also Gib Gibson. I was in CVG when Gib drove a truck from INT to CVG to deliver the first ground support equipment — 1 three-wheel baggage cart and one set of loading steps.

Yes, those were the "good ole days," but not as good as these days are now. What do you think?

Your are getting old when you don't care where you wife goes just so you don't have to go along.

If you think old soldiers just fade away, try getting into your old army uniform.

### The Worth Of The Individual

"A corporation may spread itself over the whole world and may employ a hundred thousand men, but the average person will usually form his judgment of it through his contact with one individual. If this person is rude or inefficient, it will take a lot of kindness and efficiency to overcome the bad impression."—Selected