

# THE PIEDMONITOR

Piedmont Aviation, Inc.

Smith Reynolds Airport  
Winston-Salem, N. C.

Betsy Allen, Editor



## Congrats

- 25 YEARS**  
Frank Nicholson — Director of Flight Safety, INT
- 20 YEARS**  
Dwight L. Odum — Division Chief Pilot, ORF  
William W. Cox — Captain, INT  
Leon M. Fox — Captain, ILM  
John Wilkes — Division Chief Pilot, ILM  
E. D. Clement — Captain, INT  
W. G. McGee — Assistant V. P. — Sales, INT  
W. O. Tadlock — Director — Flight Operations, INT  
R. A. Hazans — Captain, ATL  
Norman E. Webb — Inspector, INT  
L. A. Watson — Director — Communications, INT  
T. F. Webb — Sr. Spec, INT  
George F. Hendrix — Superintendent, INT  
D. W. Hollar — Sr. Mech., INT-FB

- 15 YEARS**  
W. R. Taylor — Foreman, ROA  
H. G. Van Huss — Agent, TRI  
F. A. Hoffman — Sr. Spec, INT  
W. J. O'Bryan — Station Mgr., CAE  
Virginia Price — Ld. Agent, ROA  
Carolyn Repass — Agent, RDU  
R. S. Stepp — Asst. Sta. Mgr., ROA  
C. C. Kilger — Station Mgr., ECG  
J. M. Wilson — Chief Agent, DCA  
H. B. Altizer — Captain, TYS  
W. L. Dearing — Mgr. JAMTO, Ft. Bragg  
C. L. Bunch — Captain, ORF  
C. J. Dickens — Captain, ROA  
J. R. Hanson — Captain, ORF  
Lloyd Lyons — Div. Chief Pilot, ROA  
R. B. Richardson — Captain, DCA  
E. F. Johnson — Chief Agent, BKV  
W. A. Nunnberger — Captain, ILM  
Ray Ralledge — Sr. Spec, INT  
W. M. Whalley — Captain, ILM  
W. L. Downey — Captain, ROA  
R. A. Emanuelson — Captain, ROA  
Jack Cluck — Chief Agent, AGS  
G. C. Myers — Ld. Mech., INT

- 10 YEARS**  
J. A. Taylor — Stockrm. Clerk, INT-FB  
R. E. Williams — Agent, GSP  
Shirley Sward — Agent, CMH  
H. C. Johnson — Sales Rep., INT-FB  
J. P. Barnes — Jr. Mech., SDF  
E. L. Lee — Agent, ECG  
R. E. Johnson — Chief Agent, DCA  
T. C. Hopkins — Cleaner, INT

- 5 YEARS**  
J. R. Morgan — Agent, ROA  
J. C. Queen — Agent, AVL  
F. D. Smith — Agent, PHF  
G. R. Griggs — Sr. Spec, INT  
B. F. Gibbs — Jr. Mech., INT  
G. L. Westerlind — Tech. Training Inst., INT  
W. H. Forsythe — Sr. Spec, INT  
D. L. Kiser — Mech. Spec, INT  
Evon Lovett — Jr. Clerk, INT  
L. M. Shelton — Mech., Spec, INT  
C. M. Lawson — Sr. Spec, INT  
Carol Johnson — Sr. Steno, INT  
G. W. Foster — Cleaner, DCA  
J. E. Frick — Ld. Agent, CAE  
C. L. Babanks — Mech. Spec, INT  
C. L. Gray — Agent, RIC  
Ginger Maxwell — Jr. Clerk, INT  
R. H. Turner — Mech., INT  
C. A. Dunn — Jr. Spec, INT  
P. M. Walden, Jr. — Agent, RIC  
J. E. Barney — Util. Serviceman, INT  
R. J. Matheny — Mech., INT  
R. M. Smith — Work Controller, INT  
B. H. Windley — Sr. Spec, INT  
W. S. Snoch — Sr. Spec, INT  
Aileen Ascheley — Jr. Steno, INT  
S. E. Fimore — Agent, BLF  
T. Burnett, Jr. — Agent, RIC  
L. L. Permenick — Sr. Mech, INT  
P. J. Hawkins — Sr. Spec, INT  
G. W. Hodges — Util. Serviceman, ROA  
T. H. Laine — Jr. Spec, INT  
F. D. Underwood — Mech., INT  
G. S. Angel — Sr. Mech, INT  
Iva Cox — Kep Punch Op., INT  
Doris Hardison — Stewardess, ILM  
Marie Leedy — Agent, TYS  
W. G. Thompson — Jr. Mech, INT  
Jo Ann Cromer — Sr. Clerk, INT  
I. M. Cude — Jr. Mech, INT  
Barbara Northcutt — CTO Agent, AVL  
B. J. Pugh — Jr. Mech., ROA  
P. H. Sheets — Agent, TYS  
W. H. Durbin — P/O, ROA  
Betsy Buford — Agent, INT  
Joyce Putney — Agent, AVL  
C. C. Voelker — Util. Serviceman, INT  
J. L. Baker — Sr. Stock Clerk, INT  
S. B. Caldwell — Sr. Spec, INT  
J. L. Dunlap — Mech. Spec, INT  
K. W. Rose — Lineman, ORF-FB  
C. I. Burke — Bldg. Maint. Helper, INT  
Joanne Greene — Communications, INT  
Anne White — Clerk, ORF-FB



...TO LOST AND FOUND... EXHAUSTIVE SEARCH CONDUCTED STOP EVERY CONCEIVABLE POSSIBILITY CHECKED STOP NO INFO BAG CHECK 321 STOP NO UNCLAIMED ARTICLES ON HAND STOP...

### In Asheville

## Crash Hearing Is Set

Piedmont's first Boeing 727 jet liner, the Manhattan Pace-maker, collided with a twin engine Cessna on July 19th. There were 82 passengers killed in the accident. Piedmont Flight 22 from Atlanta to Washington via Asheville and Roanoke carried 74 passengers and a crew of five. The Cessna 310 carried three other people.

Heading the crew of Flight 22 was Captain Raymond Frank Schulte. The co-pilot was Thomas C. Conrad and the flight engineer was Lawrence C. Wilson. Deborah Diane Davis and Sandra Kay Cox were the stewardesses. All were based in Winston-Salem.

The National Transportation Safety Board is the official investigative agency for the accident. The Federal Aviation Agency as well as Piedmont has representatives on the Board's investigating teams. Boeing, the Air Traffic Controllers Association and the Airline Pilots Association representatives are also working on the teams.

The public hearing on the case has been tentatively scheduled for mid-September at which time the reports of the various investigating teams will be read into the record and eyewitnesses will be questioned.

First reports of the accident included statements that the Cessna was off course. But as yet there is no consensus on what caused the crash and the Board has made no statements regarding the Cessna's position. This is one of the questions the Board will probably be seeking an answer to at the hearing.

Although no official statements have been made it appears at this time that Piedmont was not at fault.

## The Piedmont Tragedy

NOTE: The following editorial appeared in the Winston-Salem Journal on the morning of Thursday, July 20, 1967.

In the aftermath of the grim air crash near Hendersonville yesterday, perspective will be hard to come by for a time, especially among people who know about flying and seldom or never go aloft.

Indeed, the mid-air collision that killed the 79 people aboard Piedmont Flight 22 is the most awful kind of flying accident and one of the most difficult to guard against.

And yet it is a simple fact that at the moment Piedmont's 727 was going down in flames, North Carolina's highways had already been the scene of more than ten times as many deaths in the year — 829, to be exact.

In Piedmont's case, yesterday's tragedy marked the first time in nine years that passengers have died in a crash — nine years and millions of passenger-miles. The veteran pilots who died in Flight 22 had rolled up a total of nearly 30 years of service for the airline, a mark not attainable without the application of great skill and caution on literally hundreds of flights.

The spectacular nature of an air crash makes it more vivid in the public mind than any number of head-on collisions between automobiles. But as the shock of this awful tragedy passes, a shock that lies like a heavy blanket over the traveling public, perspective will return, and with it the knowledge that air travel is still one of the safest modes of transportation in our age.

## Around The System

### NEW EMPLOYEES

- R. T. Allen — Flight Instructor, INT-CPA  
L. E. Alvar, Jr. — Agent, EWN  
J. A. Azzone — F/O Trainee, INT  
S. E. Balm — Stewardess, DCA  
J. C. Bartlett — Agent, ATL  
W. Bennett — Jr. Stock Clerk, INT  
F. W. Berry — F/O Trainee, INT  
L. D. Boring — Agent, ATL  
D. G. Boyles — Record Clerk, INT  
D. L. Brook — Agent, ATL  
R. W. Brown — Cleaner, TYS  
J. L. Burris — Agent, CLT  
K. E. Callaway — Agent, TRI  
E. A. Clusholt — Agent, DCA  
A. J. Company — Stewardess, ILM  
W. W. Crawford — Agent, TRI  
S. A. Duggins — Jr. Clerk, INT  
L. W. Dunford — Agent, DCA  
P. A. Ellis — Sr. Clerk, DCA-FB  
S. W. Fersak — Agent, FAY  
W. F. Fletcher — Helper, INT-FB  
L. L. Fulton — Stewardess, INT  
J. J. Galvin — Agent, DCA  
H. J. Gannaway — Stewardess, TYS  
W. G. Gannaway — Agent, ATL  
C. C. Goodson, Jr. — Agent, TRI  
R. L. Graybeal — Agent, ILM  
O. M. Guthrie — F/O Trainee, INT  
S. R. Harris — Stewardess, INT  
(Continued on Page Three)

## Do It Right The First Time

Some of you probably remember this cartoon. It has appeared in the Piedmonitor before.

As we look at this situation and laugh at its humorous side we should also stop to think of the consequences and inconveniences some passenger has been forced to endure because his baggage did not arrive with him.

Are you guilty of handling problems of this nature in this manner? Are you aware of the proper procedure and do you follow through when faced with these problems?

Your answers to these questions will also answer the following query: Are you giving our passengers Good, Courteous, Friendly Service? This is our goal and the reason we want to DO IT RIGHT THE FIRST TIME!

—Ed Best  
Superintendent of Stations



# VFR with Turby

Congratulations to CRE! You were well over 2,000 for July, and you boys deserve some kind of special commendation, for it takes a lot of will power, or something, to have to work as you do and at the same time be almost in view of the ocean and all those people there in the sun. I expect if you counted all the NRSA's out of your station, you would have boarded 3,000 plus.

BLF also had a big July. Went well over quota but these two stations were the exception and in a small minority, as the rest of the system fell way short of quota.

July has passed now — let's look for bigger and better things for the rest of the year.

I would like to take this opportunity to thank everyone in my department for the outstanding job you did during the recent emergency at AVL, particularly the boys and gals at the AVL station — it was a superb job.

This came to me the other day from Harold Gibson, Division Station Supervisor (this is really following procedures). The other day at one of our stations, we had a flight to overfly. One gentleman decided to rent a car and drive to his destination, rather than wait for a later flight, so he asked for a refund. Upon receipt of his check, he asked if he could get it cashed. His expression was something to behold when the answer came back, "Yes sir, do you have any identification?"

\* \* \*  
Behind every successful man stands a devoted wife and a surprised mother-in-law.  
\* \* \*

The best way to lose weight is to eat all you want of everything you don't like.

\* \* \*  
Average — the poorest of the good and the best of the bad.