

THE PIEDMONITOR

Piedmont Aviation, Inc.

Smith Reynolds Airport
Winston-Salem, N. C.

Betsy Allen, Editor



Around The System

New Employees

- G. B. Bramlett—Sec., INT
- K. A. Long—Receptionist, INT
- S. S. Ayers—Agent, DCA
- R. M. Blake, Jr.—Agent, AVL
- J. D. Coleman—Agent, FAY
- N. B. Mitchell—Agent, SHD
- G. E. Parker—Agent, ILM
- H. A. Perry—Agent, AVL
- J. L. Petty—Agent, ATL
- S. R. Roberts—Agent, ATL
- D. C. Stout—Agent, TRI
- F. F. Sweet—Agent, SHD
- P. I. Wood—Agent, CHO
- E. J. Alexander—Stewardess, INT
- D. C. Antle—Agent, CVG
- V. C. Bloodworth—Stewardess, INT
- B. R. Boone—Stewardess, INT
- R. J. Bosselman—Jr. Mech., LGA
- L. K. Bowman—Stewardess, INT
- S. W. Bruce—Jr. Mech., CLT
- Marjorie Bullock—Stewardess, INT
- R. L. Oakley—Stewardess, INT
- J. E. Covil—Agent, GSP
- C. A. Cunningham—Agent, ATL
- N. S. Dalton—Stewardess, INT
- S. A. Elliott—Agent, DCA
- William Estes—Agent, CVG
- K. P. Evers—Stewardess, INT
- P. A. Gardner—Stewardess, DCA
- L. S. Gertler—Stewardess, INT
- S. E. Harris—Stewardess, ILM
- A. L. Johnson—Jr. Electrical Spec., INT
- W. P. Jones—Cleaner, CVG
- J. Kelly, Jr.—Engineer, INT
- M. A. Lovelace—Cleaner, CVG
- Diane McClinton—Stewardess, DCA
- M. H. McDonald—Agent, DCA
- L. S. Mann—Stewardess, DCA
- D. L. Martineau—Agent, DCA
- M. P. Matthews—Stewardess, INT
- D. L. Miller—Stewardess, DCA
- S. S. Neal—Stewardess, DCA
- D. C. O'Neal—Agent, ORF
- E. L. O'Seal—Stewardess, INT
- B. B. Pearce—Agent, FAY
- D. M. Powell—Agent, DAN
- S. L. Rehme—Stewardess, INT
- S. G. Schilling—Stewardess, INT
- B. P. Serafin—Stewardess, INT
- C. R. Shuler—Mech., MEM
- R. C. Tingle—Helper, INT
- L. R. Todd—Helper, INT
- S. P. Waincott—Stewardess, ORF
- S. J. Wray—Stewardess, INT
- J. E. Adamson—Cleaner, ATL
- R. W. Brevington—Agent, DCA
- C. S. Bruton—Cleaner, ILM
- D. R. Bryan—Cleaner, ILM
- K. S. Beckner—Jr. Mech., ROA
- G. M. Gay—Cleaner, ROA
- S. R. Graybill, Jr.—ROA P
- J. T. Grace—Helper, INT
- O. A. Izurieta—Cleaner, ROA
- R. T. Kirkner—Jr. Electrical Spec., ROA
- D. R. Lowry—Utility Serviceman, TYS
- J. T. Fields—Jr. Stock Clerk, INT
- D. W. Belcher—Agent, ROA
- D. A. Boring—Agent, ATL
- F. M. Carr—Agent, DCA
- J. Cory—Agent, ATL
- T. R. Eidson—Agent, ATL
- P. T. Hayes—Agent, ILM
- R. S. High—Agent, ROA
- J. J. Dotson—Agent, AVL
- J. L. McGhee—Agent, ATL
- W. E. McCarthy—Agent, ATL
- D. L. McWhirter—Agent, ATL
- D. L. Nieman—Agent, DCA
- E. D. Roberts—Agent, AVL
- J. B. Settle—Agent, INT
- S. J. Strong—Agent, ATL
- T. S. Thomas—Agent, INT
- L. E. Thompson—Agent, GSO
- C. W. Waughman—Agent, ROA
- H. E. Welch, Jr.—Agent, CMH
- R. W. Cole—Agent, DCA
- C. L. Frazier—Agent, ATL
- C. L. Gillespie—Agent, AVL
- G. M. Hetherington—Agent, ROA
- Walter Moore—Janitor, INT
- Judy O'Neal—Agent, EWN
- B. B. Reavis—Jr. Spec., INT
- P. Robinson—Mech., INT
- Theodore Sumlin—Cleaner, ATL
- W. L. Summers—Jr. Mech., ORF
- L. K. Teal—Agent, ILM
- D. N. Thompson—Agent, BLE
- L. N. Vincent—Agent, ISO
- J. T. Watson, Jr.—Cleaner, ILM
- S. A. Hobson—Mail Clerk, INT
- J. L. Blackman—Cleaner, ILM
- Bernard Harrison—Cleaner, ORF

Transfers

- C. B. Morris—to Agent-Op., TRI
- G. E. Hendrix—to Dir. of Airport and Air Traffic Service, INT
- W. H. Mack—to Piedmont Aerospace Inst.
- R. L. Akin—to Reg. Jet F/O, ATL
- W. D. Barr—to Reg. Jet F/O, ATL
- J. D. Bentley—to Reg. Jet F/O, ILM
- R. L. Brenckle—to Reg. Jet F/O, ATL
- J. G. Brockenbrough—to Reg. Jet F/O, ATL
- J. A. Craig—to Reg. Jet Capt., INT
- L. A. Eisler—to Reg. Jet Capt., ATL
- J. R. Michael—to Reg. Jet F/O, ATL
- E. W. Parker—to Reg. Jet F/O, INT
- S. M. Parnell—to Reg. Jet Capt., INT
- J. E. Pierce—to Reg. Jet Capt., INT
- J. R. Powers—to Reg. Jet F/O, ATL
- D. H. Ringer—to Reg. Jet Capt., ATL
- K. A. Sallee—to Reg. Jet F/O, ATL
- J. C. Sifford—to Reg. Jet F/O, INT
- B. B. Slaughter—to Reg. Jet Capt., ATL
- G. W. Stratfner—to Reg. Jet Capt., ATL
- E. J. Thurber—to Reg. Jet Capt., ATL
- M. J. Turner—to Reg. Jet F/O, ATL
- T. W. Vaughan—to Reg. Jet Capt., ATL
- G. A. Willetts—to Reg. Jet F/O, INT
- G. H. Wilson—to Reg. Jet Capt., ATL
- W. H. Finein—to Reg. Jet Capt., ATL

Promotions

- W. J. Stover—to Utility Serviceman, DCA
- B. G. Braunock—to General Clerk, Sr., INT
- A. W. Coe—to Mechanic, INT
- Ivan Coleman—to Utility Serviceman, DCA
- I. C. Cox—to Accounting Clerk, Jr., INT
- B. F. Gibbs—to Acting Station Chief, LGA
- L. C. Groves—to General Clerk, Sr., INT
- A. J. Liller—to Lead Agent—Res., DCA
- C. J. Peery—to Div. Chief P/A, ORF

New Employees

- W. L. Little—Janitor, INT
- C. J. Zimmerman—Communicationist, TRI
- J. D. Collins—Jr. Parts Clerk, ORF
- T. R. Sutherland—Pilot-Flight Inst., ORF-FB
- F. D. Richardson—Jr. Radio Tech., ATL
- J. K. Walker—Stewardess, INT

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Congrats

25 Years

- Herbert J. Brendle—Sr. Mech., INT-FB
- Jason Franklin Rowe—Foreman, INT-FB
- Lee Clifton Rowe—Production Controller, INT-FB
- John F. Johnson—Sales Mgr., INT-FB

20 Years

- Compton Kenneth Lane—Sr. Spec., INT
- Arthur M. Whittaker—Sta. Mgr., ROA
- Paul S. Snell, Jr.—Captain, ATL
- William W. Cook, Jr.—Chief Mech., ATL
- Joseph D. Hoots—Supt. Acc. O'haul, INT

15 Years

- Ann Talbert—Communicationist, INT
- B. L. Padgett—Ld. Mech., ILM
- E. L. McMillan—Capt., INT
- Joel Baum, Jr.—Porter, ORF
- Donald M. Shanks—Div. Sta. Supvr., DCA

10 Years

- James Y. Spencer—Capt., INT
- Margaret J. Judge—Agent, ORF
- James W. Starr—Agent, TRI
- Marilyn R. Eastes—Agent, DCA
- C. H. Widner, Jr.—Reg. F/O, ILM
- Thomas F. Young, Jr.—Chief Agent, ATL

5 Years

- T. B. Thompson—Agent, BAL
- J. P. Angel—Jr. Acct. Clerk, INT
- W. O. Radford—Agent, HSP
- R. P. Kelley—Supvr. Maint. Reliability, INT
- W. A. Wirt—Ld. Agent, DCA
- J. T. Burger—Agent, BNA
- William McFalls, Jr.—Agent, AVL
- W. N. Horn—Mech. Spec., INT
- J. C. Howard—Mech., INT-FB
- J. R. Gwynn—Jr. Spec., INT-FB
- J. G. Walker—Supvr. Gen. Acct., INT
- R. R. Rush—Ld. Agent, DIA
- T. L. Brown—Mech. Spec., INT
- C. E. Roberson—Sr. Stock Clerk, INT
- R. L. Bowen—Agent, CVG
- Nancy D. Spiro—Agent, TRI

Editorial

Why The Bold Type?

Thirteen months ago we went through the most horrible tragedy in our Company's history.

The shock and horror of the jet crash at Hendersonville had barely begun to dim on August 10th this year when another Pacemaker went down at Charleston, West Virginia.

The newspapers told the story of the second accident in headlines just as big and type as bold as that used hardly a year earlier.

For the families involved in both accidents, and for us as well, there is no comparing degrees of tragedy. Both were "the most horrible."

In the aftermath of such grimness perspective is difficult to come by, especially for those who seldom fly, but equally so for those of us who go aloft most everyday.

The jet crash headlines described complete destruction and total loss of life.

Mixed with our feelings of deepest sorrow and sincerest regrets over the recent 227 tragedy we are most grateful that there are two survivors.

We are, of course grateful that Piedmont has been absolved of blame in the jet crash. We have felt all along that we were not at fault and the recent findings of the National Transportation Safety Board bear this out.

The NTSB has announced the date for the hearing on the 227 accident. It will convene on October 22 in Charleston.

Safety Board Chairman, Joseph J. O'Connell, Jr., has designated Rear Admiral Louis M. Thayer as chairman of the Board of Inquiry.

Approximately 15 persons will testify in an anticipated two days of hearings.

Thayer said a summary of testimony will be issued by the Board approximately 10 days after the conclusion of the hearing. "A final report will be issued later, setting forth the Safety Board's formal determination of probable cause," he said.

Naturally the investigating agencies have not yet made any statements about the cause of the Charleston crash. The upcoming hearing will include reports from the investigating teams and the eyewitnesses.

That week the newspapers will again set Piedmont in big headlines and bold type. In trying to regain our perspective after an air crash the difficulty often comes in our attempts to justify the spectacular approach of news media to accidents in our industry, which are made much more vivid in the public mind than countless automobile accidents that snuff out a great many more very countable lives.

Though the horror will dim, it'll never go away. But realization that air travel is the very safest mode of transportation will return, to us and to the public, our passengers.



VFR with Turby

Of the four seasons, it's hard for me to decide the one I like best; however, I believe I like the fall most of all. I don't know why exactly, but I suppose it's the colors and the fine crisp air that prevails at this time of year. Now, don't you Florida hopefuls take offense at what I am about to say, but I think it would be rather monotonous to live where there are no definite seasonal changes. I, at my age, still look forward to winter.

Search For Prettiest Interliner

Yes, I understand all single girls employed by scheduled CAB Certificated Airlines are invited to compete for "Miss Airline Par Queen." The winner will be chosen at the Airline Convention and Christmas Party Beauty Pageant at Las Vegas, Nevada December 6, 1968. If you haven't seen the entry form, I have some on hand and I will make them available providing I am permitted to assist in filling this form out. The part of the questionnaire I'm interested in is measurements — height, bust, waist, hips, calves, thighs, etc. I have available in my office an accurate tape line for this purpose and my fees are reasonable — so, first come — first served.

Our secretary, Wilma Cook (not eligible for contest as outlined above because a Mrs. is in front of her name), has just completed a tour of duty as a Juror in Criminal Court last week. I'm glad my case didn't come up before her, for I wouldn't be here now to write this column.

* * *

She: Before we got married, you told me you were well off.
He: I was and just didn't know it.

* * *

About the only time a woman really succeeds in changing a male is when he's a baby.