

THE PIEDMONT MONITOR

Piedmont Aviation, Inc.

Smith Reynolds Airport
Winston-Salem, N. C.

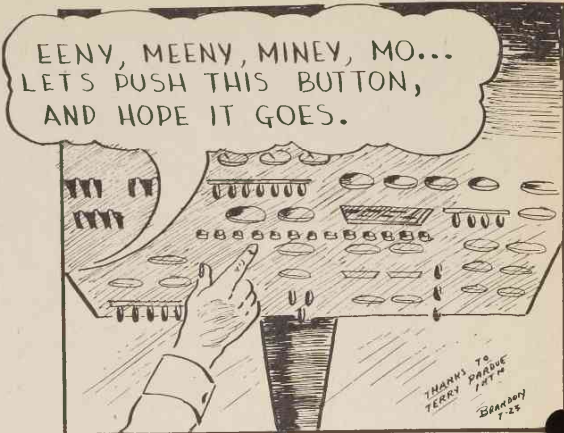
Betsy Allen, Editor



Around the System NEW EMPLOYEES

- N. G. Roe—Line Servman, ORF-FB
- A. L. Dorman—Line Servman, ORF-FB
- G. P. Berlund—Mech. Helper, ORF-FB
- B. C. Dickinson—Admissions Officer, INT-PASI
- F. E. Elliott—Fleet Ser., ORF
- R. L. Elliott—Fleet Ser., ORF
- C. M. Walker—Fleet Ser., INT
- A. U. Wilson—Fleet Ser., INT
- R. J. Murphy—Mech., ORF
- J. P. Eubank—Agent, RDU
- A. H. Broughton—Agent, RDU
- D. W. Crump—Agent, RIC
- S. L. Ivester—Agent, ATL
- C. L. Jones, Jr.—Agent, RDU
- T. R. Nason—Agent, FAY
- S. D. Sulphur—Agent, GSO
- K. Brown—Sec. Steno, INT
- M. H. Hall—Fleet Ser., ATL
- V. L. Johnson—Agent, JAMTO-FTB
- R. E. McMahon—Pilot-Fit./Instructor, ORF-FB
- M. N. White—Agent, CVG
- H. E. Winings—Agent, LEX
- Alton Wood—Fleet Ser., ATL
- G. A. Weeser-Krell—Agent, DCA
- R. H. Charles-Steward, Jr.—LYH
- P. A. Staton—Agent, AVL
- S. B. Sauer—Agent, RIC
- S. L. Rice—Agent, CVG
- B. J. Platt—Fleet Ser., INT
- A. S. Pedley—Agent, AVL
- J. A. Mouser—Fleet Ser., TYS
- J. A. Millhaupt—Agent, AVL
- T. D. Miller—Fleet Ser., INT
- J. C. Middleton—Lineman, INT-CPA
- R. E. Merritt—Agent, RIC
- F. M. Kramer—Agent, ATL
- S. J. Hill—Gen. Agent, INT
- J. T. Harrelson—Agent, ATL
- J. T. Harper—Fleet Ser., INT
- V. B. Greer—Agent, OLF
- D. P. Eldridge—Fleet Ser., INT
- R. S. Dempsey—Agent, DCA
- R. Darf, Jr.—Agent, AVL
- C. W. Costigan—Agent, ROA
- G. C. Cort—Agent, AVL
- C. D. Carwile—Agent, DAN
- J. A. Hines—Stock Clerk, INT
- R. R. Brown—Lineman, INT-CPA
- T. E. Cahoon—Agent, ORF
- B. H. Booher—Key Punch Op., Jr., INT
- M. J. Blackwell—Agent, ROA
- C. S. Aaron—Agent, ORF
- K. R. Wolf—Agent, DCA
- P. B. Windslow—Agent, DCA
- R. L. Shrewsbury—Agent, AVL
- P. A. Rice—Agent, ATL
- H. L. Leese—Agent, INT
- T. E. Hussey—Agent, ISO
- J. H. Fulmer—Agent, DCA
- W. B. Dalton—Agent, ATL
- D. P. Coell—Agent, ROA
- D. W. Adams—Stewardess, INT
- A. A. Allaniello—Agent, DCA
- C. A. Hill—Gen. Agent, INT
- T. R. Ball—Agent, AVL
- C. A. Baeker—Agent, GSO
- B. Benjamin—Agent, DCA
- P. D. Bennett—Fleet Ser., INT
- Dolores Biddle—Stewardess, ROA
- R. L. Power—Fleet Ser., ROA
- M. B. Carlton—Stewardess, INT
- J. M. Chastain—Stewardess, ILM
- Thurman Clemons—Agent, ILM
- J. R. Daniels—Stewardess, ATL
- M. P. Davis—Agent, FAY
- P. A. Donnelly—Stewardess, INT
- S. J. Doub—Stewardess, INT
- L. K. Powell—Stewardess, ILM
- R. R. Dudley—Agent, ROA
- M. W. Ennis—Agent, DCA
- F. L. Evans—Stewardess, ATL
- L. W. Faroux—Agent, RMT
- Leon Fisher—Fleet Ser., ORF
- H. P. Gamm—Fleet Ser., CVG
- R. A. Gillespie—Agent, CVG
- J. H. Gore—Agent, FAY
- M. K. Green—Agent, ATL
- D. H. Gupta—Sr. Simulator Eng., INT
- Opal Hawks—Agent, INT-SC
- J. A. Hill—Stewardess, ORF
- R. L. Hudson—Agent, INT
- M. L. Huff—Stewardess, ATL
- D. L. Johnson—Agent, DCA
- J. A. Johnson—Stewardess, ATL
- M. F. Johnson—Agent, ROA
- P. E. Johnson—Stewardess, ILM
- R. J. Johnson—Agent, DCA
- R. L. Jones—Fleet Ser., ILM
- M. R. Kettner—Fleet Ser., CVG
- W. E. Lee—Agent, ISO
- D. C. McGinnis—Agent, ATL
- G. A. McMorris—Stewardess, INT
- R. E. Mabry—Agent, DCA
- L. W. Marshall—Fleet Ser., CVG
- W. M. Mayes—Agent, SDF
- H. W. Miller—Agent, PLO
- S. N. Mitchell—Agent, INT
- M. M. Moorefield—Stewardess, ORF
- C. L. Morehead—Agent, ROA
- C. W. Moran—Agent, ILM
- S. E. Morris—Agent, DCA
- C. H. Mullins—Agent, INT
- F. P. O'Brien—Agent, ROA
- W. J. Patten—Fleet Ser., ATL
- M. H. Patten—Fleet Ser., INT
- S. D. Riggsbee—Agent, ISO
- D. L. Ricketts—Fleet Ser., TYS
- F. E. Runner—Fleet Ser., INT
- S. A. Sedgwick—Agent, CVG
- S. J. Shufelt—Staff Asst. Personnel, INT
- E. V. Simmons—Fleet Ser., ILM
- R. W. Simmons—Fleet Ser., INT
- J. K. Smith—Stewardess, ORF
- R. D. Smith—Agent, ROA
- R. H. Snyder, Jr.—Agent, AVL
- F. L. J. Solomon—Stewardess, ILM
- B. H. Snyder—Agent, CVG
- S. S. Sullivan—Agent, ILM
- S. V. Taylor—Stewardess, INT
- D. D. Traub—Agent, GHO
- J. M. Truell—Stewardess, INT
- E. A. Turner—Lineman, INT-CPA
- D. C. Waters—Agent, ISO
- J. P. Watkins—Agent, FAY
- T. E. Watts, Jr.—Agent, DCA
- D. R. Yarnell—Agent, CMH
- C. R. Williams—Agent, DCA
- L. H. Thompson—Agent, HTS
- F. E. Thomas—Agent, SDF
- R. F. Taylor—Agent, DCA
- F. G. Shoukani—Agent, DCA
- G. E. Sears—Agent, RIC
- E. M. Schwarz—Agent, CRE
- S. M. Robinson—Agent, INT
- J. L. Reece—Accountant, INT
- P. J. Phillips—Agent, DCA
- R. E. Owens—Agent, TRI
- E. E. McDowell—Agent, PHF
- N. C. McAlister—Fleet Ser., INT
- C. W. Loyd—Agent, FAY
- V. J. Lawson—Secretary, INT-PF
- G. N. Leshar—Agent, DCA
- R. W. Lassiter—Agent, ORF
- M. H. Hinesberger—Agent, DCA
- H. H. Jenkins, Jr.—Agent, CLT
- E. R. Howard, Jr.—Fleet Ser., INT
- B. H. Hinkle—Agent, DCA
- F. C. Hart, Jr.—Agent, CLT
- R. L. Glasspell—Agent, CRW
- H. T. Fowlers—Agent, CRW
- S. A. Ferguson—Agent, ORF
- C. W. Edmonds—Agent, BLF
- J. A. Dow—Fleet Ser., INT

(Continued on Page Three)



Editorial

WE'RE UP AND FLYING!!!

Even before July 21st this year lacked a lot of being a good one for Piedmont. Our losses in revenues have been substantial and in reputation, no less.

To re-establish Piedmont as all employees and stockholders and customers want Piedmont to be is definitely a difficult task, but one of which we are certainly capable. This is not to say that it will be easy or that it won't take a lot of time and more effort.

But we want to, and there is no better place or time to start.

Our mid-year financial report indicated a loss of \$545,371. The second quarter of course ended in June. Right now there are not even any figures to tell us what the third quarter report will look like. But neither is there time to worry about it right now.

Though our problems aren't yet solved, our planes are back in the air and customers are lined up at our counters and travel agents are on the other end of increased phone calls to our reservations offices.

Hopefully our friends from all these areas have not been alienated. We know they have been inconvenienced and we're the only ones who can make it up to them. For today and for lots of tomorrows that is our Number One Job.

Unquestionably the employees suffered as much as anyone during the shutdown, but now we're back at work. As our ads say, "We're up and running!" There is a long stretch to cover before we get back to the starting gate.

To improve our present position in the minds of the public as well as within our industry is undeniably the most demanding challenge Piedmont has faced in its 29 year history. But our past achievements give us all hope of surpassing many of the records we've set down through the years.

Our efforts and energies today will build a brighter, more secure and more prosperous future than Piedmont has ever had to look forward to.

Now is Piedmont's time to "put out" and PRODUCE. As we work to restore our reputation for good service our revenues will begin replenishing the profit side of our ledgers. As we approach what has traditionally been our busiest season let's do the best job we've ever done, not just because we have to, but because we want to.

Our passengers, the travel agents, our stockholders, and the general public that we are truly privileged to serve will be watching us. Putting our best foot forward is what they want to see. It will solve many of our problems as it turns debts into profits and puts Piedmont back out front.

NEW EMPLOYEE BENEFITS INSURANCE PLANS (Continued from Page One)

Casualty for group conversion purposes. No evidence of good health will be required but application must be made within 31 days following termination of employment.

Records

It is necessary to keep separate records of your expenses with respect to each covered family member because the Deductible, the Maximum Benefit, and other provisions operate separately as to each covered family member.

Copies of all statements, such as bills, from physicians, hospitals, laboratories and druggists. A bill from a druggist should always give the nature and the date of the purchase, prescription number and the physician who issued the prescription. Each of these statements should indicate clearly the name of the member of your family involved.

Though not to be submitted, Medical Expense Diaries are available to help you maintain accurate records.

SERVICE CONGRATS

20 YEARS

- R. Vernon Moore—Station Mgr., GSO
- Frank J. Slone—Sta. Mgr., RMT

15 YEARS

- E. H. Durham—Sta. Chief, SDF
- Lee Roy Pickel—Lead Agent, TRI
- William Coy Yates—Shipping Clerk, INT-FB
- Robert Lee Martin—Chief Agent, Res., ROA

10 YEARS

- W. A. Downs—Agent, GSB
- J. J. Archer, Jr.—Main. Controller, INT

5 YEARS

- Suzanne Elko—Agent, DCA
- Billie Jean Spencer—Jr. Acct., INT
- R. L. Mosser—Mech., SDF
- P. C. Freeze—Sr. Spec., INT
- B. D. Lance—Jr. Mech., INT
- R. J. Edney—Sr. Mech., ROA
- H. J. Hall—Mech. Spec., INT
- J. E. Davis—Act. Ld. Mech., SDF
- J. F. Flippin—Mech. Spec., INT
- C. J. Reynolds—Utility Serviceman, INT
- Jerry H. Young—Agent, Ops., CRW
- Tommy R. Durrer—Agent, Ops., CHO
- Joe Bennie Snider—Sr. Specialist, INT
- Freda Zappia—Credit Union Mgr., INT
- Julius Van Tuttle, Jr.—Mech. Specialist, INT
- Lloyd H. Jones—Agent, Ops., LYH



VFR with Turby

When they put the monkey in orbit the other day, I could not help but recall the harrowing experience I once had with three monkeys when I worked in New Orleans. They arrived from South America via Pan Am, transferring to Eastern. They were overnighting in the cargo room for an A.M. departure. Next morning, upon opening the office, it was discovered the three "gentlemen" had escaped from their cage and were having a ball in the main lobby of the Terminal Building.

The Terminal Building then was a temporary structure with exposed steel trussing holding the roof. The monkeys were jumping from girder to girder, hanging by their tails and putting on quite a show. Our problems were just beginning. Each time we would climb out on a girder, the scamps would jump to another and laugh right in our faces. After several hours of this chase, and affording much amusement to the many passengers below, the local bartender suggested that since monkeys like bananas (and by this time they must be getting hungry why not soak some bananas in bourbon, get them intoxicated and maybe we could run them down. This we did, and sure enough, they went for the banana cocktails right away. They became so inebriated, one passed out completely, the other two staggered back to their cage and passed out there. Needless to say they arrived in New York that night with a terrible hangover.

In this business, many interesting and amusing things happen from time to time. If you have had something to happen during your tour of duty that is unusual, let me have it, and I will try to include it in this column.

One of the most tactful speeches ever thought up suddenly was by the man who blundered into a bathroom where a woman was bathing and calmly turned and left with the words, "I beg your pardon, SIR."

The farmer got tired of cars speeding by his place at high speeds, so he erected a sign 1,000 feet down the road each way — "SLOW DOWN FOR NUDIST CAMP CROSSING." It worked!!!

One reason there are so many juvenile delinquents today is that their dads didn't burn their "britches" behind them.