



# THE PIEDMONITOR

Retiring  
The Martins  
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NOW AN ALL JET-POWERED AIRLINE!

FEBRUARY, 1970



E. L. Hurt With Improved YS-11 Fuel Pump.

## Mechanic Wins Company's First FAA Safety Award

Senior Mechanic Ernest L. Hurt has won first place in the Southeast regional finals of the FAA's Air Carrier Aviation Mechanics Safety Award program.

The awards are presented in two categories, airline and general aviation, and are regionalized internationally. There will be two national winners named during the month of March.

Hurt, whose suggestion involved an alteration of the YS-11 fuel pump, will represent the Southeast, or Region II, in the national finals.

Prior to joining Piedmont in 1950, Hurt served with the U. S. Navy as an aviation ordinance officer and worked for the Lynchburg Airtransport and Sales Corp.

Since he came to Piedmont, Hurt has worked in Airframe Overhaul, Line Maintenance, and Accessory Overhaul. He is currently a Senior Mechanic in the Hydraulics Department.

Mrs. Hurt is the former Mary Elizabeth Tilghman of Pactolis, Kentucky. They have two children and four grandchildren.

Other Piedmont personnel who entered the FAA Awards program were K. H. Shelton and J. B. Snyder.

## Credit Union Meets; Declares 12th Dividend

The 21st Annual Meeting of the Piedmont Aviation Credit Union was held the latter part of January at the Company's general office building.

R. H. Reed, Credit Union President, reported on behalf of the Board of Directors concerning Credit Union activities during the past year. Other reports were given by the Credit Union Treasurer and Credit Committee.

Elections were held to fill offices vacated on the Board of Directors and the Credit Committee. R. H. Reed, H. K. Scott, and R. W. Kadlec were re-elected to the Board of Directors. R. R. Gabriel was also elected to serve a two-year term. Other members of the Board include A. F. Long, G. E. Price and Jim Taylor.

George Davis was elected to serve on the Credit Committee with Bob Griffin and Frank Barnes. Credit Committee alternates elected were Dick James, Ken Whapham and Wayne Pope.

The Piedmont Aviation Credit Union declared a six percent dividend on savings accounts. This marked the twelfth consecutive year that a six per cent dividend rate has been paid.

The dividend paid on accounts during 1969 amounted to \$82,394.00 as compared to \$75,178.00 during 1968, or a 9.5% increase. Members' savings at the end of 1969 amounted to \$1,632,795.00 as compared to \$1,589,065.00 at the beginning of the year, or a 3% increase.

Three hundred nine (309) new accounts were added during 1969 bringing the total number of accounts or members in the Credit Union to 2,548. There were 2,320 loans approved for members totaling \$3,524,954.00.

The Piedmont Aviation Credit Union is a co-operative employee's organization owned and operated by the employees of Piedmont Aviation, Inc.

## President's Prospectus

*As a New Year's message from the President for the Piedmonitor, we thought it most appropriate to run this resume of the highlights of Mr. Davis' speech to employees on Christmas Eve in the hangar at INT.—Editor*

This is our 29th annual Christmas Eve gathering. I am proud that our crowd gets bigger every year and certainly this year is no exception.

It's been a rough year. This was not entirely unexpected.

You will recall that last year I indicated to you that we would be confronted with difficult problems in 1969 and I asked for your help in overcoming these problems.

I am grateful for the way most of you responded — you really pitched in.

Regrettably, in addition to the difficulties we anticipated, there were two other most unfortunate and unexpected events — aided and abetted by outside elements — which compounded our problems. In my opinion, those factors alone caused the heavy losses your Company sustained in 1969. Without these developments, I am convinced that the extra effort put forth would have overcome the other problems and resulted in a profit.

As difficult as it is to forget these sad experiences, this is no time for remorse or despair.

As difficult and distasteful as the past year has been in some respects, I believe we can, nevertheless, all be proud of what we did accomplish.

We have virtually completed our transition to an all jet-powered fleet of aircraft. We have obtained important new route authorities extending our system to Chicago and Charleston, South Carolina. We have successfully completed the task of moving into our new headquarters facility. We again attained one of the highest load factors in the industry. And we have progressed and strengthened ourselves in many other ways which will make possible attainment of new, higher goals in the future.

It has been said that "Whatever impedes a man and doesn't stop him — aids his progress". I believe all of us are stronger and wiser now, as a result of our difficulties and that this will aid our progress in the future.

So, for all you have done to help in the accomplishments we have made in the past year, it is my privilege to announce that Santa again has a big pack full of goodies for all of you. This is the 29th consecutive year that our company has awarded a nice raise for all Piedmont people. Despite the heavy losses suffered by the Company in 1969, your officers approved these raises in recognition of the fact that these losses were caused by factors beyond your control and in view of the performance and extra effort you put forth.

In addition, the increases have been made in sufficient amounts to offset the rampant inflation which took place in 1969.

To do all of this and at the same time get our Company back to a profitable status will obviously require the best possible effort and performance. We will all really have to "put out".

I have asked our officers to join with me in a concerted effort to develop a program designed to maximize efficiency, economy and revenues in all areas. I now ask you to do your

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## Manual CRO In Operation By Mid-April

Piedmont's Central Reservations office is beginning to move from the paper planning stage towards physical reality.

The first step in the Company's computer reservations system, a temporarily manual operation has found a home in the old airline hangar, currently being utilized by Fixed Base and Piedmont Aerospace Institute.

What used to be the Fabric Shop is being converted to what will be the manual central res office. Plans call for completion by mid-April, at which time Winston reservations and Space Control as well as Greensboro res will move into the "new" facility. The reservations operation for Charleston, South Carolina, will also be located initially in this office when that service is instituted.

Walt Ryczek has been named manager for the CRO. Formerly Station Manager at Huntington, Ryczek will assume his new duties in mid-March.

Currently plans call for bringing in to INT about 17 of the Company's reservations offices between April and October of this year. Stations to be moved will be given at least 60 days notice. The schedule for re-location of the res offices has not been finalized, but will be announced as soon as possible.

Then tentative date for the total switch over to the automated system is mid 1971.

The actual Univac equipment has been delivered to Computer Communications Network in Atlanta, where it will be permanently located.



IT WAS A DARK AND SNOWY NIGHT for the Farewell Flight of the Martin 404's. All smiles for the occasion were, at left, Washington National Station Manager Don Sutphin and Congressman David N. Henderson who flew home to North Carolina's Third District aboard the Martin's last scheduled trip. For further details see page three.