



THE PIEDMONITOR

Stifford
The People
Of Piedmont
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VOL. XII, NO. 6

NOW AN ALL JET-POWERED AIRLINE!

JUNE, 1970

Pass Riders: Note New Guidelines

The pluses of working for Piedmont are many. Most old employees are familiar with the majority of privileges offered by our Company and it doesn't take long for the newcomers to discover the available benefits.

Probably the favorite "plus" in our business is pass travel. Piedmont's rules for enjoying this privilege have always been more unwritten understandings than concrete regulations.

Recent experience has suggested that there is room for improvement in this area. The Company has devised some Protocol Points concerning employee pass travel. Adherence will insure that this favorite "plus" will be preserved.

Piedmont is happy to provide employees with passes. The basic rules governing their issuance are clearly stated in the Standard Practices Manual.

The following points are additional guides for pass users:

You must not make reservations for Space Available passes. You should list yourself for meal service if applicable for the flight you plan to use.

When checking in for a flight you must show your identification card. Agents are required to check your I.D. and you should not be offended when asked for it. You should always check in at least 30 minutes prior to departure time.

Be mindful of revenue passengers at all times. Please be considerate of them in the often limited lounge area space. Always allow the revenue passengers to board first. If an opportunity arises to do so, offer to help passengers with children or luggage or whatever. This is in no way demeaning to your position as a pass rider, but is common courtesy.

Aboard a flight be thoughtful of the paying passengers. Don't recline a seat into someone's lap and don't block the aisle to talk to a friend. If you smoke, please try not to annoy nearby passengers.

Unless specifically questioned don't volunteer the information that you are a pass rider. Under no circumstances should you advertise the fact. Please refrain from "talking shop" within hearing of other passengers.

When you are traveling with children please make every effort to look after them yourself without unduly imposing on the stewardess.

Should there be a shortage of meals on your flight you must do without gracefully.

You might be asked to deplane before departure or to disembark at an intermediate station before reaching your destination to make room for revenue passengers or pass holders with a higher priority. If this is necessary please follow the instructions of the agent in charge. It is possible that you might encounter a lengthy delay, therefore you should always carry sufficient funds to cover unexpected expenses. Be sure you allow plenty of time to return to work.

Since you are representing
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Frank E. Woodruff
Manager - Hot Springs

Woodruff Moves To Hot Springs As New Manager

Piedmont's new Manager for Hot Springs is Frank E. Woodruff, former Manager—Customer Services at LaGuardia.

Woodruff, who joined the Company as an agent in 1964, is a native of Sparta, North Carolina. He attended Wake Forest University and served with the U. S. Air Force as an Administrative Specialist.

Woodruff was Chief Agent at Myrtle Beach prior to transferring to New York in 1968. He is married to the former Carol Tise of Clemmons, North Carolina. They have one son.

Woodruff, who assumed his new duties last month, replaces Lyle Cox who was promoted to Manager for Piedmont's Greensboro station.

Savings Bond Campaign Was Huge Success

A whopping 86% increase in the number of Piedmont employees buying U. S. Savings Bonds was the result of the recent Company-wide campaign.

Prior to this year's drive a total of 584 employees or 18.92% were buying bonds through payroll deduction. As of June 15th a total of 1086 Piedmont personnel had become participants for a percentage total of 35.08% Piedmont buyers of Stock In America.

There were several departments and numerous stations that turned in an impressive 100% final report on their campaign efforts.

The increase figure of 86% covers the past twelve months or two campaigns. In May of 1969 there were 130 or 4.3% of Piedmont's employees buying bonds.

In remarking on the results President Davis said, "I am delighted with your response and feel certain that you will reap the full benefits of investing in financial security for yourself and your family as well as helping your country during this time of economic turmoil."

May Was Record-Breaking Month

Record traffic increases and totals for any one month were achieved by Piedmont during May, 1970. Scheduled revenue passenger miles flown rose to 68,103,323 for the fifth month as compared to 57,051,396 for May of last year, an increase of 19%.

A 13% increase in number of revenue passengers carried was reported, or 244,811 in May, 1970 compared to 216,386 during the same period of 1969.

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Board To Review Decisions On Adding Piedmont Flights

The Civil Aeronautics Board has announced that it will review the examiner's decision to allow added air service between Columbia, S. C. and Augusta, Ga., and New York and Washington.

Piedmont Chosen

Examiner Louis Sornson had decided in February that competitive service was needed in all of the markets and he had selected Piedmont Airlines for the route.

At present, Eastern is the only airline authorized to provide unrestricted non-stop service. Piedmont and Delta hold restricted authority in that market.

The oral argument before the Board has been scheduled for the

latter part of this month. The Company is hopeful that a final decision on this case will be forthcoming by late summer or early fall.

STL Review

The CAB also said it would review the examiner's decision in the St. Louis Case. Piedmont and Eastern have applied for the authority to provide non-stop service between St. Louis and Charlotte, Greensboro-High Point, Raleigh-Durham and Richmond.

Examiner James S. Either found that all of the markets can support non-stop service. He picked Piedmont to serve the Richmond segment and Eastern for the other points involved.

New Smokeless Engine Is Installed On N745

Piedmont Airlines has become the first 737 operator in the United States to operate its jet aircraft with the new JT8-D7 smokeless engine.

The first of the new engines was modified during a scheduled inspection by Dallas Airmotive the latter part of June. The plane, N745, with its improved engine was utilized initially in the New York/Newark area.

Long Concerned

For years the aerospace industries have been concerned about air and noise pollution. The American public has more recently become alarmed over the steadily increasing pollution of our environment. Attention has been focused

on the jet engine especially in recent months as a source of air pollution because of the visible smoke in jet exhaust.

Even though jet exhaust contains only very small percentages of contaminants, the emission of quantities of smoke is considered objectionable. For this reason engine manufacturers have undertaken major programs to reduce visible smoke in exhaust produced by jet engines.

Pratt & Whitney Aircraft developed a smoke reducing burner for its JT8D turbofan. This newly designed burner, which Piedmont has begun installing, achieves a reduction of more than 80% in smoke density at idle and nearly 65% at takeoff.

Expensive Program

Piedmont has a total of 32 JT8D engines to be modified. The cost of this program is substantial, about \$8,000 per engine, but the Company feels it is worth it and has set up a plan to rework the engines as soon as possible.

The refitting of all the engines should be substantially complete by the end of 1972, in accordance with the agreement reached earlier this year by the 31 airlines and the Secretary of Health, Education and Welfare and the Secretary of Transportation.

By the end of this year Piedmont will have completed 11 of the engine changes.

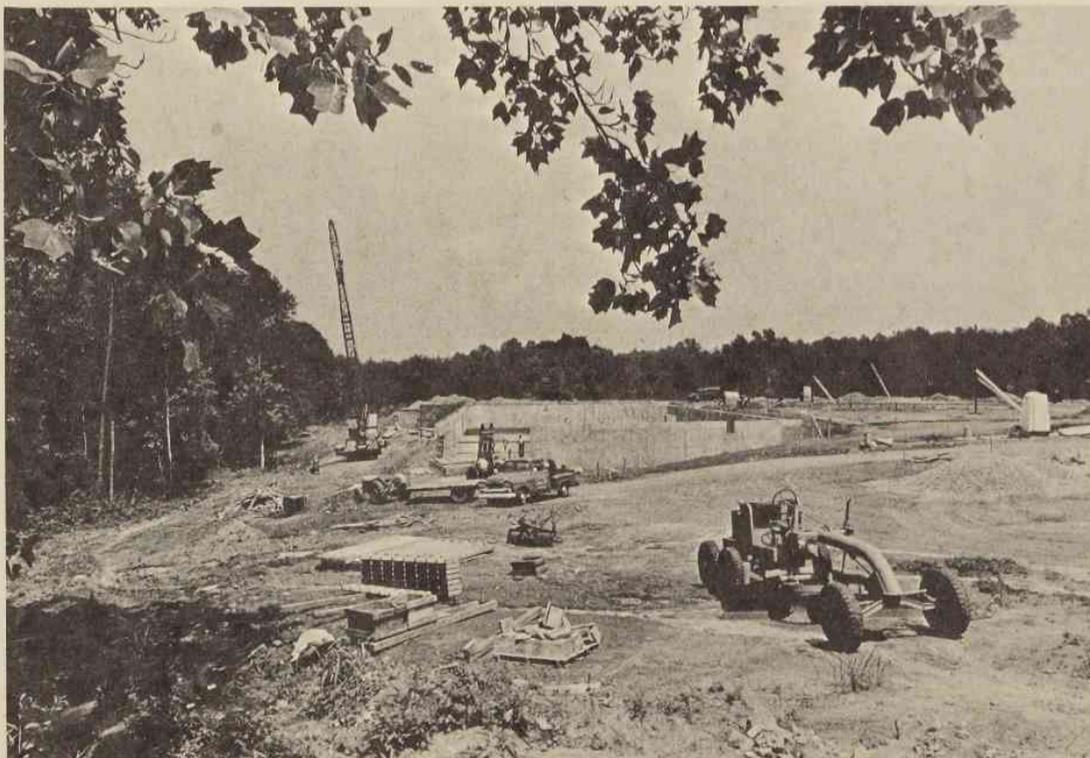
PI Employee Stock Purchase Progress

To help you keep up with the amount you pay for Piedmont stock every month if you're buying it through payroll deduction the Piedmonitor publishes this periodic report of the number of shares purchased, average price per share and total investment in the previous month.

FOR MAY

Amount Invested	\$5,162.36
Number of Full Shares Purchased	716
Average Price Paid Per Share	\$ 7.12

CRO IS TAKING SHAPE



PIEDMONT'S NEW CENTRAL RES facility is beginning to take shape as evidenced by this recent photo of the building progress. Located west of Winston-Salem, on Griffith Road, the building should be ready for occupancy early next year.

Construction is, thus far, right on schedule. The cement for the lower level is nearly complete, at left. Grading for the parking area, not shown, but to the right of this picture, is also nearly finished. Since this picture, steel construction has also begun.