

# THE PIEDMONITOR

Piedmont Aviation, Inc.

Smith Reynolds Airport  
Winston-Salem, N. C.

Betsy Allen, Editor



## Editorial

### Think Small

ONCE UPON A TIME there was a story about a little train struggling to reach the top of a steep mountain. All the way up the incline it said "I think I can, I think I can, I think I can."

During the course of the little train's trip, larger and more powerful locomotives swished by.

*Maybe their load factors were higher and maybe they weren't. They were moving so fast it was hard to tell.*

But the little train chugged along and finally made it to the crest of the mountain. It was a proud little train when it reached the top and all the way down the other side of the hill it said "I thought I could, I thought I could, I thought I could."

Rather like a child's version of the power of positive thinking.

Simple. But very explicit.

The little train was a wise individual.

He didn't worry about thinking big, or even being big.

His age, like ours, was filled with giants, conglomerates, big businesses.

He was big, really, like us. But his point of view was a little different and somehow refreshing.

Think small.

It's unusual advice.

Can we afford to take it?

We can't really afford not to.

Our reputation depends on thinking small; it is made by thinking about people.

Not 10 to 12 thousand people a day, but people, one at a time.

Each one has wants and needs and is paying us to fulfill each one of them for him.

That's why we are here. Each one of us, to serve each one of him.

Ours is a very personal, small business.

### CONFUCIUS DIDN'T SAY

An Airline Is A Service Business.  
If We All Give Service,  
We'll Get Everyone's Business.

## Congrats

### 30 YEARS

C. E. Culler—Service Manager, INT-FB

### 25 YEARS

Milton M. Browning—Capt., ATL

### 20 YEARS

C. A. Anderson—Capt., ORF  
B. C. Moody—Chief Agent, TRI  
H. W. Kelly—Jr. Mech., INT

### 15 YEARS

J. A. Woodruff—Agent, LYH  
Iris I. Gillikan—Ld. Agent, CLN  
A. L. Cody—Lr. Rd. Tech., INT  
R. W. Miller—Agent, TRI  
J. M. Taylor—Maint. Cntrlr., INT  
Jacob Chandler—Flt. Srv., INT  
C. R. Young—Jr. Mech., INT  
J. A. Pegram—Ld. Mech., INT  
C. L. Brooks—Ld. Mech., INT  
P. D. Loar—Dist. Sales Mgr., CVG  
J. L. Paschal—Inspector, INT  
M. P. Holt—Sr. Mech., INT

### 10 YEARS

Margaret Franklin—Agent, ROA  
W. L. Crow—Ld. Radio Tech., ROA  
H. O. Norton—Capt., ROA  
J. L. Smith—Asst. Disptchr., INT

### 5 YEARS

K. C. Killion—Agent, LOZ  
Brenda Hall—Exec. Sec., INT  
J. C. Shore—Sales Rep., INT-FB  
L. RA. Welch, Jr.—Ld. Agent, ROA  
R. E. Beeson—Agent, GSO  
O. H. Long—Util. Serv., ILM  
C. Jester, Jr.—Jr. Spec., INT  
C. R. Jones—Mech. Spec., INT  
D. T. Hucks—Agent, CRE  
J. E. Cummins—Agent, ATL

## Around The System

### TRANSFERS

G. D. Jester—INT to MDW  
P. L. Minnish—ILM to ATL  
J. R. Lunsford—INT to ATL  
J. M. Leslie—ROA to INT  
J. L. Mann—ORF to TYS  
G. W. Manuel—ROA to CLT  
R. J. Murphy—ORF to DCA  
J. C. Myers—ATL to ORF  
J. W. Parker—ATL to MEM  
H. L. Parker—ROA to LGA  
R. B. Parker—ORF to DCA  
H. M. Parkes—INT to ORF  
M. Willey—ORF to DCA  
E. A. Farson—ATL to ROA  
W. Flemming—ROA to LGA  
A. H. Hogsett—ORF to ATL  
J. E. Holland—INT to ATL  
A. J. Shropshire—INT to ROA  
M. A. Hensley—CLT to INT-CRO

### PROMOTIONS

T. A. Kirk—to Div. Chf. F/A, ROA & DCA  
L. W. Anderson—to Asst. Sta. Mgr., ATL  
S. E. Elmore—to Chf. Agent, INT-CRO  
W. D. Hauser—to Acct., INT  
D. D. Shean—to Sr. Prod. Tech., INT  
A. E. Tiemeyer—to Acct. Clk., Jr., ORF-FB  
G. T. Wingo—to Chief Agent-Cargo, ROA

## HOW GOES IT?

Mechanically speaking the July statistics revealed the following:

Mechanical Dispatch Reliability	Actual	Forecast
FH-227	97.6%	99.4%
YS-11A	98.4%	99.0%
B-737	97.8%	99.0%

On-Time Performance of flights operated not more than 15 minutes late ..... 67.9%

Load Factor	Actual	Quota Forecast
	47.40%	49.71%

## DID YOU KNOW THAT...

Before Igor Sikorsky became famous as the inventor of the helicopter, he was an airplane designer. One of his designs for a 12-passenger airliner provided an open balcony so passengers could walk about freely in the wind to enjoy the view!

By 1975, experts predict that more than two-thirds of the population of the U. S. will have flown an average of about one and one-half times.

It is estimated that one-third of all air traffic communications over the North Atlantic is strictly airline business, one-third is purely air traffic control intercommunications, and the remaining third is of joint concern to airline pilots and air traffic controllers.

The first military airlift was a demonstration flight that occurred on September 7, 1918 when 18 men were flown in several U. S. Army Signal Corps planes from Chanute Field, Illinois to Champaign, Illinois — a distance of about 20 miles.

In the days of the Ford Tri-Motors, the flight crew wore raincoats and caps on rainy days to keep dry. Neither the cockpit nor the passenger cabin were leak proof.

An airline seat is a perishable commodity. An analogous situation would be an automobile manufacturer who would have to throw away each car he made if he didn't sell it at the end of the day it was finished.

Travel agents estimate that 135 million people will take an international trip sometime during 1970.

Nassau County (New York) police recently used their Fairchild Hiller-1100 helicopter to catch a suspect connected with the kidnapping of a mother and her baby, only 32 minutes after the alleged crime.

It is estimated that the revenue lost while a Boeing 747 is out of service will be more than three times the cost of repair.

## An Ode To Kadlec

