

PIEDMONITOR

Piedmont Aviation, Inc.

Smith Reynolds Airport
Winston-Salem, N. C.

Betsy Allen, Editor



Congrats

30 YEARS

W. W. Barber—Vice President-Purchasing, INT

20 YEARS

Allie Gene Melson—Captain, ORF
Robert Earl Griffin—Lead Mechanic, INT
Theresa Woznisky—Communicationist, ROA
Robert Coolidge Rothrock—Maintenance Controller
Henry William Kreeger—Sr. Mechanic, INT
Marion H. Payne—Captain, TYS
Charles V. Clemmons—Agent, LEX
Albert G. McAllister—Lead Mechanic, INT
James E. Hunt—Sr. Specialist, ROA
Robert G. Russell—Sr. Mechanic, INT
Warren G. Lynch—Lead Mechanic, INT

15 YEARS

Eugene Banner, Jr.—Janitor, INT-FB
W. H. Craver, Jr.—Sr. Records Clerk, INT
R. A. Elliott—Specialist, INT-FB
Harold Ray Sage—Mechanic Specialist, INT
Forest G. Bates—Supervisor-Revenue Accounting, INT
Steve H. Coe—Maintenance Controller, INT
David F. Barnhill—Fleet Service, ILM

10 YEARS

James A. Duckett—Agent, TYS
Ollie F. Richardson—Revenue Accountant, INT
Jack L. Smith—Mechanic, INT-CPA
Ward F. Edwards—Jr. Mechanic, ORF
Wesley Gilbert—Jr. Mechanic, TYS
Thomas G. Pennell—Lead Agent, HKY
Peggy Beshears—Communicationist, INT
Mary Lane Harris—Agent, RIC-CTO
Stanley F. Anderson—Captain, ROA
Harris Bowen—Captain, SDF
Gene F. Sharp—Captain, TYS
Tazewell E. Alley—Sr. Stock Clerk, ROA
Kenneth W. Atkinson—Sr. Specialist, ROA
Curtis E. Collins—Jr. Specialist, ROA
Thomas F. Sizemore—Sr. Specialist, INT
Jean Hope Dial—Chief Agent, DCA
Gerald H. Rush—First Officer, DCA
Audrey C. Collins—Secretary, ROA

5 YEARS

Amy L. Kistler—Stewardess, ATL
Shirley C. Lynch—Stewardess, ATL
William F. Morgan—First Officer, ORF
Gabriel Agra—Agent, ROA
David R. Caudill—Sr. Specialist, INT
Aileen L. Aldridge—Agent, ROA
Robert J. Johnson, Jr.—Agent, ILM
Raymond Li—Radio Technician, DCA
Elwyn M. White—Jr. Radio Technician, INT
Carl E. Parks—Sr. Stock Clerk, INT
Karen M. English—Agent, DCA
Revonda J. Henderson—Agent, MDW
Thomas L. Bishop, Jr.—Agent, CAE
Roger L. Crook—Jr. Radio Technician, INT
Thomas B. Stultz, Jr.—Fleet Service, ROA
Richard J. Enos—First Officer, ATL
Larry G. Hieronymus—First Officer, INT
Carroll A. Spencer—First Officer, ILM
Richard G. Stevens—First Officer, DCA
Ernest D. Whaley, Jr.—First Officer, ATL
Grant D. Clark—Chief Agent, INT-CRO
Helen Jean Holder—Stewardess, INT
Brenda Mae King—Stewardess, ORF
Iva C. Mosko—Secretary, INT
Johnny H. Griffiths—Agent, ATL
James L. Konkle—Lead Mechanic, ORF
Ernest E. Cassell—Agent, DCA
Lynn T. McCormick, Jr.—Agent, ILM
Jacob C. Hunt—Agent, INT-CRO
Steve H. Dudley—Lead Mechanic, ORF
Robert H. Shell—Lead Agent, DCA
Stephen B. Boykin—Station Manager, SDF
Tony L. Fisher—Lead Agent, CLT
Robert W. Rinehardt—Agent, RWI
Joseph W. Tucker—Apprentice, INT-FB

HOW GOES IT?

FOR MAY

Mechanically speaking, the May, 1971 statistics revealed the following:

Mechanical Dispatch Reliability	Actual	Forecast
FH-227	98.9%	99.4%
YS-11A	98.7%	99.0%
B-737	97.9%	99.0%

On-Time Performance of flights

operated not more than 15 minutes late 72.8%

Actual Load Factor	Quota Forecast
47.78%	51.89%

FOR JUNE

Mechanical Dispatch Reliability	Actual	Forecast
FH-227	98.2%	99.4%
YS-11A	98.7%	99.0%
B-737	97.8%	99.0%

On-Time Performance of flights

operated not more than 15 minutes late 66.6%

Actual Load Factor	Quota Forecast
50.39%	52.98%

Editorial

RANDOM THOUGHTS

An airport, early in the morning, especially if you're not "an early morning person", is an intriguing vignette.

It was an early Saturday morning not long ago that we had the opportunity to observe the Winston station as it was waking up.

The terminal building was creeping its way out from beneath its foggy cover as obviously sleepy passengers moved toward the ticket counter. There were a lot of non-revs. Saturday is probably their best day, for travelling and for finding a parking place.

The agents' greetings were cheerful, though somewhat quiet, as if in deference to the early hour.

The crews, having already reported in, were having breakfast. Their conversations also seemed muffled, perhaps by the heavy aromas of coffee, bacon, eggs and grits.

The news papers were neatly stacked in racks along the wall, waiting for those awake enough to read to deposit a dime for a transcript of yesterday.

Tomorrow, a transcript of today will cost them twenty-five cents. Inflation can't be blamed for that. Sunday papers always cost more.

A nearby stamp machine had posted its new rates. For a quarter you get three six cent stamps. Seven cents made per use. Surely their second quarter report will show a profit.

The first departure was announced. Passengers were asked to board through Gate Two Those who came to the airport alone ambled out to the ramp. Others began saying good-bye to the people who came with them, just to say that.

The sun, just barely up, peeked gently through the fog as if to say "Come on, let's get started. There are a lot of people who have a lot of places to go today."

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If you don't always have, or take, the time to read some of the posted notices that find their way onto the bulletin boards around the Company you'll miss some thought-provoking messages. One we saw the other day shouldn't be missed.

Attributed to Elbert Hubbard and titled **Loyalty**, it said:

"If you work for a man, in Heaven's name work for him; speak well of him and stand by the institution he represents.

Remember — an ounce of loyalty is worth a pound of cleverness. If you must growl, condemn and eternally find fault, resign your position! Then when you are on the outside, damn to your heart's content — but as long as you are a part of the institution, do not condemn it. If you do, the first high wind that comes along will blow you away and probably you will never know why."

Piedmont's People Pleasers

The following is a list of Piedmont employees who've been complimented, by name, recently in the numerous seatback letters from our passengers.

Atlanta Barbara Johnson Ann Snelson John Sellers Donna Smith Beverly Pell Phyllis Shepard Amy Kistler Linda Moss Linda Wine Ray Emanuelson Bill Scott Jeannie McLaurin Sylvia Vaughn Mae Dickens Susan Maynard Joanne Hester Sharon McCrary Sharon Clark Karla Kibler	Asheville J. W. Livingston Knoxville Joyce Hall Melody Lasky Memphis Jeanette Oglesby Norfolk Barbara Rainy Diane Stevens Linda Dowell Carol Simmons Pat Finney Gene Riggs Roanoke Elizabeth Ward Tri-Cities R. W. Miller	Washington Nancy Robinson Margaret Coan Wilmington Lynda Funderburk Dorcas Hall Jeanette Duncan Karen Masterson Pam Bass Sharon Boatner Winston-Salem Diane Stephens Deane Edwards Susan Doub Judy Sutphin Dodie Lynn Lindy Shepard T. H. Barger
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Around The System

TRANSFERS

Harris Bowen—SDF to TYS
J. E. Mallony—SDF to INT
E. C. Sample, Jr.—ORF to ECG
R. R. Rush—IAD to DCA
J. F. Brown—LGA to DCA
H. W. Harris, Jr.—ROA to ATL
J. E. Davis—SDF to CVG
H. Daniel, Jr.—INT-CRO to HTS

What's Your Airline I. Q.?

- The entire scheduled airlines' fleet consists of how many planes?
(a) 2,500 (b) 25,000 (c) 50,000 (d) 100,000
- The number of pieces of luggage carried by the airlines last year according to the Air Transport Association, was around:
(a) 25 million (b) 50 million (c) 100 million (d) 200 million
- About one half of all adults in the U. S. have flown on airlines. True or False?
- Jets make less air pollution than the propeller planes they replaced. True or False?
- An airline's fares and the routes it flies are regulated by the government. True or False?
- The average airline employee's salary is closer to:
(a) \$8,000 (b) \$12,000 (c) \$15,000
- The average airline fare paid by an air passenger today, when compared to the fare 10 years ago, is:
(a) higher (b) lower (c) about the same
- The jet engines of the new 747 jumbo jets are quieter and less smoky than older jets. True or False?
- The purpose of the 8 per cent federal ticket tax on domestic airline tickets and the \$3 tax on international flights is to help pay for:
(a) airport improvements (b) operation and improvement of the air traffic control system (c) both
- Air traffic controllers work for the airlines. True or False?

(Answers On Page Three)