

May-June 72



THE CLASSIC LOOK of the basic new stewardess uniform starts with a camel toned jacket and skirt worn over a navy blue body suit.

Stewardesses' Career Outfits Are Classically Chic

Only a few days before their tenth anniversary, Piedmont's corps of stewardesses appeared in new uniforms that are contemporary and at the same time classic in style.

An all but unlimited variety of combinations is possible with the polyester double knit outfits. The colors are camel and navy blue for the seven essential pieces and four optional additions to the "separates look" uniform.

The basics include a jumper with brushed or Florentine gold buttons, a button through tunic, a jacket and skirt, all in the camel color and all are worn with a navy blue body suit. There is also a vinyl serving smock in camel with bright red accent trim and an outer coat for year-round use with zip-in, zip-out lining. The coat is predominantly navy trimmed camel grained leather squared patch pockets. A scarf and a navy trimmed camel grained leather handbag are the other basic items. The scarf, which is a design of Piedmont logos in red, camel and navy splashed on a white background, is oblong and can be co-ordinated in many ways to enhance the overall appearance of the girls' new career outfits.

This latest look for Piedmont's passenger pleasers was designed and manufactured by Profiles, Inc. of Philadelphia.

The optional pieces of the uniform are a fully lined camel weskit with belted back and gold buttons, long pants in navy and/or camel, short pants also available in both camel and navy and navy skirt with the same elasticized waistband as the basic camel skirt.

To accessorize all possible combinations the girls may wear a plain navy pump-type shoe or an all navy below-the-knee boot with sheer navy or natural hose.

When cold weather comes navy kid gloves will maintain the continuity of this year-round uniform.

Further pictures and descriptions of the new outfits can be found on page four.



A SMARTLY STYLED navy with camel trim all-weather coat tops off the new ensemble. More pictures can be found on page four.



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Maintenance Tops Its Own Tough Goal

To Piedmont personnel outside of the Maintenance Department Aircraft Mechanical Reliability sounds like a terribly technical topic.

Basically it just refers to the readiness of our airplanes. Expressed in exacting percentages, dispatch reliability figures tell us how prepared our equipment is to fly.

Every year Maintenance establishes goals for mechanical reliability in much the same way the Traffic and Sales Departments set quota forecasts for enplaning passengers.

Different standards are set for each type of aircraft and the entire department faces a major challenge in trying to meet these goals.

So far this year the record looks like this:

Actual Dispatch Reliability	Forecast
FH-227 — 98.9%	99.4%
YS-11A — 99.1%	99.0%
B-737 — 98.4%	99.0%

For the first time since we have had these three types of planes in service the mechanical dispatch reliability goal has been exceeded. The YS-11 has become the first airplane in our current fleet to have a better than 99.0 per cent dispatch reliability.

The DC-3's, Martin 404's and F-27's did exceed the 99 per cent dispatch reliability point while Piedmont had those aircraft in

service, but it took longer than it has with the YS-11's.

A multi-faceted problem, dispatch reliability starts when the aircraft is being designed and continues throughout its life. Today's planes are considerably more complex machines than earlier types of equipment, meaning that more time and greater effort than ever before are required to obtain the ultimate or potential reliability.

Only by adopting dispatch reliability as a total departmental project has Maintenance been able to reach and even surpass, its goal.

They're proud, and we're proud of them.