

Long Lines

uniform committees

Committees for both male and female agents have been set up to give all station personnel an opportunity to express their opinions in the selection of new uniforms.

Both committees have met and will continue to do so with Ed Best and Don Shanks in an effort to select the uniform and supplier that will give the best quality and service.

Any suggestions on the uniforms should be given to the committee members. They are, for the male committee, F. C. Carroll of Roanoke, M. K. Booth of Raleigh/Durham, W. R. Goolsby of Winston, Robert Johnson of Atlanta and Mike Todd at Myrtle Beach. Their alternates are R. E. Kelly at Cincinnati, B. J. Heflin at Lexington, R. N. Clark at Dulles and Johnny Johnson at Wilmington.

The female committee members are Jeanette Oglesby in Memphis, Imelda Grady in Kinston, Donna Trobaugh in Roanoke and Jane Henderson at Midway. Jeannie Dial in Washington and Patricia Galloway in Charlotte are their alternates.

The committees have seen several presentations by suppliers but have others to see. Hopefully by spring they will have a recommendation ready for management. The choice of suppliers will determine the time table for introducing a new Piedmont look in the stations.

The men's committee has already suggested that the ramp agents' cap be done away with as part of the uniform and its use has been discontinued.

interline sales

As a member of the board of directors of the Interline Sales Managers Conference, Piedmont's Assistant Vice President—Sales Sherl Folger recently attended the 22nd Annual Meeting of the group in Nairobi, Kenya. Sherl reports they had a most successful meeting built around the theme "Multiple Airline Participation". Structured into a series of workshops the conference covered topics ranging from Do Interline Clubs Contribute to Airline Revenue? to Mechanized and Manual Interline Marketing Techniques.

sprucing up

From a massive million dollar building program at Washington National to the complete renovation of all our facilities at Raleigh/Durham Piedmont is doing a lot of sprucing up around the system.

The largest building project, at this point, is our new two-level terminal at Washington National. The architect for the project is Joseph Giuliani who also did the TWA, American and Northwest areas at National. An artists' rendering of the building is shown on this page. It is a three jetway loading bridge concept with the ticket counter and all other support facilities to be located on the first level. The passenger-hold rooms, customer services areas and some offices will be located on the second level. The building is scheduled for completion by mid-summer of 1973. Our old concourse has been demolished and we're currently working out of trailers and a temporary structure at National.

Under construction at Asheville is a new passenger-hold room adjacent to the ramp area. It will have 1800 square feet of space which will allow seating for 100 passengers and should be in use by mid-January. The color scheme, which is becoming standardized over the system, is basically shades of blue for walls, trim and furnishings.

Memphis will have new hold rooms and operations quarters by February as part of an 18 month expansion program there.

The total renovation of the Company's facilities at Raleigh/Durham, including everything from the ticket counter to the Division Station Supervisor's office, has just been completed.

Wilmington is in the process of having their concourse enclosed and when the work is finished they will adopt gate check-in procedures.

At the Winston station the old stewardess training room in the terminal is being converted into a customer service lounge, which should be ready by early January.

A multi-service office area is nearly ready at the Atlanta station. Located behind the present ticket counter area there, it will include the station manager's office, supervisors' offices, a ticket counter check-out room, a customer service lounge, a training/meeting room and a conference room. Our two hold rooms in Atlanta have also been completely refurbished.

A new departure room, which we share with Delta, has already been opened at Greensboro. The shell was built by the airport authority, but the design and decor were chosen jointly by Piedmont and Delta.

Also in Greensboro, Air Service, Inc., our wholly owned subsidiary, has opened a new

\$600,000, 12 acre complex which includes a showroom for Beech planes, an electronics shop, an air frame and engine maintenance shop with four service bays, storage hangars to accommodate more than 40 planes and outside parking space for 50 more, company offices, ground school and lounge complex and a fleet of six Beech trainers. Dignitaries on hand for the ribbon cutting ceremonies in mid-November included John H. Shaffer, chief administrator of the Federal Aviation Administration.



Dean of all the District Sales Managers in Washington is Piedmont's own "Bud" Halsey, at right. "Bud" became the Dean when American's DSM Herbert D. Ford, left, retired. The lady in back is Mrs. Ford.

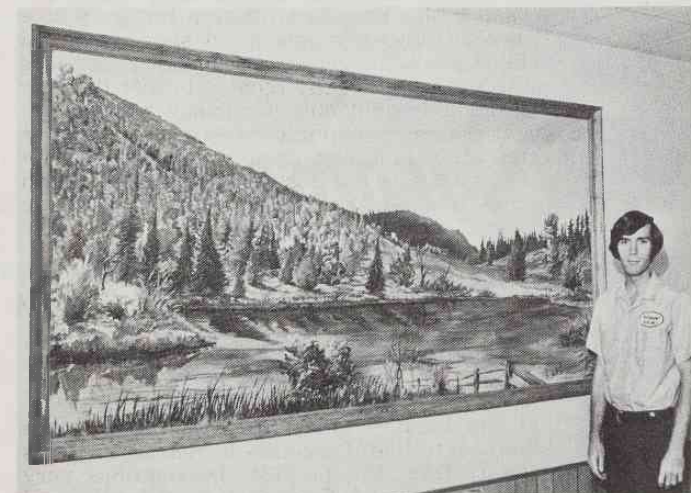
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Artists' Concept of Piedmont's New Facilities at Washington National Airport.



Roanoke's artist/agent Stephen Bowles recently painted a lovely mural of Sharp Top at the Peaks of Otter. The scene is on the Blue Ridge Parkway not too far from the Roanoke station. Stephen's picture has brightened the decor of the ROA VIP lounge.



One of our recent charter groups was made up of newspaper carriers and their chaperons from Columbus, Ohio. They chose Piedmont to fly them to Florida where they visited Marineland, NASA and Disneyworld. These boys proved very enthusiastic charterers!