

Long lines

Since Piedmont's long lines were one of, if not the most successful of our modes of communication, we thought a column by the same name might be a good way of mentioning some of the small, but newsy things of interest that go on around the system. Any contributions you might have will be more than welcome. Address them to the Editor, Piedmonitor, INT-A215

Piedmont's retired pilots, who've dubbed themselves the Pacemakers, held their fall meeting in Myrtle Beach early in October.

The group elected new officers, including Barney Barnes, president; Joe Fickling, vice president; Vic Conary will continue to serve as secretary/treasurer. Historian/Reporter C. A. Hughes said the current membership includes 42 retirees and two associates. Any retiree or active pilot over 50 who wants to know more about the Pacemaker group should contact W. M. Barnes at 3931 Gillette Drive, Wilmington, N. C. 28403. His phone number is 919/799-2441.

The latest meeting's attendees appear happy to be out of uniform. In the picture, below, they are, front row, left to right: Bill Rowe, Lyle McNames, George Malcomb, Lee Cottrell, Woody Bost, Curly Bowden, Ernie Dark and Roy Malott. Those standing include, in the usual order, Murray Whatley, Willie Cox, Burk Rehder, Joe Fickling, Joe Mathias, Irv Eisler, Al Rozitus, Tack Tackenburg, Vic Conary, Barney Barnes, C. A. Hughes, Posey Smith, Milt Browning, Hutch Hutcheson and Leon Fox.

Everhart recognized

The Aeronautical Frequency Committee (AFC) recently adopted a resolution in recognition and appreciation of the services rendered to the group by Piedmont's M. O. Everhart. He has served as chairman of the committee for the year 1978.

The AFC sent a copy of its resolution to Piedmont expressing appreciation for Everhart's dedicated, efficient and unselfish service.

AFC is the division of Aeronautical Radio, Inc. (ARINC) responsible for assigning and monitoring radio frequencies used throughout the airline industry. It serves as the industry's liaison with the Federal Communications Commission.

New GAG appointments

The Company's General Aviation Group has recently announced two new appointments. Jim A. Taylor has been named director-engine services. He had been manager of the parts department. Taylor has been with Piedmont Aviation, Inc. for 21 years.

Alfred G. Woldin has been appointed manager of Piedmont's Charlottesville general aviation division.

Prior to joining Piedmont, Woldin held flight and management positions with Professional Air Services of Miami and Cardinal Airlines of Lynchburg. He received his bachelor's degree from the University of Pittsburgh and a

master's degree in business administration from Temple University.

A certified Airline Transport Pilot, Woldin is also a Gold Seal flight instructor for single- and multi-engine aircraft, instruments and gliders. He was named Flight Instructor of the Year in 1976 by the Federal Aviation Administration's General Aviation District Office in Richmond. He is also an FAA designated accident prevention counselor. Before starting his career in general aviation, Woldin taught business administration and economics at Trenton State College, Central Virginia Community College and the Graduate School of Business at Lynchburg College.

He assumed his new duties on November 1, 1978.



Roanoke flight attendants Jeanne Donnell and Beth Kelly said it didn't take them long to figure out what to do with their pumpkin. But the intricate carving of the PIEDMONT grin must have taken awhile. Some goblin got the film and this picture really doesn't do the pumpkin justice.

Trend reversed in August

The Company's position in the Civil Aeronautics Board's Consumer Complaint Report improved during June and July. In August, the latest available report, Piedmont's ranking slipped. In July, we held the number-one spot among the regional carriers and were number two, to Delta's first place, in the industry standings. The August statistics showed Piedmont came in fourth in the regional category and eighth in the industry.

Letters to the Board are categorized according to complaints involving delays, reservations, baggage, fares, refunds, cargo, customer treatment and charters. The report is tabulated on letters per 100,000 passengers enplaned. The majority of letters to the CAB about Piedmont in August involved reservations problems.

Guess where N4042 is?

President Davis recently received a thought-

Captain I. A. Eisler retired earlier this year but just recently sent this "last flight" snapshot. After 36 years of flying, 29 with Piedmont, he's devoting most of his time to boating and golfing.



ful note and some snapshots from an observant visitor to the Bahamas. Mr. John R. Cogswell of Panama said he was wandering around Nassau earlier this year when he happened on an old car junk yard. "There, riding high and proud, was the hulk of a tired old Martin," said Cogswell. His snapshots showed the old Appalachian Pacemaker resting rather ingloriously in the Bahamian sand.

McGee named advisor

Piedmont's Vice President-Marketing W. G. McGee was recently appointed to the Virginia Travel Advisory Committee by Governor John Dalton. McGee was the only out-of-state representative selected for the 24-person committee. All are travel officials from DATO (Discover America Travel Organization) member firms.

The group, which advises the Virginia State Travel Service in its tourism marketing activities, is headed by Jack Smith of the Roanoke Valley Chamber of Commerce. The Travel Service is a division of the Virginia Department of Conservation and Economic Development.

Interesting statistics

The number of passenger enplanements by station for 1978 through November shows the ranking has not changed drastically in the last several years. Washington is still number one. Through November, DCA boarded more than half-a-million passengers, 535,623 to be exact. Atlanta came in second with 526,804. Roanoke was in third place with 340,504 boarded in the first 11 months of the year. With 244,444, Richmond was in fourth place. Norfolk ranked fifth with 228,500. In the number six spot, and the only other station to enplane over 200,000 passengers this year, is LaGuardia with 201,097 as of November 30, 1978.

One surprise in all those numbers was that the majority of DCA passengers boarded YS-11 equipment. In all of the other over-200,000-stations, the Boeing 737 boardings were highest.

New managers named

All the new station openings mean there are several familiar faces in new places. Taken in the order of opening, the Pittsburgh station manager is James C. McCormick, former manager of customer services at Charleston, West



In the hectic BB (before Boston) days, the only way to get a picture was to pose the workers. Here, Bill Clark, Phil Bostick and Bill Lam, in the usual order, slowed down in the midst of reconstruction just long enough for photographer Ronnie Macklin.



The Pacemakers, Piedmont's retired pilots, held their semi-annual meeting at Myrtle Beach early in October. It was their first gathering since the organizational meeting last spring. New officers were elected. Further details are included in the story above.