

C. Wooten goes to Tampa from Fayetteville; M. A. Blythe leaves Myrtle Beach for Fayetteville; and H. E. Bryant will move from Augusta to Myrtle Beach. Effective April 1st, R. J. Brandon will go from Winston-Salem to Dallas/Ft. Worth and T. F. Finney will come to Winston-Salem from Greenville-Spartanburg.

Other recently announced promotions and personnel moves include T. H. Chappell being promoted to buyer in the purchasing department. Chappell now has the responsibility for contracting the repair/overhaul of all aircraft and engine components outside Piedmont's facility. He has been with the Company since 1972.

Captain W. D. Carico has been named division chief pilot-Roanoke, replacing Captain J. G. Zavar who elected to return to line flying on the B-737.

Also in the flight operations department, Captain J. K. Combs has been named manager B-737 flight training. His new responsibilities include the coordination, supervision and scheduling of all B-737 simulator and flight training. Captain J. P. Odum is now manager YS-11 flight training. Combs and Odum report to Captain J. C. Sifford, director of flight standards.

Kuniaki (June) Tsuruta has been named manager-operations budgets. He was previously a senior analyst for special projects in the purchasing department. Tsuruta has been with Piedmont since 1974. He will coordinate, monitor and assist in developing all budgets for operations staff, flight operations, maintenance and engineering, business aircraft, Piedmont



The January flight attendant graduates included, from left, front row: Rick Pardue, Melinda Hornbuckle, Melissa Millaway, Maya Moore, Margaret Landon, Judy Chatman. Second row, from left: Pam Cummings, Mary Kulikowski, Nina Parham, Kim Byrd, Dot Wendt, Denise Meehan, Deborah Holyfield, Maureen Morrissey, Tom Ray, Sandee Speas and Monique Wade.

Aerospace Institute and Piedmont Fabricators.

W. H. Smith has filled the newly established position of manager-employee relations. He works in various areas of the employee relations department and reports to Vice President J. B. Wilson. Smith was an area personnel manager with Burlington Industries prior to joining Piedmont in January.

September report sorry

The CAB's airlines consumer complaint report for September, which is the most current tabulation, shows Piedmont slipped further

down in the rankings. Among the locals, Piedmont was in seventh place; in the industry standings, 14th.

The 14th may be nice for celebrating Valentine's Day this month, but it's a lousy position to be in where our service is concerned.

Letters to the Board are categorized according to complaints involving delays, reservations, baggage, fares, refunds, cargo, customer treatment and charters. The report is compiled based on letters per 100,000 passengers enplaned.

re . tire - SYN., see GO is Websters' definition

According to the Websters, that's John and Olive, rather than Noah's dictionary, "There will always be a Piedmont."

It is an appropriate point of view for Piedmont's first couple. John and Olive Webster are the first Piedmont employee couple to retire. They are probably the first hired, as well, since neither of them remembers another twosome that was here when they started.

Actually, the Websters didn't join Piedmont at the same time. John came first, in 1948, nine days before the airline's first scheduled flight. He started out as Piedmont's station manager at Louisville. "Getting SDF ready to open was a 24-hour-a-day job," said Olive. "There for a while, John had a bed at the station." A former Eastern manager, John knew a lot about the business before he signed on with Piedmont. He had worked with Eastern in New Orleans, Chicago, Dothan, Greenville, Memphis and Miami prior to becoming Piedmont's man in Kentucky for the airline's first years there.

In 1950, John, Olive and their daughter, Martha, left Louisville for him to assume the station manager's job in Winston-Salem. It was the next year, 1951, that Mr. and Mrs. John E. Webster became Piedmont's first employee couple. Olive came in as a secretary for engineering, operations and maintenance, working with H. K. Saunders and Ace Tompkins.

The Company's growth in those days was a lot like today's — rapid. The engineering, operations and maintenance departments were outgrowing their office. Tompkins moved to the hangar. He took Olive and the single sheet of yellow paper he used for figuring aircraft routing with him. She soon inherited the legal-size pad and the responsibility for routing or scheduling the maintenance work for all of Piedmont's planes. There were 12 DC-3s then.

A few years later, John moved again. This time it was just upstairs, to dispatch. Though they never worked in the same department, or even in the same building, the nature of their jobs kept the Websters in close contact as they got Piedmont's Pacemakers in and out. They handled them all, from DC-3s through F-27s, Martin 404s, FH-227s, YS-11s and 737s. The fleet of 12 of the same planes in the early 1950's had grown to a fleet of 47, which, of course, includes three different kinds, in 1979. When asked whether or not they ever took their work home, Olive said, "Yes, we discussed it a lot. We certainly understood each other's jobs. And they've both been interesting."

John and Olive officially retire on March 1, 1979. She says, "It will be a big adjustment, but we'll enjoy it." They're planning to travel, with England first on their list of places to go. John has already rediscovered his painting and she is looking forward to "sitting by the fire for awhile" and then doing some reading, needlepoint and



Olive and John Webster are going into retirement.

gardening. John's the one who loves to cook, which suits Olive. Their neighbors will probably see them out on their BMW as soon as the weather improves. Olive will be the one riding on the back!

Olive said, "We have been in the aviation business at the best time anybody could be. We watched Eastern grow 'til it got big and now we've watched Piedmont too. This is a good time for us to go."

Olive's expressions as she talked about the Websters' 53 years with Piedmont and their coming retirement revealed varying degrees of anticipation, excitement, pride and, perhaps, a sense of some relief at leaving the daily deadlines and the pressures that go with meeting them.

The Websters are leaving, but ours is a better Company for their having been here.