



Don Newsome uses a plain but proven mop and special soap to wash the bottom of a 727 wing. Exterior washing is the first step in the aircraft cleaning procedure.



Polish, Scotch-Brite pads and buffers need the elbow grease of Brad Owen and Max Phillips to produce a satisfactory shine.

Spring cleaning goes on and on and on

Piedmont's planes are flying with brighter, shinier faces these days. Employees and customers alike have expressed delight with the glossy new look of the fleet.

A maintenance crew of washing and polishing specialists was formed in April of this year to organize and carry out a cleaning program for the Company's planes. The program, rather than a new miracle product, gets the credit for the much-improved appearance of our aircraft.

Under the direction of Al Lundy, foreman-fleet service, nine new cleaners initially tackled the mammoth cleaning task that knows no season.

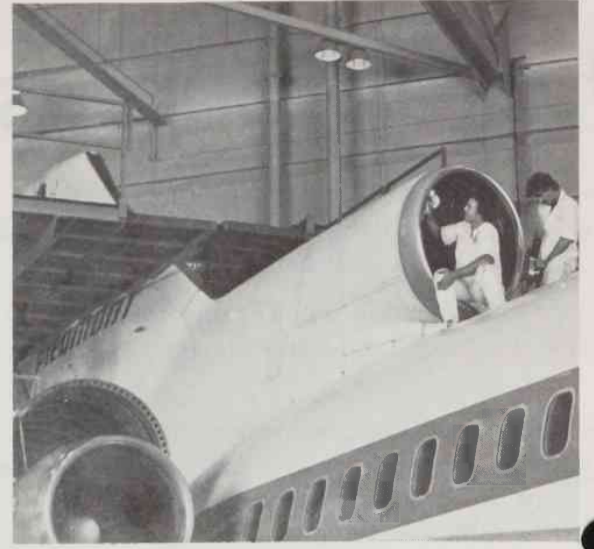
The crew's primary duties are exterior polishing and washing. With the time-proven meticulous mop and bucket approach, it takes two hours to wash the outside of a 727. The polishing, using pneumatic buffers, takes longer, about a week.

Not only is a clean airplane more attractive to look at and ride in, it is more efficient to operate. The smoothness of the exterior after polishing enables the pilot to maintain cruising speed at a lower power setting, thus saving fuel.

Interior cleaning also produces some rather startling benefits beyond the aesthetics. Recently, four pounds and ten ounces of dirt was removed in cleaning the interior of a 727 from cockpit to rear bulkhead. If we could eliminate the weight of the dirt and add just one pound of cargo per departure every month, it would generate an additional \$3,100 per month in revenues.

Clean planes require a lot of care. That care is measurably pertinent to Piedmont's profit.

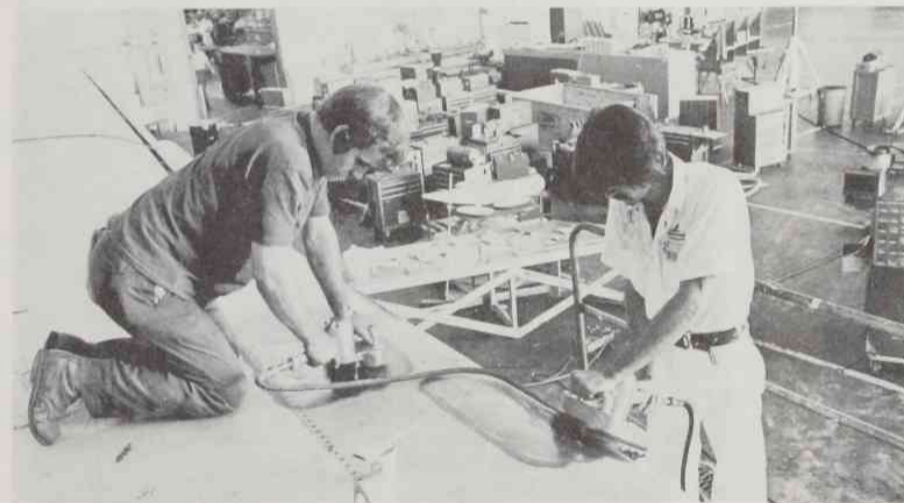
(Photos by Ken Pruitt and Ronnie Macklin.)



No aluminum alloy surface goes unshined, including the center engine nose cowl which Brad Owen and Don Newsome are buffing in this photo.



Dave Beckerman's polishing produces a sparkling reflection and leaves no dishpan hands or lemon-fresh smell.



Men who've literally taken a shine to their work are Steve Masencup and Steve Shelton, shown here using the pneumatic buffers.



Bill Fletcher finds that cleaning an airplane is not unlike polishing ornate silver. Many intricate surfaces must be done by hand.

Congratulations

35 Years

E. L. Headen—Inspector, INT

30 Years

V. T. Dotson—Customer Service Manager, BNA
W. M. Foster—Agent, LYH
J. C. Newell—Special Sales Representative, CLT
C. E. Saylor—Foreman, INT
V. L. Widener—Assistant Manager-Prop Service, INT-FB

25 Years

R. M. Voss—Mechanic, INT
J. L. Flowers—Technician, INT-FB
F. O. Wyckoff—Mechanic, INT
L. G. Redden, Jr.—Senior Supervisor, ORF

20 Years

R. W. White—Stock Clerk, INT
D. D. Meadows—Mechanic, INT
W. M. Shelton—Stock Clerk, INT

G. A. Burton—Mechanic, DCA
L. M. Swindell—Technician, ORF-FB
J. B. Catlin—Junior Clerk, INT-FB
B. D. Lance—Mechanic, INT

15 Years

J. C. Futrelle—Flight Attendant, ILM
K. H. Nunn—Senior Res Agent, CRO
F. R. Moss—Line Chief, ORF-FB

10 Years

R. S. High—Agent, ROA
W. H. Waddell—Mechanic, INT
L. B. Wilson—Secretary, INT
S. I. Hatchell—Agent, FLO
T. F. Wintz—Agent, OAJ
J. E. Parman—Agent, CVG
M. F. McMadden—Agent, ROA
J. C. Viperman—District Sales Manager, BOS
R. J. Bilskie—First Officer, ATL
R. M. Carter—First Officer, ILM
W. I. Craig—Captain, INT
H. Damron—First Officer, ATL
J. J. Dean—First Officer, INT
S. E. Dotson—First Officer, INT
K. P. Duncan—Captain, INT
B. G. Downing—Captain, INT
R. L. Flenniken—Captain, ATL

R. W. Goodrum—First Officer, ATL
T. C. Hutchins—Captain, ATL
D. H. McGregor—Captain, ATL
R. L. Merritt—Captain, INT
W. L. Murphree—First Officer, ATL
W. R. Odell—First Officer, INT
J. H. Stanley—First Officer, ORF
J. P. Wallace—Captain, ROA
D. N. Landreth—Data Entry Operator, INT
N. B. Still—Technician, INT-FB
B. W. Miller—Mechanic, MEM
E. G. Gilliam—Agent, RDU
L. L. Barton—Agent, ROA
H. D. Reed—Agent, ATL
F. A. Bouska—Agent, ORF
J. R. Ferguson, Jr.—Agent, OAJ
R. S. Redden—Agent, ROA
R. D. Faircloth—Agent, BNA
H. L. Mickle, Jr.—Agent, RDU
M. A. Marino—Agent, CHS
R. W. Spainhour—Senior Res Agent, CRO

S. A. Maise—Agent, RDU
G. W. Polisano—Lead Mechanic, LGA
D. R. Bradshaw—Utility Service, ILM
H. W. Padgett, Jr.—Mechanic, ATL
G. G. Huguley—Avionics Technician, ROA
M. E. Wagner—Lead Data Entry Operator, INT

J. Durfee—Simulator Technician Engineer, INT
J. Miller, Jr.—Assistant Dispatcher, INT
L. W. Carpenter—Agent, CLT
G. A. Motsinger—Mechanic, INT

5 Years

H. M. Kinlaw—Agent, FAY
B. W. Shore—General Clerk, INT
B. P. Hollis—Agent, DCA
P. A. Dorsey—First Officer, ATL
F. E. Fennell—Fleet Service, ILM
A. O. Anderson—Technician, INT
L. R. Sutphin, Sr.—Technician, INT-FB
C. L. Tucker—Agent, CRO

Around the system

Transfers

N. E. Hase, GSO to MYR
D. M. Trobaugh, ROA to MIA
V. B. Digirolamo, INT to ORF
J. M. Truell, INT to CLT
S. I. Grady, ISO to RDU
B. J. Goddard, ATL to INT
M. C. France, Jr., ROA to ORF