

we're doing it at piedmont

More than 800 agents will begin greeting Piedmont customers in new customer service uniforms this month and 800 agents working in the ramp and operations area now have several new uniform options.

The uniform committee began meeting over a year ago to decide what changes needed to be made. The last uniform change was made over five years ago.

"The seven committee members met on their own time to help us select new uniforms and options," Allen Perry, Customer Services, INT, said.

"We're really grateful for their time and effort. It's just another example of the caring attitude of our employees."

Committee members are Jeanette Brinson, ISO; Karen Pavlis, ORD; Eldean Keen, ROA; Charles Hope, ATL; Ronnie Beeson, GSO; Grant Rodgers, ILM; and Mike Marino, CHS. Not only did they choose new uniforms, they also served as models for the photographs used in the new uniform manuals distributed to all station personnel.

Several items have been added to the basic navy blue customer service uniform. For men, grey vests, button-down Oxford cloth shirts, and a choice of three ties are new options. Women have a choice of grey vests, slacks and skirts, a navy blue dress and jumper, and two additional blouses. Also, for the first time, a maternity dress has been added to the uniform options.

Supervisors will be distinguished by the color of their blazers. A new Piedmont blue blazer will be a basic part of each supervisor's uniform. It can be worn with a white shirt/blouse. The new sky cap uniforms are navy blue with Piedmont blue trim.

The ramp uniforms will remain the same with the following options: a navy blue turtleneck dickie and sweater, a Piedmont blue pull-

over golf-type shirt, and a short sleeve thermal vest.

"Employees can begin wearing the new uniforms as soon as they receive them," Perry said. "The new look will be required of all employees by next January."



It took two weeks and 900 gallons of paint to give the inside of the hangars at the General Offices their new look. Painting was done by contractors who worked with two spray guns using a high-lift device to cover the 45-foot high hangars with a fresh coat of white paint. Bright red paint covers the caution areas and the windows are trimmed in blue. New overhead lights are also being added to the hangars. The high-pressure sodium lights require half as many bulbs as mercury vapor lights, give off 73 percent more light, and use half the energy of the old bulbs.



Going Up . . . Piedmont's new 55,000 square foot training center is scheduled for completion late this summer. Located on the west side of the Aerospace Center and across the street from Winston-Salem's Smith Reynolds Airport, it will have office space for Flight Operations and Inflight Services. There will also be training areas for mechanics, avionics technicians, station agents, flight attendants, pilots, and dispatchers. The building will house 17 classrooms, an audio-visual studio for producing training films, a test kitchen, and office space for approximately 80 people. It will also have three simulator bays — one for the 737 simulator Piedmont presently has, one for the new 737 simulator to be delivered in June 1982, and a third for future expansion. The building will be shared with contract training personnel from around the world. The space being vacated in the Institute's present building will be utilized by Piedmont Aerospace for its airframe and powerplant school.



Thanks to Robert Healy, first officer, INT, the pilot briefing room at each Piedmont base may soon be getting a weather display board for pilots to easily review charts before flying.

"Because of Piedmont's expansion in the last couple of years," Healy said, "our pilots, especially those flying great distances, need a big weather picture. We can get the information from Dispatch, but it's difficult to have an overview. With the help of the display board, I think pilots can make more intelligent decisions when considering flight pattern changes or just better understand why Dispatch suggests a particular flight pattern."

The idea for the display board came to Healy when he took a special course on flying in high altitudes. It took him two months to design and construct the board, which he did on his own time and at his own expense.

"There are a multitude of charts available. So I reviewed charts used by other airlines and also consulted the National Weather Bureau to see how they displayed charts and which ones they considered more important," Healy said.

Healy tied his display board in with the new FAX system being installed at Piedmont's stations. At set intervals, the system puts out computer printouts of weather information. These charts are then displayed on the weather board. Healy's board will soon be tested in Greensboro to see if any changes need to be made before it's installed in other stations with FAX systems.

"I'm hoping this is a template for a weather display board at all our bases and that it will become routine for reviewing charts," he said. "I definitely think this display board is one of the best in the country."