

Bully for PI!

Many thanks to several of our sales managers who sent in the following story, "There's More Than One Way To Deal With a Load of Bull," which appeared in the April 1 issue of *TravelAge SouthEast*, a publication for travel agents:

MIAMI - What we are about to tell you is a lot of bull, as agent Reuben Flores will agree.

Yes, yes, we know this is a family magazine, but it's all right because we mean this literally.

What's going on?

Well, it seems Reuben, an agent in North Miami, wanted to send his sister in Newark a Valentine's Day gift - a stuffed bull and a lot of it. Measurements: three feet by four feet.

To his chagrin, Reuben shortly discovered that freight charges on his bulky bovine were going to hit \$200 or more. So he did what comes naturally to travel agents: he booked the beast a seat.

That is, he tried to book him a seat, but at least one airline wasn't having any bull aboard, despite Reuben's assurances that El Toro was suitably plane-broken. A People Express reservationist hung up on Reuben, icily retorting that humans are the airline's only customers.

But to the rescue came Piedmont Airlines officials who saw no problem booking a seat for this porky, but placid, traveler. They did, however, have some difficulty deciding what to put on the manifest under "passenger name."

Solution? Well, what else: White, S.A. (Stuffed Animal).

"I got the Piedmont flight for only \$109," said Flores, adding that he also got a commission for his bull booking.

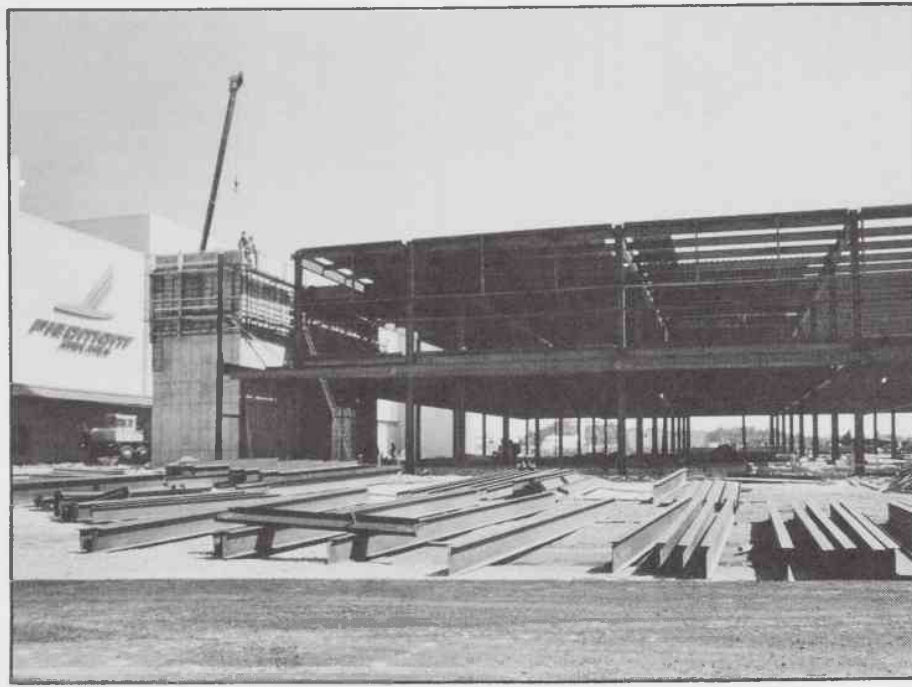
"He ain't gonna give anybody any bull. He's going as an unaccompanied minor. They'll strap him in for four hours and a stewardess will help him off." Reuben told local reporters.

Later, Reuben shared another secret: his sister, Jackie, 22, is a contestant in the Miss Puerto Rico of New Jersey competition and Reuben figured the taurine publicity wouldn't do her any harm.

"She dropped out of the pageant four years ago because she got discouraged," he said. "This way, with all the publicity, she'll get more enthusiasm and go all the way for it."

Bully for you, Jackie.

Marilyn Springer, Miami Bureau Chief for *Travel Age*, is the author.



The steelwork on the maintenance facility addition at GSO is going up quickly, and construction is expected to be completed by September 30. The \$6 million addition will house areas for our engine buildup and brake and wheel overhaul shops. The two-story structure will have 127,000 square feet, and the shops will be equipped with the latest technological equipment to handle the 737-300s' CFM-56-3 engines.

Invest in your company - buy PI stock

Every payday, Mary Smith invests in her Company.

Smith (a fictitious name) is enrolled in Piedmont's Employee Stock Purchase Plan and has asked that \$20 be deducted from every paycheck to buy Piedmont stock. Her stock is purchased on the last trading day of the month, and the price of the stock is 85 percent of the average of the high and the low for that day.

For example, if the high on the last trading day of the month is \$32 and the low, \$30, the average for the day is \$31. Through the Plan, she will buy the stock at a 15 percent discount of \$26.35 per share. Since she has been paid twice during the month and thus contributed \$40 to her account, a single share of stock will be purchased in her name. The remaining \$13.65 will carry over to the next month.

There are 2,284 Piedmont employees who take advantage of Piedmont's Stock Purchase Plan and buy stock each month. As of

February 28, these employees owned a total of 146,164 shares in the Company.

Every January, each participating employee receives an annual statement summarizing the activity in his or her account during the preceding year.

Last February, these employees along with all other stockholders received a bonus. The Board of Directors at their quarterly meeting declared a 20 percent stock dividend. In other words, each stockholder, including employees participating through the Stock Purchase Plan, now has 20 percent more Piedmont stock. This increase will be reflected in the 1985 annual statement.

All Piedmont employees, whether full- or part-time, are eligible to participate. You can deduct as little as \$10 per month or as much as 10 percent of your gross earnings or \$500 per month, whichever is less. A form is available through your supervisor or by contacting the

Employee Benefits Department, extension 5524, A255.

How do you withdraw your stock? Request a withdrawal form from Employee Benefits. Send the form with your request for either a partial or full withdrawal to Wachovia Bank & Trust, custodian of the Plan. There is a \$10 fee for each withdrawal. Allow three to four weeks to receive the shares of stock in your account.

Cash cannot be withdrawn from your cash account. Any cash in your account will be refunded once you have stopped your participation in the Plan and withdrawn all of your stock from your stock account or when the Plan ends June 30, 1987.

If you want to increase or decrease your deductions, you may do so once each calendar year. Deductions may be stopped at any time but cannot be started again until after three months.

for the record

retirements

Cox, Katherine
Secretary, INT, 26 years

service awards

35 years

Eisenbath, Hank
Sr. Sta. Agt., ORF
Reed, Bob
Director, Cargo Services, INT

30 years

Cansler, John
Asst. Division Chief Pilot, GSO
Dean, J.W.
Sr. Sta. Agt., RDU
Ellis, Steve
Captain, B737, GSO
Wooten, Chester
Lead Mechanic, GSO

25 years

Anderson, Lance, Jr.
Sta. Mgr., ORF
Steppe, Bob
Sta. Sr. Supv., CVG
Stover, Buster
Sr. Sta. Agt., TRI

20 years

Akin, Bob
Captain, B737, CLT
Barnes, Donnie
Captain, B727-200, CLT
Fenrich, Ron
Captain, B727-100, CLT
Henniges, Wayne
Captain, B737, ILM
Watkins, A. T., Jr.
Supv., Crew Sched., Pilots, INT
Watson, Ron
Sta. Supv., DFW

15 years

Brewer, Marlene
Sr. Res. Agt., CRO
Brown, Mel
Sr. Res. Agt., CRO
Good, Joe
Sr. Sta. Agt., Pres. Suite, DCA
Hamilton, Jim, Jr.
Captain, B727-200, CLT
Hardegree, Steve
Operations Manager, ATL
Henric, Tom
Sr. Sta. Agt., GSO
Hopkins, Nancy
Sr. Res. Agt., CRO
Hynek, Brenda
Res. Supv., Cust. Svcs., CRO
Kelley, Steve
Sr. Sta. Agt., DCA
Melton, Dave
Sr. Sta. Agt., ROA
Morgan, Judy
Sr. Res. Agt., CRO
Pardue, Alton
Sr. Res. Agt., CRO
Pino, Carolyn
Sr. Res. Agt., CRO

Reed, Larry
Sta. Supv., PHL
Sikora, Dennis
Sr. Sta. Agt., ROA
Sing, Dave
Sta. Supv., DAY
Springer, Carolyn
Sr. Res. Agt., CRO
Starling, Larry
Charter/Convention Specialist, INT
Van Hoy, June
Sr. Res. Agt., CRO
Watson, Marilyn
3/4 Intermediate Res. Agt., CRO
Watts, Allen
Mechanic, INT
Wilson, Frankye
Sr. Res. Agt., CRO
Wood, Doug
Sr. Sta. Agt., ROA
Wood, Gail
Sr. Res. Agt., CRO
Yarris, Judy
Sr. Sta. Agt., ORD

10 years

Jolly, Mary
TBM Clerk, INT

5 years

Bise, Don, Jr.
Sr. Sta. Agt., DCA
Bishop, Martha
Flt. Attendant, ROA
Boyer, Gary
First Officer, B737, CLT
Caudle, Sandy
Flt. Attendant, DCA
Caudle, Linda
Flt. Attendant, DCA

Connell, Joe
Captain, B737, ORF
Cooper, Joe
Res. Supv., DCA
Dobbins, Rhonda
General Clerk-ROA-GAG, ROA-FB
Dobson, Bobbi
Flt. Attendant, GSO
Floyd, Jackie
Flt. Attendant, ORF
Foote, Terrie
First Officer, B727-200, ORF
Forgay, Juan
Flt. Attendant, GSO
Gaudioso, Bob
Captain, B737, BWI
George, Steve
Captain, B727-200, GSO
Germain, Tom
Sta. Supv., CLT
Givens, Rick
Captain, F-28, ROA
Hamby, Ken
Prod. Svcs. Coordinator, INT
Handy, Gina
Flt. Attendant, GSO
Hunter, Ann
Sr. Res. Agt., CRO
Lewallen, David
Flt. Attendant, ATL
Loflin, Sylvia
Flt. Attendant, GSO
McDowell, Steve
Captain, B737, GSO
Meadows, Wayne
Mechanic, CLT
Minton, Lynn
Flt. Attendant, GSO
Nixon, Denise
Secretary, INT

Nixon, Cookie
Flt. Attendant, GSO
Quinby, Bruce
Captain, B727-200, GSO
Rodriguez, Rosco
Sr. Sta. Agt., CHS
Rumley, Joy
Flt. Attendant, GSO
Shepherd, Sharon
Revenue Auditor, INT
Stephenson, Mark
Sr. Sta. Agt., ORF
Thurston, Van, Jr.
Captain, F-28, ATL
Turley, Bill
TBM Clerk, INT
Vazquez, David
Captain, B727-200, CLT
Weeks, Bill
Manager, F-28 Flight Training, INT
Westmoreland, Sandra
F/A, GSO


deaths

Byrnes, Tom
Proj. Mgr. Sys. & Prog., INT
died 4/6/85. He had been employed with Piedmont since 1/20/69.

Edwards, Lacy
Sr. Sta. Agt., MIA died 4/3/85. He had been employed with Piedmont since 2/1/63.

Myers, Gorrell
Aviation Mechanic, INT
died 12/30/84. He had been employed with Piedmont since 8/18/52.

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