

UP FRONT



W. O. Tadlock

W.O. "Jack" Tadlock was born in Marshville, N. C. on August 27, 1919.

He attended schools in Charlotte, began his pilot training in 1939, received his Commercial and Instructors ratings after a training course in 1941 at Piedmont Aviation. In 1942 he ferried military aircraft for Pan American's Air Ferries Div. Following this, he joined the Air Corps, attained the rating of Captain and received the DFC and Air Medal with Cluster for service in the Far East. After discharge, Jack was connected with a non-scheduled carrier and in 1947 he joined Piedmont as a Captain.

Jack, wife Anne and son Warren Lee, reside on Nottingham Road in Winston - Salem, N. C.



W. F. Martin

First Officer W. F. "Bill" Martin was born in Charlotte, N. C. on March 13, 1928 and attended schools in Thomasboro, N. C.

At the age of 16, Bill soloed in Tifton, Georgia and obtained his commercial and multi-engine ratings in Charlotte, N. C. He served with the Coast Guard following the war and after leaving the service joined Southern Flight Service as a pilot.

In 1952 Bill's name was added to Piedmont Airlines pilot list.

Bill and his wife, Edna, have two sons - Bill, Jr. and James Craig, who make their home in Winston-Salem.

CHILEAN VISITOR

Juan Costabol, General Manager, Chilean Airlines, Santiago, Chile was recommended by The State Department to visit PAI's General Office and Maintenance facilities in INT on January 7 and 8.

The purpose of his visit was to familiarize himself with our operation for the purpose of observing an operation comparable in size to theirs, for the change which they plan to undergo in the immediate future.

CHRISTMAS PARTY INT

Piedmont's Annual Christmas Party, held in INT Dec. 15, was quite a success. The catering was very good, Howard Waynick & Orchestra most enjoyable and the beautiful dresses worn by the ladies added real color to the occasion.

Pictures were taken at the Party but have not been made available to the Pied - monitor.

TRAFFIC NEWS (Cont'd. from Page 4)

enforcement of the penalty clause regarding MTL (Minimum time limit).

Stan Brunt recently returned from Phoenix, Arizona where he attended a meeting for passenger service and claim managers for all carriers. They discussed the many problems confronting the industry such as claims, tracing lost and found baggage, handling of damaged bags and ways to reduce expenses relating to the above. Stan reports that a good portion of all baggage mishandling could be eliminated with just a little extra care on the part of the agent.

Mr. Hager has been invited back to Wytheville, Virginia to speak at the annual Chamber of Commerce dinner. Some of you may know that he used to be the Assistant Principal and football coach at Wytheville High School.

COMPARATIVE FIGURES for 1955 - 1956

Passengers Carried:
 1955 - 360,569 1956 - 403,784
 % of increase over 1955
 12.09%

Average Load Factor:
 1955 - 51.70% 1956 - 52.27%
 % of increase over 1955
 .57%

Travel Agency Sales:
 1955 - \$665,799 1956 - \$808,876
 % of increase over 1955
 21.49%

Interline Sales to Piedmont:
 1955 - \$2,065,073 - 1956 - \$2,391,884
 % of increase over 1955
 15.83%

Interline Sales from Piedmont:
 1955 - \$1,429,992 - 1956 - \$1,695,608
 % of increase over 1955
 18.56%

A woman's guess is much more accurate than a man's certainty.

Don't talk about yourself; it will be done when you leave.

A doctor gets no pleasure out of the health of his friends.