

THE PIEDMONITOR

PAGE TWO

JUNE, 1960

Piedmont Aviation, Inc.
SMITH REYNOLDS AIRPORT
WINSTON-SALEM, N. C.



Dorothy Preslar, Editor

Correspondents this issue: Jackie Abee INT-P, Bruce Ball LEX, Tom Crouch GSO, Jean Gregory INT-A, Ann Isaacs CLT, Susie McSorley CRW, Frank Reynolds LYH, H. A. Robinson SHD, John Simmons DCA, Shirley Sword CMH, Milt Ward TRI, and Bob Wylie ORF.



Line's Busy

By DON BRITT

With the advent of good weather (and perhaps too as a result of the fine enthusiasm registered at the sales meeting) Piedmont traffic has gone up and up; and it appears that we will end May with about 45,000 passengers, as opposed to 42,000 for April, another good month. As has been said so many times, every one of us is a Piedmont salesman. Let's keep up the good work!

Charlottesville was invaded by Sherl Folger and me, to start off my month of visits. While waiting for Sherl's flight, I had a chance to chat with the CHO station gang. Dick Mahn says that the Harrisonburg-Staunton-Waynesboro facility has helped CHO by releasing more seats to the Charlottesville folks. Community leaders in CHO also expressed pleasure that there is now less difficulty obtaining seats on flights northbound and southbound. And speaking of SHD, Lipscomb, Dallas and the others are busting quotas right and left in the Valley. Congratulations, fellows!

My next stop in May was Fayetteville, via Charlotte, where I joined Don Edmondson for the East Carolina jaunt. While I was at CLT, Johnnie Newell got an emergency phone call saying that his wife had been in an automobile accident. I hope it was not serious, Johnnie. While at FAY, Don and I visited Bragg JAMTO Manager Bill Dearing, plus Bill Wooten and his FAY staff. Then I had the pleasure of riding back to INT on 397 with Miss Gloria Penney, the International Tobacco Queen! All in a day's work, men!

Two trips to Norfolk during May—one non-Piedmont to help with a Parent's Day program at Frederick College, a military school in Portsmouth, the other a two-day visit with Jim Humphreys to Fort Monroe, Langley Air Force Base and Williamsburg, among others. Thanks to Captain George Wilson and to Charlie Cross for their hospitality. I went up front in the F-27 and watched Captain Wilson use the radar to neatly dodge some thunderstorms. Most interesting for a country boy like me. Art Whittaker and his ORF gang certainly have a fine new terminal building in which to do business. Thanks, Jim, Art, George,



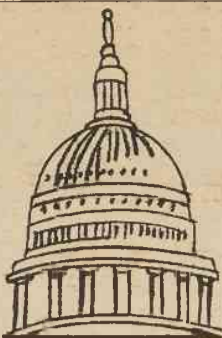
TOBACCO QUEEN Gloria Penney was a familiar sight over the Piedmont system during her many trips to North Carolina cities.

Charlie et al for a good Tide-water-type trip!

I sandwiched in a day's journey to Waynesville, N. C., where I spoke to the Rotary Club. Although I didn't get an opportunity to drop in on Jim Fields and his Asheville staff, they will be interested in knowing that the Waynesville people are certainly looking forward to the opening of the new Asheville airport and will be doing even more business with Piedmont in the new layout. Bet they're not looking forward any more than you are, eh Jim?

More recently I attended portions of the Airport Operators' Council, held this year in Columbus. Paul Loar was my host and we dropped in on various Columbus folks, plus attendance at a dinner and a reception. Quite a delegation from CMH came to the picnic! Paul Loar and Ed Laskowski stayed behind and ran the station for those who came. Janet Young and Shirley Sword, among others, were horseback riding at Tanglewood. A good time was had by all.

Warmest congratulations to Ed Laskowski upon being pro- See **LINE'S BUSY**, Page Five



Capitol Comments

Gilliland Carved Career

By SHERL FOLGER

Whitney Gilliland, the new chairman of the Civil Aeronautics Board, was born at Glenwood, Mills County, Iowa, Jan. 13, 1904, the son of Shirley and Elsie Moulton Gilliland. From a young lad who sang second tenor in the high school boys' quartet, he became a man who carved out quite a career in politics.

His grandfather came to the area in 1852 and was among the early homesteaders in Mills County. His father served as the county attorney, was elected to the Senate of the Iowa General Assembly and was a member of the State University of Iowa Board of Regents.

Filled Dad's Shoes

When he died, the Mills County Board of Supervisors apparently figured the best man to fill his shoes was his son, Whitney. Up to that time Mr. Gilliland had professed little interest in politics. No one ever thought he would get involved in politics because he was always so shy — and who ever heard of a "shy politician"?

Mr. Gilliland was working as an oil changer in a Milwaukee power plant when he received the County Board's offer to succeed his father as county attorney. Thus in 1928, he started on a distinguished political career which has continued to his presidential appointment as Chairman of the Civil Aeronautics Board, April 21, 1960.

He is a member of the Iowa, Wisconsin, District of Columbia and American Bar Associations (District of Columbia Committee on the Judiciary); of the Inter-American Bar Association, the American Society of International Law, and the Washington Foreign Law Society (Board of Governors); and the Federal Bar Association (incumbent president of the association). He also is a member of the Judicial



WHITNEY GILLILLAND

... new chairman ...

Conference of the District of Columbia Circuit.

Whenever the opportunity

comes along, which is very infrequent, he enjoys playing golf at the Congressional Country Club of which he is a member. Other outdoor activities include fishing and farming.

He is married to the former Virginia Wegmann of Hastings, Nebraska. They have two sons and two grandchildren. He is a Mason and a Congregationalist.

Judge Gilliland takes an intense interest in history and reads all the historical novels he can obtain and find time for. If he were to have one pet peeve, he says it would be television. Like every dedicated person, he attempts to seek out and understand all the facets of any new job he undertakes; therefore, he realizes television is too time consuming.

An easy going, affable man, Chairman Gilliland is always "in" to people who call on him. Everyone at Piedmont wishes him all success in his new job.



THE PIEDMONT POSTMAN

Dear Sir:

On May 11, I had the pleasure of traveling on a chartered flight of Piedmont Airlines from Charleston to Wilmington, Del. I was most impressed by the fine hospitality shown all of us by the flight personnel.

We were especially pleased with the manner in which young Tom Adams carried out his duties as a flight attendant. He was the perfect host in every respect.

Sincerely yours,

Mrs. H. J. J.
Charleston, W. Va.

* * *

Dear Mr. Turbiville:

Since I travel on Piedmont, Allegheny or American out of Parkersburg on an average of once a week and my total mileage during a year runs somewhere between 75,000 and 100,000 miles, I am well callused to weather, mechanical difficulties and other things that are inherent in traveling in the air.

But, I cannot and will not become accustomed to carelessness

and mishandling in an operation. I have been unfortunate in the last five trips, two going, three coming back, of having my luggage lost. Even your people here at Parkersburg cannot believe this average. On Sunday, May 1, I left on your flight 97 boarding in Parkersburg and arrived in Columbus at 5:44 p.m., a few minutes late. I was scheduled to leave on American's flight 173 which departed at 8:45 p.m. that night and I was the only passenger boarded. When I arrived in Nashville there was no bag... I immediately had American trace and have a copy of their telegram stating that Piedmont did not deliver the bag to American until 11:02 p.m. May 1. Since the two ticket counters are less than 200 feet apart, I feel that six hours is a little long to get one bag from one airline to another. This has happened twice before but I was not able to put my finger on it as definitely as I have this time.

I have spoken to the station manager here and I feel sure that he will verify the tremendous amount of times that my luggage has been mishandled out of Columbus and to top it off

coming home Sunday, my luggage again was not on the plane, only this time it was definitely not due to Piedmont.

I am submitting with this letter a bill covering a shirt, a tie, a shave, hair oil and two phone calls in the amount of \$17.63. I guess the only way to get some action in this freight handling business is to at least hit where it hurts, in the pocket. I have no intention of paying these bills out for Piedmont's carelessness.

Sincerely yours,

L. H. H.
Parkersburg, W. Va.

* * *

Gentlemen:

On Monday, April 25, I had the pleasure of traveling from Cincinnati to Roanoke, Virginia, on your Flight No. 328. It was an excellent flight in every respect, made possible not only by the efficiency of the first officer and the second officer but, more particularly, by the steward who was in charge of the passengers. I don't recall his name but I want to tell you that he is a most personable chap and one

who goes out of his way to make Piedmont customers comfortable on their trips.

A connecting airline at Cincinnati was an hour late, which gave me only a few minutes to make your Flight 328. I had missed dinner and when I casually mentioned this to the steward, he wired or called ahead from Huntington to Charleston and arranged to have Piedmont bring me a sandwich when the plane landed at Charleston. This was greatly appreciated and above and beyond the call of duty. I attempted to pay for this sandwich in the Piedmont office at Charleston but they said it was "on the house."

There were many other little courtesies extended by the steward and I want to say that his service is the kind that will bring customers back to Piedmont.

Sincerely yours,

D. B. F.
Indianapolis, Ind.

Ed. Note: The captain was B. B. Slaughter; the F/O, J. R. Cansler; the flight attendant, Charlie Miller.