



THE PIEDMONITOR

STRIKE BOUND
CELEBRITY FLYS PAI

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THE BEST WAY TO TRAVEL — ALL OVER PIEDMONTLAND

JULY, 1966

Broken Records Equal New Highs In Traffic Volume

Piedmont has closed out the first six months of this year with all time high records in volume of traffic.

From January through June, 1966, Piedmont carried 750,755 passengers. This represents a 27.11 per cent increase over the same period in 1965 when 590,616 passengers flew the Pacemakers.

June, 1966 was the fourth consecutive month during which Piedmont broke all previous boarding records. There were 152,003 passengers flying Piedmont in June representing an increase of 32.5 per cent over the same month last year.

Revenue passenger miles increased 37.21 per cent over June, 1965, with 35,070,682 miles flown this past month.

Piedmont's load factor for the month of June, 1966 was the highest of all the local service carriers and one of the highest in the industry at 63.24 per cent.

Beginning the second six month period Piedmont also set an all time record high for the number of passengers carried during one twenty-four hour period. On July 1, 5,927 passengers boarded Piedmont flights. The previous record day had been set on June 10, 1966 when 5,838 passengers were boarded.



No rest for the weary in reservations.

Strike Plagues Unstruck Too

The Reservations phones ring incessantly. The main switchboard looks like a theater marquee on premier night. The teletypes across the system clatter with very few, very brief pauses. Weary hands tear, sort and record its messages.

Five major airlines are striking. All other airlines are swamped.

Many folks say it's a disaster. Those who have time, agree. Everyone else is working.

Cigarettes burn up in ash trays. Cups of coffee get cold. Voices get weaker and give out, almost.

Negotiators meet. Without reportable progress, they recess. Newspaper reporters call.

"Yes, we're doing all we can." Emergency schedules are drawn up. They are effective immediately.

It's Saturday, then Sunday. Management personnel work Space Control in shifts. Regular res agents rest, for a little while.

Additional telephones are installed. Simultaneously they start ringing.

"You'll just have to come out and stand by, sir. That's all we can tell you."

The strikers are pitching, for more money, longer vacations, living expenses.

The non-strikers are at the bottom of the ninth day.

They're wondering how many innings this game will have.

Board Acts

Show-Cause Order Is Issued on N.Y. Application

The Civil Aeronautics Board issued a show-cause order tentatively approving Piedmont Airlines' application to serve New York City, on July 6th. The show-cause order gives all interested parties until July 26 in which to file comments relative to the Board's proposed action. In the absence of objections to the application, the CAB would immediately authorize the service, thus eliminating the necessity for a Board hearing.

President T. H. Davis, in commenting on the new development, called it "extremely promising" and "one of the greatest developments in the history of the company."

"The order reflects the wisdom and understanding of the CAB as to the great public need for this service. The show-cause order can eliminate the need for lengthy hearings on this important matter and make it possible for us to begin the new service within sixty to ninety days. We are highly gratified by this significant CAB action."

Piedmont filed its application to serve New York in August of last year. The application specified a route extending beyond Roanoke, Va., Lynchburg, Va., Charlottesville, Va., Hot Springs, Va., and Harrisonburg-Staunton-Waynesboro, Va., to New York via Dulles International Airport, the multimillion dollar jet-port serving Washington, D. C.

In March of this year, Piedmont was joined by 15 communities to be expressly benefited by new single-plane service to New York, in filing with the CAB a motion for an expedited hearing on its application.



Reggie Powell



Art Whittaker

Personnel Changes

Major Shifts Among Station Managers

Louisville Station Manager Reggie Powell has been named Station Manager for Atlanta. A native of Aulander, North Carolina, Powell is a graduate of Maury High School in Norfolk. He also attended the University of California Extension in Toyko, Japan.

Following his service with the Air Force Powell was employed by Piedmont in 1951 as a flight purser. In 1952 he became an agent in Norfolk where he was promoted to Chief Agent in 1955. Powell was named Station Manager for Elizabeth City in 1962. The following year he was promoted to Station Manager for Louisville.

Powell is married to the former Lois Rice of Norfolk. They have a son and a daughter.

Powell's civic activities include past membership in the Masonic Order, Corinthian Lodge, Audu-

bon Kiwanis Club, and former Boy Scout troop leader.

Art Whittaker
Norfolk Station Manager Arthur M. Whittaker has been promoted to Station Manager for Roanoke. Whittaker is a native of Princeton, West Virginia. He is a graduate of Victoria High School, Victoria, Virginia. A former railroad worker, Whittaker got his first taste of aviation during military service in Naval Aviation between 1943-47.

Following his military career he was employed by flying service at Woodrum Field in Roanoke. In 1948 Whittaker went to work for Piedmont as an agent at Roanoke. He was promoted to Chief Agent in 1950 and subsequently transferred to Norfolk in 1951 as Station Manager.

Whittaker is married to the former Claudine Clark of Roanoke. They have a son and two daughters.

While in Norfolk Whittaker has been president of the Little Creek Lions Club. He has served on the Board of Directors of the Tidewater Association for Retarded Children and for the past five years he has been secretary of the Norfolk Airport Fire and Rescue Squad.

The Whittaker family will move to Roanoke in August.

Wallace Kerr
W. H. Kerr, Station Manager for Columbus, will take over Whittaker's position in Norfolk. Kerr is a native of Durham, North Carolina. His formal education was received in the public schools of that city. Following his military service with the Army during World War II Kerr was employed by Capitol Airlines.

Hired by Piedmont as an agent at Raleigh-Durham in 1953, Kerr was promoted to Lead Agent in 1960. He became Assistant Man-

ager at Roanoke in 1962 and was promoted to Columbus' Station Manager the following year.

Kerr is married to the former Evelyn Tunstall of Oxford, North Carolina. They have two daughters and a son.

An active member of the Veterans of Foreign Wars, Kerr has held numerous offices in that organization.

Vize Dotson
Parkersburg-Marietta Station Manager Vize Dotson has been named to replace Kerr at Columbus. A native of Harlan, Kentucky, Dotson is a graduate of Bowling Green Business College and the Central Airline School in Kansas City, Missouri.

Employed by Piedmont as an agent at New Bern in 1949, Dotson has served at a number of Piedmont's stations. He was lead agent in Lexington, Kentucky, before being named Station Manager for London-Corbin in 1955.

From 1959 to 1962 Dotson served as Station Manager in Bluefield-Princeton. He transferred to Parkersburg-Marietta in the same capacity in 1962.

Mrs. Dotson is the former Wilma Jean Phelps of Bowling Green. They have two children.

Dotson is a member of the Parkersburg and Marietta Chamber of Commerce and the Mid-Ohio Valley Traffic Club.

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Vize Dotson



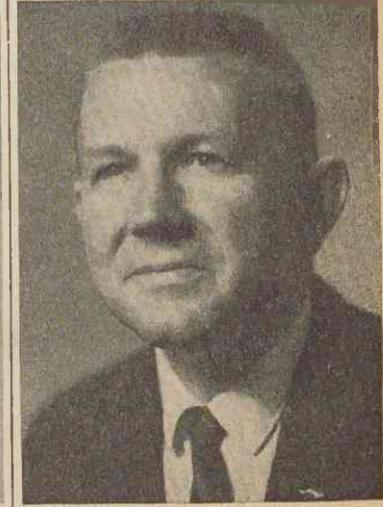
Wallace Kerr



Tom Crouch



Eddie Jones



Milt Ward