

THE PIEDMONITOR

Piedmont Aviation, Inc.

Smith Reynolds Airport
Winston-Salem, N. C.

Betsy Winstead, Editor



Opportunity For United Way

With the poverty program swinging into its second year, and the nation-wide United Appeal campaigns warming up for the annual once-a-year fund-raising drive, certain questions come to mind: Is the Government moving in on private welfare? Will it eventually take over the work of voluntary welfare services?

This is what the Administration has to say on the subject: "If I thought the anti-poverty program was going to do away with private philanthropic work I would lead the fight against the program," says Vice President Hubert Humphrey. "Our job is to supplement, not supplant. The private agency can do a tremendous job, much more than a public agency in many instances, because it is more personal. It can take more time. It has more flexibility."

But is there, in fact, a duplication of effort between the two programs? Definitely not, according to Sargent Shriver, director of the Office of Economic Opportunity.

"It would be a great tragedy," says Mr. Shriver, "if the Economic Opportunity program were interpreted by anybody as a substitute for local initiative by volunteer citizens or as a reason not to continue support of voluntary services through United Fund drives. Any reduction of effort in these areas would be unthinkable."

"We realize that United Fund agencies operate in the general areas of prevention and rehabilitation, not only with the underprivileged families as identified in the government's anti-poverty program. The statute specifically prohibits use of these new Federal funds to replace any existing financial resources."

"The programs under the Economic Opportunity Act are aimed primarily at the changing social patterns that have perpetuated poverty among certain groups of our society. It is set up to provide education and training, or retraining for these groups, to help move families out of poverty. Thus the poverty program is chiefly concerned with increasing job opportunities for the poor."

Vice President Humphrey adds: "I have always believed that the purpose of Government was not to establish a welfare state. We are advocating a state of opportunity in America where we try, through private and public resources, to help people equip themselves to make a good living."

Indeed, the history and the strength of the United States is firmly rooted in the initiative of private enterprise, in individual imagination and creative effort.

The American way of life would no longer be American if the people were compelled to forfeit the democratic privileges which have made this the greatest country in the world.

Those privileges include the right to avail ourselves of the wealth of opportunity this country affords—and the will, the hearts, and the freedom to help our fellow man—the United Way.

President Davis received the following letter from North Carolina's Governor Dan K. Moore shortly after the strike ended in August.

STATE OF NORTH CAROLINA
GOVERNOR'S OFFICE
Raleigh
August 5, 1966

Mr. Thomas H. Davis, President
Piedmont Aviation, Incorporated
Winston-Salem, North Carolina

Dear Tom:

I would like to take this opportunity to thank you, the officers, and personnel of Piedmont Airlines for the extra effort you have made to provide this State and area with continued air travel during the period when some of our airlines are on strike.

The efforts put forth by the management and personnel of your good company are commendable, and in behalf of all North Carolinians, I wish to thank you for a job well done.

Sincerely,
Dan Moore

Congrats

- 25 YEARS**
Joe Fix—Foreman, INT
- 20 YEARS**
Buck Snyder—Lineman, CPA
Joe M. Williams—Stockroom Clerk, INT
John T. Hall, Jr.—Purchasing Agent, INT-FB
- 15 YEARS**
Albert Q. Crisler—Captain, TYS
Albert B. Casey—Sta. Mgr., LEX
Edwin H. Land—Rev. Acct., INT
J. W. Pfaff—Asst. Chief, Stockroom, INT
James M. Johnston—Specialist, INT-FB
John D. Westmoreland—Stock Clerk, INT-FB

- 10 YEARS**
Henry N. Wilson—Foreman, A/O INT
J. W. Gillespie—Spec., INT
Robert Duckett—Cleaner, INT-FB
D. P. Holloman—Jr. Mech., ORF
Herbert Iberg—Lead Mech., INT
Ben A. Muse—Sr. Spec., INT
Laverne Rehder—Agent, INT

- 5 YEARS**
S. E. Gartner—Agent, CVG
J. T. Wilson—Agent, CVG
D. G. Brown—Mech. Spec., INT
C. D. Gore—Cleaner, INT
Charlie Colter—Cleaner, INT
R. C. Reid—Sr. Mech., INT
Margaret Christensen—Sec. INT-FB
L. O. Golden—Cleaner, INT
David Lee Martin—Mech., INT
D. R. Stevens—Jr. Spec., INT
H. A. Vestal—Mech., INT
R. C. Murray—Administrative Asst. to V.P., INT
T. E. Snow—Sr. Spec., INT
D. A. Griffin—Sr. Spec., INT
C. D. McLean—F/O, APL
F. D. Reeves—Cost Acct. Clerk, INT
Hollis E. Cook—Agent, GSB
J. T. Lane—Util. Ser., TYS
Donald Ray—Jr. Spec., INT

Around The System

NEW EMPLOYEES

- Roy H. Creasey—Agent-Oper. LYH
B. T. Adkins—Agent-Oper. HTS
C. D. Boutwell—Agent-Oper. GSB
T. W. Caudill—Junior Clerk INT-FB
C. E. Cross—Agent-Oper. TRI
J. A. Danforth—Agent-Res. ATL
F. S. Flippin—Junior Secretary INT—Training Dept.
L. C. Groves—Key Punch Operator, JR. INT
J. M. Hall—Jr. Stock Clerk INT
W. G. Hatcher—Lineman INT-CPA
R. W. Hauser—Jr. Radio Technician INT
J. W. Hoots—Lineman INT-CPA
J. B. Johnson—Shop Technician INT—Training Dept.
A. S. Lamm—Agent-Oper. FLO
J. W. Livingston—Agent-Oper. AVL
J. E. Marion—Operations Clerk (JR.) INT-CPA
J. C. Moore—Agent-Res. ORF
M. D. Nelson—Line Serviceman ORF
F. A. Pollard, Jr.—Aircraft Salesman INT-FB
D. W. Rimel—Jr. Radio Technician INT
G. E. Turner—Line Serviceman ORF
D. W. Whicker—Lineman INT-CPA
G. E. Whittaker—Jr. Radio Technician DCA

PROMOTIONS

- Fred O. Adkins—promoted to Mechanic ROA
F. E. Platt—promoted to Secretary-Steno. INT-FB
E. T. Holt—promoted to Sr. Spec. INT
K. R. Lucas—promoted to Chief Agent CHO
H. K. Trail—promoted to Lead Agent CHO
R. A. Beard—promoted to Chief Agent FAY
H. E. Bryant—promoted to Lead Agent FAY
M. M. Calloway—promoted to Lead Agent FAY
W. W. Wishon—promoted to Sr. Spec. INT-M
R. E. Shoemaker—promoted to Mech. Helper ORF

WANTED — One 1950 Ford Coupe. Original condition or style. Please contact Phil Walden, RIC, for further details.



Air Transport World American Airlines

You are cordially invited to participate in the

FIRST ANNUAL WORLD AIRLINES GOLF TOURNAMENT

sponsored by Air Transport World and American Airlines.
Finals to be played at Desert Forest Golf Club, Carefree, Arizona
October 22, 1966

OFFICIAL TOURNAMENT RULES

1. Team entries in the local qualification round will consist of two full-time employed members of the same airline who reside in geographic area of qualification.
 2. Teams will qualify in their own areas of employment on courses of their own choosing except that the course par be at least 70 and the total 18-hole length be at least 5,500 yards.
 3. Play will be governed on a two-ball, bestball gross (non-handicap) scoring system over 18 holes and entry card scores must be authenticated and signed by the head professional of the course that was used in qualification.
 4. Official entry forms with certified qualifying scores will be submitted by individual competing teams to the below-listed designated geographic area American Airlines offices in their regions or directly to ATW as specified herein.
 5. The lowest two-man bestball gross score in each of the below-listed areas or regions will determine the team representative from that particular area or region for the Arizona finals.
 6. In case of ties for the top qualifying spot in each area or region a system of retrogression will be used to determine the eligible team representative (i.e., should two or more teams record identical scores for the top spot the AA area control point representative will match the cards from the 18th hole backward until one of the tied teams show a lower individual bestball hole score than the other).
 7. The final competition in Arizona will be played over 18 holes, medal competition, on the same day (October 22, 1966, Saturday) under U. S. Golf Assn. rules and with the basis of scoring recorded on a two-ball, bestball team gross and single low individual net scores.
 8. In addition to the team championship competition in Arizona, prizes also will be awarded for single low individual net scores.
 9. Competition limited to amateur golfers employed by airline a minimum of six months preceding tournament.
- Completed Entry Forms must be received at:
1966 World Airline Golf Tournament Headquarters
Suite 916
The Shoreham Building
Washington, D. C. 20005, USA
Entry Forms available from PR Office, INT.



August 24th was my thirty-seventh wedding anniversary, believe it or not, I am married to a very fine gal named Helen — she's got to be fine to put up with a guy like me that long. There are two things I can't remember — when I was single and when I didn't work for an airline. Ken Ross asked me what we did on this occasion. I told him **this time I sat on the edge of the bed and cried!**

The four Division Supervisors and Ed Best, Supt. of Stations, are attending Boeing 727 School at Seattle, Washington this week. They should have all the answers when they return.

Recently, Mr. Davis had a Service Pin Luncheon and the attendance was most gratifying. As a matter of fact, the number attending has been so great that we are now holding them in the classroom upstairs in the Terminal Building. It sure was nice to see so many of the "old timers" again, and I was surprised at the number of 15-year participants on hand. Whenever your time comes up for you to receive your pin, if possible, try to attend this occasion in INT. It will give us an opportunity to show you around the facility — that is, if you haven't seen it.

Did you ever do something and after you did it get a real feeling of satisfaction for, maybe, a good deed? I had this experience last week — I had the pleasure of escorting three underprivileged children to Blowing Rock, North Carolina to ride Tweetsie. Their ages were 5, 8 and 10 years, and they had never seen anything like this before. You never saw three kids so "bug-eyed" in all your life. I don't know when I've ever done anything that gave me more satisfaction than to see these youngsters have a good time.

DEFINITIONS

- Fixed Income — Impossible budget.
- Flirt — A hit and run lover.
- Home — The place where you get treated best and grumble the most.