



Maintenance Department Starts "Mission, 61"

Promotions Are Part Of Program

Grubbs New Sales Rep., Ford New V.P. Aide

William A. Grubbs has been appointed sales representative for Charleston.



Grubbs

Grubbs, formerly stationed in Columbus, was born in Dawson, Alabama. He attended public school there and graduated from Geraldine High School in 1948.

After serving four years with the Air Force he attended the University of Alabama. Before joining Piedmont in June, 1960, he was employed by the National Life and Accident Insurance Co. and the Lattimer-Stevens Company.

He is married to the former Eleanor Sayre of Cottageville, West Virginia.

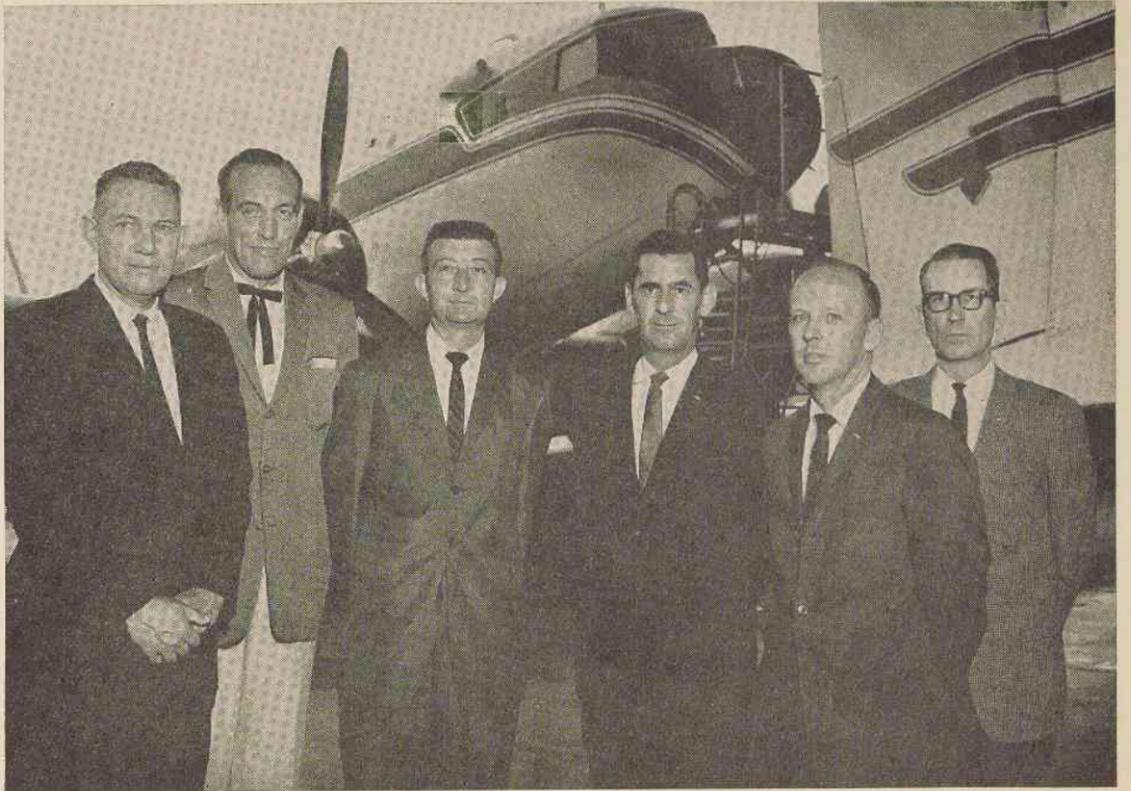
Robert V. Ford has been appointed to a new position as Assistant to R. S. Northington, Vice President in charge of the Gen-

eral Aviation Division.

In making the announcement, Mr. Northington said, "We are delighted to announce Mr. Ford's appointment. His engineering background and aviation experience will be a great aid in the expansion and development of the General Aviation Division."

Ford joined Piedmont in November, 1960 as a Sales Pilot. He was formerly an Engineering Test Pilot for the Fairchild Engine and Aircraft Corporation in Hagerstown, Md. Prior to that time he was connected with the Federal Aviation Agency for ten years doing engineering and test work.

He is a native of Winston-Salem and attended Reynolds High School and the North Carolina State College. A member of the Quiet Birdmen, he served in the U. S. Air Force from 1940 to 1945. Ford is married to the former Betsy Spach, also of Winston-Salem. They have five children.



THEIR TITLES ARE CHANGED. Among those organizing for "Mission, 1961" are (left to right) O. B. Revell, Bill Davis, Ralph Dampier, Bill Johnson, Roy Westbrook and Archie Ferguson. Those out-of-town or otherwise unavailable for a photograph were R. S. Macklin, H. R. Poindexter, Jim Wood, J. D. Hoots, H. N. Wilson, R. H. DeKay, and H. M. Cartwright. See story below for their new titles.

"PX Plan" Debuts

The largest discount on round-trip week end travel ever offered by a scheduled airline went into effect when Piedmont introduced its new excursion fares.

The reduced fare, called the Piedmont Excursion Plan, features a 75 per cent discount on the return flight portion of a week end round-trip. The plan can be utilized in one of several ways:

1. A passenger may leave on Saturday and return the same day at the reduced rate.

2. For longer trips, it will be possible to leave Saturday and return any other Saturday within 30 days, flying back at 75 per cent off the regular rate.

3. Those wishing to make a quick week end trip may do so with the new fare, leaving Saturday and returning the next day.

The Piedmont Excursion Plan is applicable between all points on the system, and is part of the program to encourage and develop week end travel.

CAB Announces Airport Policy

N. E. Halaby, Administrator, Federal Aviation Agency, and CAB Chairman Alan S. Boyd, recently issued a joint statement which could have an important bearing on the final CAB decision in the INT-GSO single airport case.

Oral argument in the case is slated for June 7. The Greensboro-High Point Airport Authority, the Winston-Salem Chamber of Commerce, and Bureau Counsel have been allotted 30 minutes each at the argument, with Piedmont, Eastern, and Capital each receiving 15 minutes.

The policy statement with respect to the use and development of air carrier airports is as follows:

Official Concern
"The Federal Aviation Agency and the Civil Aeronautics Board have become increasingly concerned over the establishment of separate air carrier airports in cities sufficiently close to be served through one airport. The use of two or more airports by the scheduled airlines in serving an area in many instances tends to diminish the services to each airport and increase the cost of air transportation. The concentration of the services provided to an area through the use of one airport will often improve the service offered by both scheduled airlines and general aviation. However, this would never be accomplished in such a way as to compromise the safety of either scheduled air transport or general aviation."

Consolidation Better
"From the point of view of scheduled airline service into two separate airports that are reasonably adjacent often results in a deterioration of the quality of airline schedules to the area. In many cases, without substantial inconvenience to the air

(Continued on Page Four)

First Stock Dividend Declared; Board Re-elects All Officers

For the first time in its history, Piedmont Aviation, Inc. has declared a stock dividend.

The new ten per cent dividend, payable May 25, will go to stockholders of record May 10. Of the 13 local service airlines in the nation, only two others have ever declared a dividend.

Earnings Second Best
Approval of the measure was voted at the directors meeting following the recent stockholders session. President T. H. Davis announced then that company earnings for 1960 were the second best in the history of the company, totaling \$323,502 before taxes and \$153,843 after taxes.

In commenting on the dividend, Mr. Davis said, "Increased earnings have permitted retirement of a substantial portion of the borrowings in connection with our F-27 equipment financing program. It is contemplated, however, that favorable action by the CAB on new route applications will require the use

of retained earnings and additional borrowings for purchase of new aircraft. Nevertheless, the book value of Piedmont stock has continued to rise, and it was the opinion of the directors that a portion of this increase should be distributed to the stockholders in the form of a stock dividend."

Directors Re-elected
The stockholders re-elected all directors who had served during 1960. They are: Glenn E. Anderson, E. L. Davis, E. L. Davis, Jr., W. Frank Dowd, Ralph Gardner, Bowman Gray, C. E. Norfleet, T. H. Davis, C. G. Brown, Jr., R. S. Northington, H. K. Saunders, and M. F. Fare.

The directors re-elected the following officers for the coming year: T. H. Davis, President and Treasurer; C. G. Brown, Jr., Vice President; R. S. Northington, Vice President; H. K. Saunders, Vice President; M. F. Fare, Secretary and Assistant Treasurer; and T. W. Morton, Assistant Controller.

Plans To Reduce Subsidy Outlined

The presidents of a majority of the scheduled airlines receiving subsidy support met in Washington recently and issued a statement on steps to reduce the airlines' dependence on subsidy.

The officials cited four points in particular for use in achieving their goal. They are:

"(1) Support of the Civil Aeronautics Board's 'Use it or lose it' policy to the end that this policy will be strengthened and enforced.

"(2) The continued transfer of trunkline points to local service airlines.

"(3) Access to profitable dense short-haul markets.

"(4) The elimination of all operating restrictions."

The airlines pledged continued service to the smaller cities but concluded that "... having provided such services, we are convinced we should be able to operate our systems in the most productive and economical manner possible."

A number of title changes and promotions plus plans to make more efficient use of manpower are underway as part of the Maintenance Department's new "Mission for 1961" program.

Objectives

According to H. M. Cartwright, among the program's objectives are plans to achieve greater efficiency, more effective trouble shooting, and a higher quality of preventive maintenance.

Title Changes

Cartwright's title has been changed from that of Superintendent of Maintenance to Director of Maintenance and Engineering. Other title changes include: R. S. Macklin, transferring from Training Department to Technical Advisor to Director of Maintenance and Engineering; Bill Davis from Assistant to Superintendent of Maintenance to Superintendent of Business Aircraft Maintenance Sales; and H. R. Poindexter, transferring from ORF Station Chief Mechanic to Technical Training Instructor, responsible to R. S. Macklin as of June 1.

Also: J. W. Johnson from Production Control Department to Superintendent of Inspection Department; Jim Wood from Chief Engineer to Superintendent of Engineering; R. L. Westbrook from Chief Inspector to Supervisor of Planning and Scheduling; R. H. DeKay from Supervisor of Class Two Maintenance to Superintendent of Line Station Maintenance.

J. D. Hoots from Foreman of Accessory Overhaul to Superintendent of Accessory Overhaul; H. N. Wilson from CVG Station Chief Mechanic to Foreman of Accessory Overhaul, INT, as of July; O. B. Revell from General Foreman, Second Shift, to Superintendent of Line Maintenance, INT; and A. F. Ferguson from

(Continued on Page Two)

R. A. Griffin

Randal Alfred Griffin, 38, died April 25 at his home of a heart attack.

A well known figure at Piedmont, Mr. Griffin joined the company in September, 1948. At the time of his death he was serving as General Foreman of Line Maintenance and Accessory Overhaul.

He is survived by his parents, two brothers, and a sister. One of his brothers, R. E. Griffin, is a Piedmont employee at the INT Maintenance Department.