

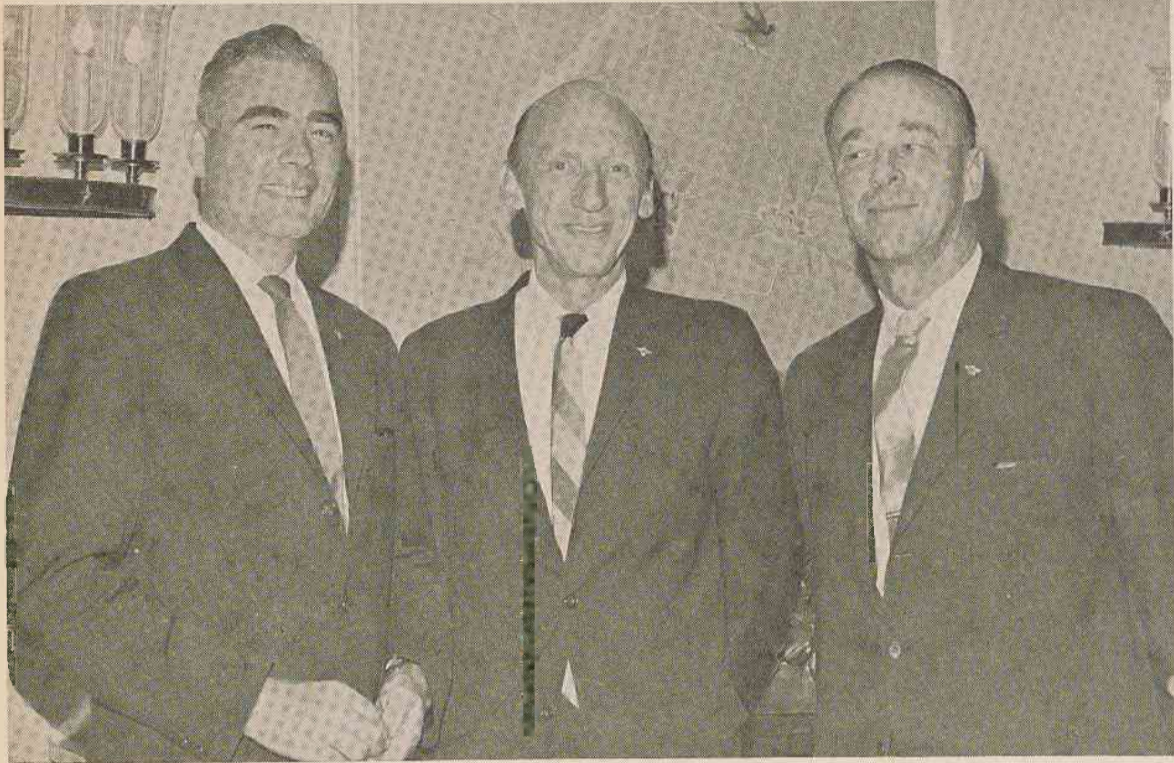


THE PIEDMONITOR

VOL. VII, NO. 8

APACE WITH THE PACEMAKER

AUGUST, 1965



Ed Culler, President T. H. Davis, and M. F. Fare smile happily as they display their newly presented twenty-five year service pins.

Piedmont Had Happy 25th

Piedmont Aviation, Inc., celebrated its 25th Anniversary on July 2 with balloons, tours, and a commemorative dinner.

On the eve of the anniversary, some 40 men joined together at a stag dinner at INT's Forsyth Country Club in honor of the three twenty-five year men, T. H. Davis, M. F. Fare, and E. D.

Culler. Twenty-five year pins were presented to each of the three men.

Open house was held in Winston-Salem for City Fathers and employees' families the following day. Refreshments were served and there were balloons for all the youngsters.

Volunteers gave guided tours

of the home office facilities including the hangars and terminal building and ending with an inside look at Piedmont's F-27.

If any of the people out on the system are in Winston-Salem, they may contact Assistant to the President Don Britt or the publications editor for a similar tour of the home office.

McKee Is New FAA Administrator

William F. McKee was sworn in as Administrator of the Federal Aeronautics Administration (FAA) on July 1. The swearing in occurred the day after the Senate's confirmation of President L. B. Johnson's nomination of the 59 year old retired Air Force General.

McKee was born in Chilowee, Va., and was commissioned a second lieutenant in the Coast Artillery Corps of the Regular Army upon graduating from West Point.

General McKee served in Army assignments in Florida, the Canal Zone, California, the Philippines, Puerto Rico and at the Norfolk Naval Station, Va., before he transferred to Headquarters, Army Air Force, in January 1942. He received his first star in 1945 and was appointed Chief of Staff of the Air Transport Command in 1946. In August, 1946, he went to Europe as Commanding General of the European Division, ATC, with headquarters at Paris. In December, 1946, he transferred to USAF Europe headquarters at Wiesbaden and became its commanding general in January, 1947.

When the Air Force became a separate service in 1947, General McKee returned from Europe to work under General H. H. "Hap" Arnold in setting up the new service. He was appointed Assistant Vice Chief of Staff of the USAF in September of 1947 and was promoted to Major General the following year.

In 1953, General McKee became

Vice Commander, Air Materiel Command, USAF, and continued in that post when AMC's name was changed to Logistics Command. He gained his third star as Lieutenant General in 1957, and, in August 1961, was named Commander, Air Force Logistics Command, receiving his fourth star at that time. The following July he became Vice Chief of Staff, USAF, under General Curtis LeMay.

General McKee was awarded three Distinguished Service Medals during more than 35 years of military service. He was also the recipient of the first annual Distinguished Management Award for outstanding contributions in Air Force logistics assignments.

On retirement from the Air Force in August, 1964, General McKee was Vice Chief of Staff. In September, 1964, he joined the National Aeronautics and

Extra \$ in Paychecks

Piedmont employees received an unexpected "raise" with their July 15 paychecks. The Company has assumed additional amounts of the premiums on both Group Hospitalization and Life and Sickness Compensation.

Employees will find their monthly paychecks fatter by from approximately \$1.00 to \$10.00, depending on whether the individual carries hospitalization and whether he carries it under the individual or family plan.

Since the new policy does not add to one's total gross salary, but merely decreases deductions from his paycheck, the extra money is tax free and thus doubly welcome!

Space Administration (NASA) as Assistant Administrator for Management Development, a post he held prior to his FAA appointment.

(Continued on Page Six)

Crouch New SHD Manager

New station Manager, Thomas C. Crouch, assumed duties at the Shenandoah station on July 1.



Tom Crouch

Crouch, a native of Statesville, N. C., began his career with Piedmont as an Agent in Charlottesville, Va., in February, 1957. In March of the following year, he transferred to Greensboro and

was promoted to chief agent there in June, 1962.

Before coming to Piedmont, Crouch was employed first by J. C. Penney Co., and then by Burlington Industries.

The new Shenandoah manager is married to the former Doris Troutman, also of Statesville. The couple and their two children, 15 year old Rick and 3 year old Lisa, will live in Waynesboro, Va.

First Six Months Break All Records

The first six months of 1965 have exceeded the record-breaking first six months of 1964 in all phases of Piedmont Aviation, Inc.'s, operations.

Net earnings for the first six months of 1965 were \$743,410, an increase of 35 per cent over the same period in 1964. This amounts to 41 cents per share compared to 30 cents per share for the first half of the previous year, based on the number of shares outstanding as of June 30, 1965. Total revenues during this period were up 18 per cent to \$17,524,651 and total expenses increased 17 per cent to \$16,781,241.

Revenue passenger miles of the Airline Division for the first six months were 130,789,759. This is an increase of 18 per cent over the same period for the previous year even though available seat miles were increased only 11 per cent.

Load factor from January 1 through June 30 of this year was 53.12 per cent as compared to 50 per cent for the same six months of 1964. This is one of the highest load factors in the industry for this period.

Cargo services were up 13 per cent, increasing from 932,878 ton miles during the first six months of 1964 to 1,199,603 during the first six months of 1965. Cargo revenue for the same two periods increased from \$549,092 in 1964 to \$680,636 in 1965.

Sales, services, and other income of the General Aviation Division and the Central Piedmont Aero Division increased 40 per cent over the first six months of 1964 to total \$3,550,216 for the first six months of 1965. Income of these divisions before taxes increased 86 per cent to \$181,803.

President T. H. Davis commented favorably on the remainder of the year:

"While business generally has been good, and the national economy remains strong, the fact is that the rate of growth in revenues and earnings of our company is substantially greater than in the industry average. It

is clear that such a record is attainable only by exceptional effort and diligent devotion to duty by the people in all departments of the company.

"Our opportunities for continued growth in revenues, earnings, and service appear favorable for the remainder of the year."

Piedmont Signs With American

Piedmont recently signed an agreement with American Airlines whereby Piedmont employees are eligible for non-revenue, space available travel over all AA routes throughout the United States and Mexico.

Fifty per cent reduced rate positive space travel, which has been available for some time, will continue as before.

Both non-revenue and reduced rate travel via American is available to all Piedmont employees with six months or more seniority, their spouses, and dependent children under 21 years of age.

Non-revenue service charges, payable at the AA ticket counter upon presentation of proper authorization, are as follows:

Type of Equipment	One-Way Service Charge	
	1st Class	Coach & Econ.
(a) Jet		
Under 1,800 miles	\$5.00	\$2.00
Over 1,800 miles	\$8.00	\$3.00
(b) Turboprop (Electra)	\$2.00	\$2.00
(c) Piston	— no charge —	

Applications for non-revenue and reduced rate travel should be made through the Pass Bureau, INT-T, in the routine manner.

All non-revenue and reduced rate requests must be made at least two weeks in advance of the date they are to be used. They must include the employee's seniority date, and the ages of dependent children who will travel on a pass.

Requests for emergency travel should also specifically state the reason for the request.



Captain L. W. McNames shows the National Safety Council's Award of Merit to INT secretaries Louise Christenbury, Irene Wall, and Janice Kenney. Only a carrier that had no fatal accidents in 1964 and whose injury rate was lower than the average for its group over the previous three year period was eligible for an award. Piedmont has received a safety award from the Council for many years.