

General aviation division is reorganized

Piedmont President T. H. Davis has announced a reorganization of the Company's general aviation operations.

Following the regular quarterly meeting of the Company's Board of Directors in January Davis outlined the management changes which are effective immediately.

R. S. Northington was appointed president — General Aviation Group of Piedmont Aviation, Inc. He will have the overall responsibility for the Company's general aviation activities. Northington will also continue to serve in his current position as a senior vice president and director of Piedmont, Inc. He has been with Piedmont since 1945.



R. S. Northington
President
General Aviation Group

J. H. Culler has been named executive vice president — General Aviation Group of Piedmont Aviation, Inc. In this capacity Culler will serve as chief operating officer for the Group and will have full responsibility for the day-to-day operation of these activities. Culler was also elected vice president of Piedmont Aviation, Inc., by the Company's Board of Directors. Culler has been with Piedmont for a total of 15 years.



J. H. Culler
Executive Vice President
General Aviation Group

C. W. Gough, Jr., was appointed vice president — Aviation Services division of the Group. Gough will continue as assistant vice president of Piedmont Aviation, Inc. He joined the Company in 1943.



C. W. Gough, Jr.
Vice President
General Aviation Group

In the announcement, Davis commented that the changes were made to facilitate greater autonomy and flexibility for management of Piedmont's general aviation activities. The Company's general aviation operations contributed nearly 15 per cent to the total corporate revenues of Piedmont Aviation, Inc. in 1976.

Piedmont's general aviation activities include aircraft sales, maintenance, overhaul, charter and parts and supplies distribution. Piedmont has general aviation offices in Winston-Salem, Norfolk, Roanoke, Richmond, Alexandria and Manassas.

Industry notes: we're doing more with less

The nation's airlines used 800 million fewer gallons of fuel in 1975 than in 1973, while carrying 21 million more passengers and more cargo, the Air Transport Association reported.

The ATA reports the gains in airline service performer per gallon of fuel and reviews airline conservation measures that have enabled the industry to do more with less fuel.

"In 1976", the reports notes, "the U.S. scheduled airlines carried 223 million passengers and four million tons of freight and mail, while using less than four per cent of the petroleum fuel consumed by the nation. Airlines account for 80 per cent of public transportation passenger miles between our communities and for about 95 per cent of travel abroad."

The report found that, since 1973, the revenue passenger miles flown per gallon of fuel used have increased by 18 per cent. Passengers carried during these years increased by 10.4 per cent, while fuel consumption decreased by 7.5 per cent.

Paris show booked

All available exhibition space in the U.S. pavilion for the 1977 Paris Air Show already has been booked by U.S. aerospace and aviation industry companies, says the Commerce Dept. A total of 83 exhibitors and the Federal Aviation Administration will take part in the exhibition June 2-12 at LeBourget airport. An-

other 16 U.S. manufacturers are on a waiting list for pavilion space. Beyond the U.S. representation, an additional 350 exhibitors from 16 nations will participate in the air show.

Lindbergh stamp planned

The Postal Service — responding to letters and petitions from more than 5,000 persons — will commemorate Charles Lindbergh's solo New York-to-Paris flight by issuing a special stamp. The new stamp will be issued May 20 — the 50th anniversary of his famed takeoff.

Travel bars lifted

The Carter administration has decided to eliminate restrictions on American travel to Cuba, Vietnam, Cambodia and North Korea.

In addition to removing the prohibition on using a U.S. passport for such travel without special permission, the Treasury Department restrictions on cashing travelers checks, paying hotel bills, changing currency and other such travel transactions are expected to be lifted, U.S. officials said recently.

The decision, which one official called "long overdue," does not so much signal changes in U.S. policy toward the four nations as it reflects President Carter's commitment to freedom of movement for U.S. citizens, officials said.

The executive order imposing the restrictions must be renewed every six months. The current order expired March 18, and was simply allowed to lapse.

Texas has most

At year-end 1976, there were a total 13,770 landing facilities in the U.S.: 11,555 airports, 1,674 heliports, 500 seaplane bases and 41 stolports/stol runways. In addition, there were 42 airports in the U.S. possessions or territories, of which 23 were in Puerto Rico, 4 in the Virgin Islands, and 15 in the South Pacific.

Texas continues to lead all states with 1,217 landing facilities, followed by Illinois with 867, California with 804, Alaska with 762, Pennsylvania with 644, Ohio with 558, New York with 469 and Michigan with 421.

Around the system

TRANSFERS

D. P. Keyser—HSP to RIC
C. S. Jones—HSP to ORF
J. R. Carter—HSP to MEM
R. H. Rogers, Jr.—MEM to DCA
H. L. Tallent—RIC to ATL
J. M. Heath—ORF to RIC
J. B. Kale—GSP to ATL
D. T. Rogers—GSP to ATL
C. H. Crumley—EWR to RDU
W. E. Brockmeier—DCA to AVL
E. E. Cassell—DCA to ORF
R. E. Merritt—RIC to AVL
R. E. Trader—DCA to BNA
D. E. Quinn—ATL to ORF
F. L. Benson—DCA to EWR
T. L. McElfresh—GSO to DCA
G. D. Fish—AVL to DCA
D. D. Stevens—CHO to RIC
K. S. Wallace—BNA to DCA
S. P. Brittain—OAJ to DCA
C. R. Woodward—OAJ to ATL
D. E. Martin—INT to ROA
R. C. Freeman—DCA to INT
M. M. Bach—ATL to Ft. McP

RETIREES

W. C. Bowden—Captain, ILM
L. C. Rowe—Production Controller, INT-EB

PIEDMONITOR

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