

**Piedmont Aviation, Inc.**  
SMITH REYNOLDS AIRPORT  
WINSTON-SALEM, N. C.



Editor: Cleta Marshall

**CORRESPONDENTS THIS ISSUE**

Bob Bennington, FAY; David Lyle, AVL; Bob Wylie, ORF; Farrell Lee, DCA; Eddie Jones, BLF; Charlotte Fuda, CRW; Reggie Powell, ECG; Bill Pearman, SHD; Frank Reynolds, LYH; Bruce Ball, LEX; Jim Villeda, CVG-F; Gene Shore, GSO; Jane Griffith, CVG-C; Madge Lanier, CLT.

## Happy Birthdays

### OCTOBER

J. N. Browne, Sr. Acct., INT-A	1	R. A. Emanuelson, F/O, ORF	15
D. E. Dietrich, ROA	1	C. E. Hill, INT-M	15
R. H. Klemt, TYS	1	Jane Kienker, AVL	15
R. T. Richardson, Chf. Instr., CPA	1	D. R. Monroe, SHD	15
Elaine Sturr, CVG	1	Dossie Norwood, INT-M	15
N. Y. Webb, INT-M	1	J. A. Pegram, INT-M	15
R. B. Richardson, F/O, ORF	2	Jerrie Cox, TRI	16
J. J. Stout, INT-FB	2	Iris Gillikin, CLN-JAMTO	16
R. L. Sorrells, Div. Chf. Purser, DCA	3	E. J. Wilson, F/O, ORF	16
Lena Ivery, ROA	4	C. E. Joyner, INT-M	17
T. G. Newell, ORF	4	B. J. Parker, F/O, CLT	17
Ila Nichols, Sec., INT	4	J. A. Seats, INT-FB	17
D. L. Stovall, F/O TYS	4	J. E. Webster, Dispatcher, INT	17
J. M. Riggs, INT-FB	5	F. R. Pilley, ORF	18
R. N. Clark, F.A., ILM	6	R. D. Gordon, INT-FB	19
Charlotte Fuda, CRW	6	W. L. Jett, Sta. Mgr., DAN	19
J. D. Groce, INT-M	6	D. E. Berry, RDU	20
S. Y. Pierce, Sta. Mgr., ILM	6	E. D. Clement, Capt., INT	20
J. P. Richardson, INT-M	6	J. L. Paschal, INT-M	20
R. C. Snyder, INT	6	J. L. Wilkes, Capt., ILM	20
A. J. Carnera, ROA-M	7	N. A. Coiner, Mgr., FTE, JAMTO	21
Barbara Ironside, TYS	7	C. N. King, INT-M	22
K. G. Rushing, INT-M	7	Sue Self, INT	22
C. R. Blackmon, Chf. Agt., GSO	8	A. M. Whittaker, Sta. Mgr., ORF	22
J. C. Butner, INT-FB	9	K. W. May, LYH	23
A. E. Chitty, INT-M	9	B. E. Parrish, Sta. Mgr., SDF	23
C. W. Gough, Gen. Mgr., Parts and Acces., INT-FB	9	K. L. Wood, ROA	23
J. A. Humphreys, Dist. Sales Mgr., ORF-C	9	Kay Braden, HTS	24
J. R. McNeill, INT-F	9	C. A. Vaughan, LYH	24
C. R. Bowers, ROA	10	Jean Cornatzer, INT-A	25
A. W. Dillon, INT-FB	10	J. W. Norman, INT-M	25
H. R. Kirkwood, ROA	10	C. B. Rehder, Capt., ILM	25
J. C. Morton, Chf. Agt., INT-F	10	J. C. Steadman, F.A., CLT	25
K. E. Ross, Supt. of Stations, INT	10	Rilla Williams, Steno., INT-FB	25
C. R. Thomas, GSO	10	R. C. Dampier, INT-M	26
J. C. Villeda, CVG	10	B. A. Wolff, INT	26
C. C. Cranford, F.A., ILM	11	H. P. VanHorn, F/O, DCA	26
J. R. Wennap, Sta. Mgr., AVL	11	W. D. Love, LEX	27
J. R. Gibson, Capt., ROA	11	J. B. Snyder, INT-M	27
J. C. Messick, INT	11	J. L. Hester, INT-FB	28
Edward Neal, ORF-FB	11	R. H. Kitchen, INT-F	28
J. H. Young, DCA	11	J. S. Faucette, Chf. Agt., DCA	29
Ira G. Linville, INT	12	G. M. Gilbert, Chf. Agt., TYS	29
Sue McNeill, INT-SC	12	T. R. Cowen, Div. Sta. Supv., CVG-C	30
Mark Adams, INT-M	13	C. E. Culler, Ser. Mgr., INT-FB	30
Harris Bowen, F/O, SDF	13	J. L. Flowers, INT-FB	30
Cindy Tyler, CVG-F	13	D. H. Lyle, AVL	30
Lyle T. Tyree, LYH	13	Nancy Tuttle, Steno., INT-FB	30
J. A. Craig, Capt., INT	14	Mary Fairchild, INT-A	31
R. F. Huffman, ROA-FB	14	W. J. Forcum, Jr. Acct., INT-A	31
Neal Upson, INT-M	14	A. H. Holland, Buyer, INT-P	31
A. B. Casey, Sta. Mgr., LEX	15		

# Joe Fix Is Newest 20-Year Man

Joe Fix has become the fifth Piedmont employee to join the select ranks of those wearing the diamond-jeweled company pin.

Fix, Foreman of the Paint and Upholstery Shop at INT, celebrated 20 years with Piedmont September 14. He went on the payroll as a full-time employee in 1941.

Before that he worked for the company on a part-time basis during his last years in high school. In his senior year he arranged to have all his classes in the morning so he could work at fixed base in the afternoons.

"We had to do a little bit of everything in those days," says Joe. "I started out on the line, servicing airplanes. Then I worked in the Engine Overhaul Shop which then only took care of light plane engines. From there I went to the Dope Room, and then back to being a mechanic."

Fix has been with his present department over 11 years. Dur-



President T. H. Davis and Joe Fix inspect Joe's new company pin — complete with diamond—prior to its presentation.

ing that time the Paint and Upholstery Shop staff have won several awards for their work in decorating the interiors of executive aircraft.

A native of Winston-Salem, Joe attended Reynolds High School in that city. He and his wife Molly have two children: Andy, age six; and "Bet," age three.

## A Thank-You Note From CRW

### First Half of '61 Has Profit Gain

Figures in for the first half of 1961 show Piedmont Aviation, Inc., had a net income of \$71,421 as compared with a profit of \$506 for the same period in 1960.

A recent report to Piedmont owners and employees stated that all short-term funds borrowed to finance the F-27 have been repaid.

President T. H. Davis attributed the profit gain to three factors: (1) substantial increases in passenger, freight, and express traffic, (2) a passenger fare increase, and (3) a rigid budgetary and vigorous cost control program.

He urged continued effort on the part of those connected with Piedmont, explaining that should the anticipated expansion be granted by the CAB in the Piedmont Area Case, the Company must be in the position to take advantage of the benefits resulting from the decision.

"One more passenger on every Piedmont flight," said Mr. Davis, "means \$623,836 more revenue to your Company during the course of a year. The additional expense involved in serving this additional passenger is nominal."

"A word from you to your friends and associates who travel throughout the area we serve will assure our getting that extra passenger. Your assistance will be greatly appreciated."

Piedmont people can always be depended on to pitch in and help in time of emergency. Those in Charleston found this particularly true during the recent flood disaster there.

CRW Station Manager R. L. Hill sent the following note to The Piedmonitor expressing his appreciation for the help they received:

"Please extend by way of a mention in the next issue of **The Piedmonitor** our belated thanks to all Piedmont stations who aided the American Red Cross efforts for relief during Charleston's recent flood disaster, and to the following persons in particular:

"Mr. Simpson at TYS; Miss Short at CMH; Mr. Cowan at CVG-C; and Mr. Schere at CRW, the latter from whom came the idea of collecting clothing to be distributed by the Red Cross, and who coordinated the project after its institution.

"For his effort he merited much personal praise from the Civil Defense and American Red Cross, and provided a tremendous boost for Piedmont Airlines in this area . . ."

## Social Security Office Tells "What's New" In Way of Recent S. S. Insurance Changes

"What's new?" is an expression that is used to mean different things to different people. We use it as a greeting; we use it as a means of introducing a topic of conversation; or, we use it to find out just what really is new about a certain subject, place, or person.

The folks in the social security office would like for the employees at Piedmont Airlines, Inc. to know just what is new about OASDI — old-age, survivors, and disability insurance. There have been recent changes that you should know about.

Every worker no doubt understands that benefits may be payable to him at retirement. He understands that certain members of his family — his wife and minor children — may also receive monthly payments at his retirement or death. Most people know, too, a lump-sum death payment is made to a spouse at the time of the worker's death, if they were living together.

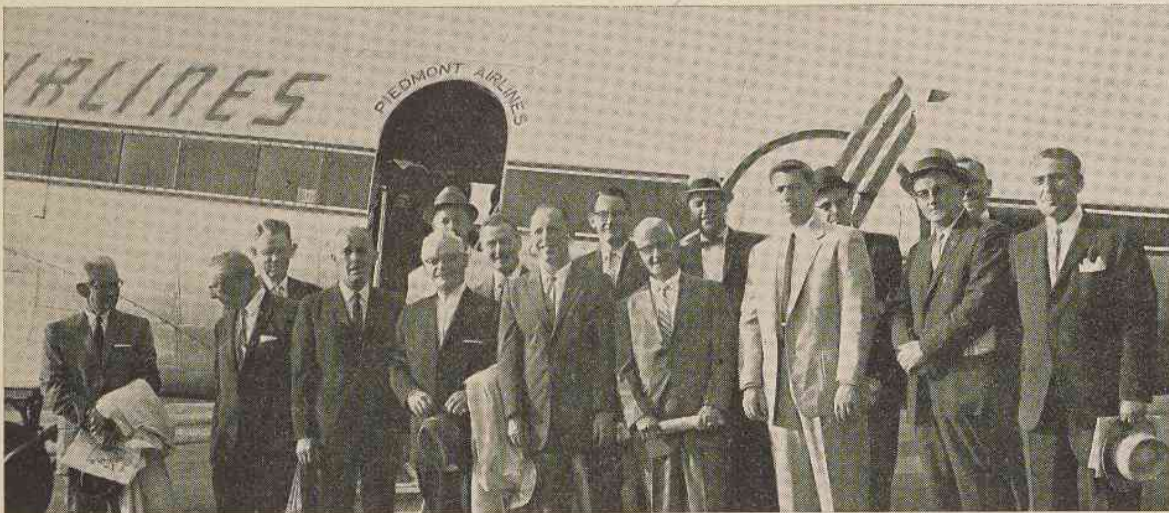
But there are some new features about social security which may be "news" to most folks, and you will no doubt be in-

terested in knowing about them. For example, the 1961 amendments made it possible for men to start getting social security payments as early as age 62, rather than 65. If men do claim their benefits before 65, their monthly amount will be slightly lower.

The minimum benefit has been raised from \$33 to \$40. Payments to widows 62 and over will be increased about 10 per cent. In addition, payments to aged dependent widowers and some aged parents of deceased workers will also be increased about 10 per cent.

Recent changes have reduced the amount of work needed for a person to become "insured" under the law. A man reaching 65 or a woman who becomes 62 in 1961 will need social security credit for only two and one-half years of work. A person needs to have social security credit for about one-fourth of the time since 1950 up to the year he becomes 65 (or 62 for women) or dies.

Another important change  
(Continued on Page Five)



The Walker Manufacturing Company of Harrisonburg, Va., took this group of city dignitaries to Walker's home office in Racine, Wis., via Piedmont DC-3. Purpose of the trip was to present a preview of expansion and new operations at the Harrisonburg plant.