



Board Approves Promotions



FARE



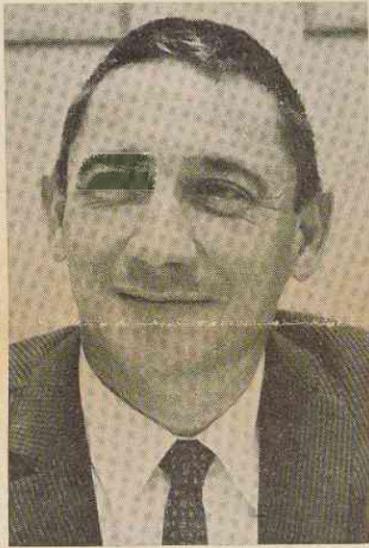
MORTON



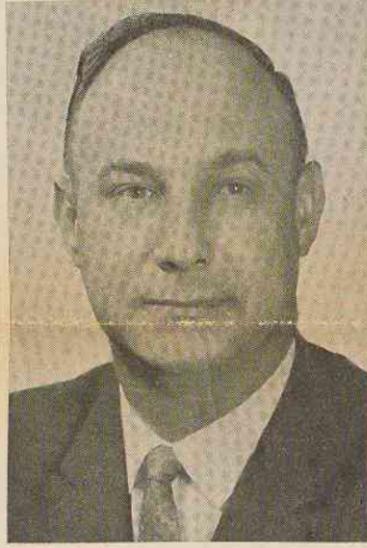
TURBIVILLE



McGEE



BARBER



CARTWRIGHT

Two New Titles, Four New Officers

Additions were made to the ranks of Piedmont Aviation, Inc., top management recently when at its April meeting the company's Board of Directors approved the promotion of two of Piedmont's officers, and elected four additional officers.

Officers promoted were M. F. Fare, from Secretary and Assistant Treasurer to Vice President—Finance and Secretary; and T. W. Morton, from Assistant Controller to Controller.

Those promoted and elected company officers include R. E. Turbiville, from General Traffic Manager to Assistant Vice President—Traffic; W. G. McGee, from General Sales Manager to Assistant Vice President—Sales; W. Barber, from Purchasing Agent to Assistant Vice President—Purchasing; and H. M. Cartwright, from Director of Maintenance and Engineering to Assistant Vice President—Engineering.

M. F. Fare

M. F. Fare, the new Vice President—Finance and Secretary, is a native of Walkertown, N. C., and a graduate of Draughon Business College.

Before joining Piedmont in 1940 as Assistant Secretary for the company, he studied accounting with the International Accountants Society, Inc., and was associated with the Greyhound Corporation and with Ernst & Ernst, Certified Public Accountants.

Mr. Fare was elected Secretary of Piedmont Aviation, Inc., in 1945; a Director in 1947; and Secretary and Assistant Treasurer in 1958. As chief financial officer for Piedmont, he is responsible for treasury and accounting functions and for the corporate records.

Active in airline industry organizations, Mr. Fare is a member and a past president of the Airline Finance and Accounting Conference of the Air Transport Association (ATA) of America.

At Winston-Salem, where he resides with his wife, the former Virginia Miller, and two children — James and Kay — he is a member of the National Association of Accountants, Piedmont Chapter; the Twin City Kiwanis Club; Benevolent and Protective Order of Elks; and a charter member of the National Office Management Association, Winston-Salem Chapter. Mr. Fare is also a member of the American Management Association.

T. W. Morton

T. W. Morton, Controller, was born in Scranton, Texas. He attended Weatherford College, Weatherford, Texas, and was graduated from Emory and Henry College, Emory, Va.

After graduation he entered the U. S. Navy and was assigned to a special midshipman's school at Harvard University, where he completed a course that included graduate school work at the Harvard Graduate Business School. He held the rank of lieutenant at the time of his discharge from military service.

From 1946 to 1948 Mr. Morton

worked at Winston-Salem for a public accounting firm and in 1948 joined Piedmont as a Senior Accountant. In 1950 he was named Chief Accountant with supervision of general accounting activities. He was elected Assistant Controller in April, 1958, and Controller in April, 1964, and is in charge of all accounting activities.

Mr. Morton is a member of the Administrative Management Society and the Accounts and Records Committee of the Air Transport Association's Financial Conference. He lives with his wife, the former Betty Kirby, and their three sons, in Winston-Salem.

R. E. Turbiville

R. E. Turbiville, Piedmont's new Assistant Vice President—Traffic, has had a long and varied career in aviation.

A native of Iredell County, N. C., he graduated from Bairds Preparatory School in Charlotte, N. C., and later attended Wake Forest College. He then studied at the Davey Institute of Tree Surgery, Kent, Ohio, and during 1926 and 1927 worked as a tree surgeon through the Mid-Western states.

Mr. Turbiville was introduced to aviation when he enrolled at the Parks Air College in East St. Louis, Ill., and won his pilot's license. Through 1928 and 1929 he toured the Carolinas selling airplane flight instructions, airplane rides, and barnstorming acts.

In 1930 he joined Eastern Airlines as an Agent at Eastern's Charlotte station. After working there for several years he transferred to Raleigh, N. C., and in 1937 was promoted to Station Manager in charge of the Eastern station at Greensboro, N. C., and later served as Manager of the Winston-Salem station as well. When World War II began he requested assignment to Winston-Salem only, and remained there until 1945 when he was transferred to New Orleans as Manager.

Piedmont Airlines received its operating certificate in 1948, and Mr. Turbiville joined Piedmont then as Superintendent of Stations. In 1957 he was promoted to General Traffic Manager, the post he held prior to his election as an officer.

He is married to the former Helen Auld of Baltimore, Md. They have a son, Robert, and two grandchildren.

W. G. McGee

Piedmont's new Assistant Vice President with responsibility for sales is W. G. McGee, a native of Winston-Salem, N. C.

He has been with Piedmont since July, 1947. When the company's airline division started, he was named Chief Purser in charge of the passenger service department. After working in that position for some 18 months, he was promoted to Superintendent of Passenger Service. He was subsequently promoted to Passenger Sales Manager in 1950, and in 1956 to General Sales

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Bradley Appointed To New Post; Doyle Takes Over ILM Duties

The promotions of James E. Bradley from Employment Supervisor to Director—Personnel, and Jack C. Doyle from Flight Attendant to Division Chief Flight Attendant, were announced by Piedmont recently.

Bradley has been with Piedmont since May, 1953, when he joined the company as a Station Agent in Lexington, Ky. He served there until February, 1956, when he transferred to the airline's home office in Winston-Salem as Traffic Clerk. In early 1957 he was promoted to Employment Supervisor, the position he held prior to his present promotion.



Bradley was born and reared in Little Rock, Ark. When he was 15 he moved with his family to Lexington where he graduated from Henry Clay High School. In 1951 he received a B.S. degree in Business Administration from the University of Kentucky, and following military service, an M.A. degree from the same university in 1956. From 1951 through early 1953 Bradley was with the U. S. Army Counter-Intelligence Corps in Japan.

He is married to the former Joyce Stephens of Hitchens, Ky.,

and they have one son, Jimmy, aged six. They reside at Winston-Salem.

In announcing Bradley's promotion, President T. H. Davis said, "Mr. Bradley has served the company in an outstanding manner in station operations and as Employment Supervisor, and his experience and capability will be most helpful in this new capacity."

Doyle will be based in Wilmington, N. C., and will supervise Piedmont Flight Attendants in that city and in Atlanta, Ga. He replaces A. L. Huddleston who was promoted to Assistant to Director-Flight Services and transferred to Winston-Salem.

Doyle was born in Bluefield, W. Va., but was reared in Roanoke, Va., where he attended public schools, and graduated from Jefferson High School in 1951. In 1952 he enlisted in the U. S. Navy where he served aboard the U.S.S. Jenkins DDE 447, a Destroyer Escort, as a Commissaryman 2nd class.

Following his discharge in 1956, Doyle joined Piedmont Airlines as a Flight Attendant based in Washington, D.C. In April, 1958, he was transferred to



Doyle

Deepest sympathy is extended the families and friends of two Piedmont employees who died recently.

Mrs. Delores Pugh Duff died April 19 in Lynchburg after a ten-month illness. She had been with Piedmont three years and before her death was an Agent at the Lynchburg station. She is survived by her husband, two sons, and a daughter.

Edward Jewell Wilson was killed April 24 in an automobile accident near Canton, N. C. A First Officer based in Atlanta, he had been with the company 11 years at the time of his death. He is survived by his wife and two daughters.

Knoxville where he has been based until the present.

He is married to the former Nannie Simmons of Roanoke. They have two children — Deborah Ann, age 5, and Matthew, age 2.

Cabins Ordered Locked

The door separating the passenger cabin from the crew compartment on all scheduled air carrier and commercial aircraft must be kept locked during flight under new regulations effective

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