

Piedmont Airlines

(Continued from page 1)
primary and advanced flying school. In July, 1941, the Company's aircraft and engine overhaul facilities were approved by the Civil Aeronautics Administration making it the only approved repair station between Washington, D. C., and Atlanta, Georgia. During the war years, Piedmont's entire efforts were devoted directly to the war effort. The Company was awarded many Government contracts for flight training in primary, pre-glider, secondary, cross country, instructor and night flying courses.

Application Filed
In June, 1944, Piedmont filed application with the Civil Aeronautics Board requesting authority to conduct scheduled local service airline operations in the southeast.

On April 4, 1947, the Board selected Piedmont to provide local air service over routes between the western terminals of Cincinnati, Ohio, and Louisville, Kentucky, and the eastern terminals of Norfolk, Virginia, New Bern and Wilmington, North Carolina. Cities served between these terminals included Southern Pines, Charlotte, Asheville, Goldsboro, Raleigh-Durham, Greensboro, and Winston-Salem, North Carolina; Tri City (Bristol, Johnson City, Kingsport, Tennessee); Lexington, Kentucky; Charleston, West Virginia; and Danville, Roanoke, Lynchburg, Richmond, and Norfolk, Virginia.

On January 1, 1948, the Company established the Piedmont Airlines Division of Piedmont Aviation, Inc. and the first schedule over the newly certified routes was flown between Wilmington and Cincinnati on February 20, 1948. As soon as practicable thereafter all other segments of the system were inaugurated until by May 14, 1948, all routes authorized by the Civil Aeronautics Board were being operated. In successive years, other cities were added to its service.

Certificates Renewed
The original certificate of Piedmont was for a three year period. The Company filed an application with the Civil Aeronautics Board for renewal of this certificate and the hearing was held in Washington on September 10, 1951. The certificate for Piedmont was renewed for seven years, the longest such renewal given to a local service carrier. In reaching this decision the Civil Aeronautics Board said, "The record achieved by Piedmont is so outstanding among local service carriers using DC-3 equipment as to merit special recognition." Other stops and routes were also authorized.

On May 19, 1955, President Eisenhower signed a Bill granting permanent certificates to all local service airlines.

Piedmont at the present time operates 16 DC-3 aircraft over 3,134 route miles and flies 18,761 miles daily, serving approximately 50 communities in seven states

and the District of Columbia.

Began Career Early
Mr. Davis, born March 15, 1918, learned to fly at the age of 16 and thereafter received his commercial pilot's license and instructor's rating. While attending the University of Arizona he gave flight instruction to private students in spare time.

He returned to Winston-Salem in the summer of 1939 and became associated with the Camel City Flying Service, Inc. as sales manager. This company held distributor contracts for aircraft and also engaged in aircraft overhaul and maintenance, charter service, flight instruction, and aircraft rental activities with the Smith Reynolds Airport at Winston-Salem as principal operating base.

In the summer of 1940 the name of the company was changed to Piedmont Aviation, Inc. and at that time Mr. Davis became controlling stockholder, serving as vice-president, treasurer and a director of the company. Piedmont in 1941 became the first fully certificated CAA approved aircraft and engine overhaul shop between Washington and Atlanta.

Elected President
In June, 1943, Mr. Davis was elected president, treasurer and director of Piedmont. At this time and for the remainder of the war the company was engaged in extensive flight and ground training programs for the military, operating schools at Winston-Salem and Greensboro. The State Department also, selected Piedmont to conduct flight training programs for students from Cen-

tral and South American countries.

Since the inauguration of service in February, 1948, the Piedmont Airline Division of Piedmont Aviation, Inc. has continued a steady growth to the extent that the company now carries more than 20,000 passengers monthly.

Active In Community
Mr. Davis is active in the civic life of Winston-Salem and North Carolina. He was appointed by the Governor to the North Carolina Aeronautics Commission in 1944. He has served as a director of the Winston-Salem Chamber of Commerce and was recently appointed to the Urban Redevelopment Commission of that city. He is a member of the Winston-Salem Rotary Club and the Executives'

Club, the Young Presidents' Organization, and the Pi Kappa Alpha Fraternity.

Among the aviation organizations of which he is a member are the following: The Wings Club of New York, The Soaring Society of America, Aircraft Owners & Pilots Association, The Spotsman Pilots Association, and The Aviation Executives' Club of Washington.

He has served as a director of the Air Transport Association of America, The Aviation Distributors and Manufacturers Association, and Aeronautical Radio, Inc. Mr. Davis is a member of the First Baptist Church of Winston-Salem. He was married to Nancy Teague in 1944 and they have two sons and two daughters.

BOND SALES UP

Purchases of U. S. Savings Bonds in North Carolina continue to show an increase with sales for the month of August amounting to \$4,311,799.75; compared with a year ago, the gain is 14 per

cent. This is the highest amount any month of August in 10 years. This report reveals that in August Moore County sales were \$23,843.75.

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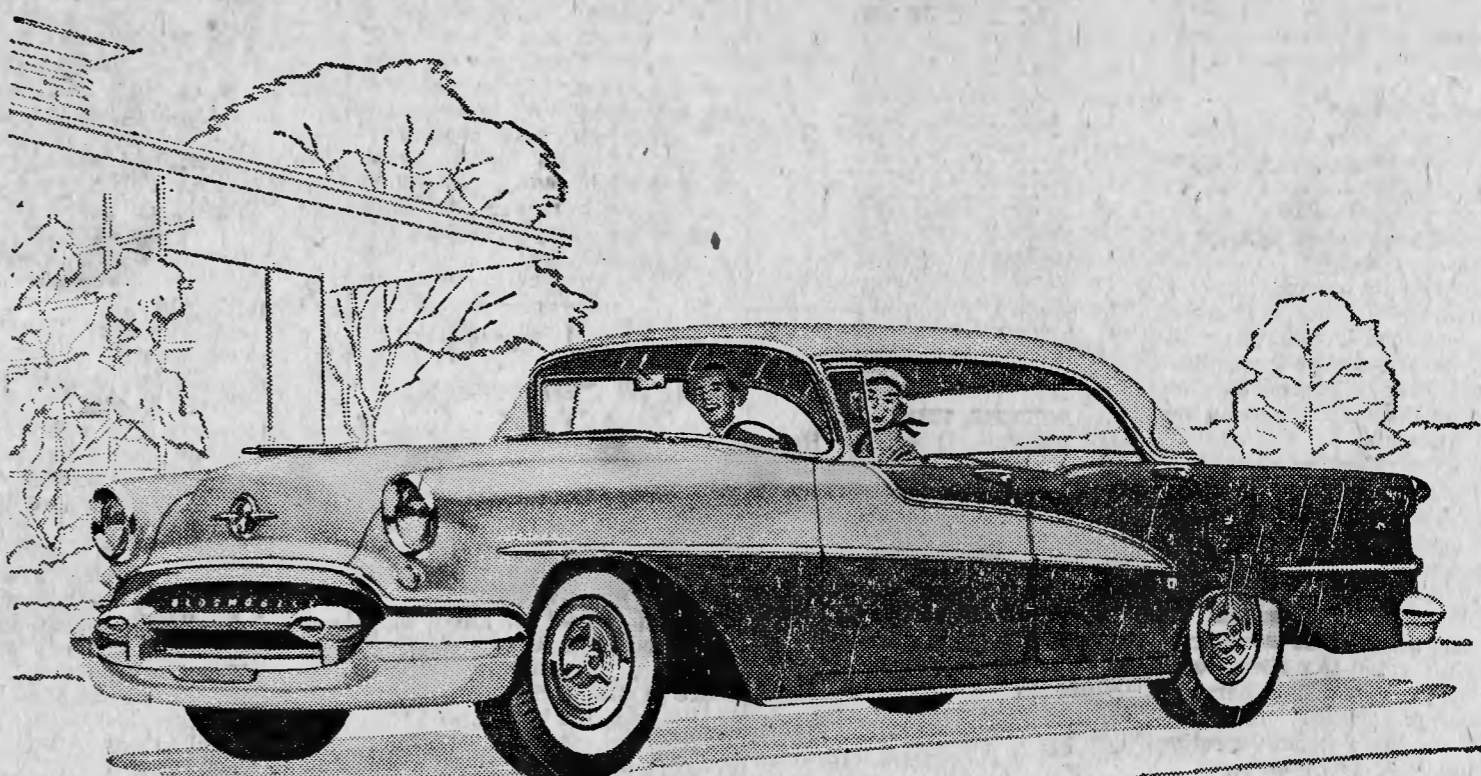
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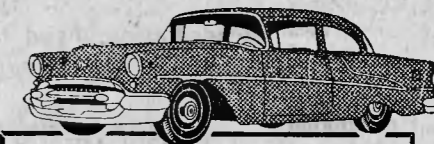
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