

family were not aware of the fact that we own and operate navigational radio aids. For their enlightenment, the following information is given. The "Homing" facility at Onieda, Ky., located approximately mid-way between Lexington and Tri-Cities, operates on an assigned frequency of 209 Kilocycles at a power of 100 watts. The identification is ONI. We also have installed for the City of Fayetteville a similar transmitter which operates on 287 Kilocycles and is identified as FAY. In addition to the two "H" facilities, we have a low frequency Marker Transmitter installation at Elkin, N. C., operating on 284 Kilocycles at a power of 25 watts. The identification for this marker is LKI. FACTS AND FIGURES: Do you know that 6,841 feet of wire is used in making one Piedmont aircraft radio installation and that approximately 700 terminal lugs are used in making the necessary connections in the junction box? 1,429 radio tubes are in daily use in our aircraft and ground communications and navigation equipment... In reply to the plea from CVG in the last issue of the PIEDMONITOR, regarding the extent of our teletype installation, this is to advise that we do not have this communications item installed in our planes - yet.

- CHARLOTTE NEWS - Ed Best

The "1000 Club" party givers from INT got around to CLT on August 7, and the affair was a big success, as everyone enjoyed themselves stuffing down steaks and washing it down with spirits. It's a good thing Johnny NEWELL really had a dog at home, as there sure were a lot of bones in that bag! Thanks to Bob INGRAM for handling the station so the rest of us could enjoy ourselves... We are now shooting for the 3000 mark, as another party is promised then.... We are all sorry to see "Kernel" Willie HARRIS leave us for a new job on the outside. Our sincere wishes for success and happiness in your new work.... Congratulations to Bob INGRAM who takes "Kernel" Willie's place as Chief Agent... As of this writing our replacement agent will be Dick ROBINSON, who comes to us from LCA. Dick is to report for work on September 1st. Welcome to CLT, Dick, we hope you will like it here.... New schedule, September 1, additional flights, crew lay-over, only one flight to MYR, transfers in FAY, Winter months not too far off, our Summer business falling off, got to get out and do more traffic work, mail mishandlings, passenger complaints, lost baggage - just a few thoughts running through the head - no wonder those grey hairs are appearing more often... I have wondered if the rest of the stations have the same weather prophet we seem to have. We can always predict the exact time it will start raining. A dark cloud will appear in the West - no rain yet - the flight is too far from CLT - In range report, the wind picks up - a few drops fall - nothing to worry about, flight not on ground. Final approach - drops get larger, wind begins to howl. Ramp time, the bottom drops out, the wind picks up to gale force - 10 passengers deplaning - three umbrellas, cargo all in the nose - 15 passengers to board - all on load in the nose. Flight departs, wind dies down, rain lets up. Flight takes off - rain stops - cloud disappears - sun comes out - IT NEVER FAILS.....

* * * * *

Our Best Wishes go with H. W. NICKERSON, formerly Director of Maintenance, who has moved way to the South - down Miami-way - and our Congratulations to H. K. SAUNDERS, now Director of Operations - to H. W. CARTWRIGHT, Superintendent of Maintenance - to Bill DAVIS, Supervisor of Base Maintenance - and to Frank C. NICHOLSON - Chief Pilot.

* * * * *

- FROM NEWPORT NEWS - J. R. Gwennap

NNW wishes to express its apologies for missing the previous printings of our PIEDMONITOR.