

2,000 were women! Liberace's answer to the many jokes about him: "Yes, I laugh myself all the way to the Bank".

Bye for this month - Sure hope you're wearing your Red Feathers!

Ruth

LONDON-CORBIN - Well, long time no write a column regarding LOZ. Will try to catch up on a little news - what little there is!

We guess all of you know that Hecht-Lancaster Productions has made a movie around LOZ with Burt Lancaster as the star. Their office was in the other half of the duplex where Yours Truly lives. Couldn't get Ted to grow a beard so that he could be in the movie.

Talking about movie making, we hear that Warner Bros. is going to make a movie around here in the near future. Gary Cooper is supposed to be the star. Consider above just a rumor until advised differently.

On the 4th of October, Vice President Nixon came into the London Airport on a chartered United Convair. Mr. Nixon held a news conference in our office on his arrival. He gave a short talk before leaving that afternoon. There were an estimated 1500 to 2000 people to hear him make a speech. The crew on the United Convair were very friendly, especially the stewardesses.

Ted has gone this weekend to his old stomping grounds (TRI). He doesn't want to forget how Johnson City looks.

I want to say hello to all the crew at FAY. The Simpsons will be coming down in the near future, better be prepared.

Ted took a trip to BLF to see G. Wagner. Sorry you were sick, G. I. Hope you can come to see us soon.

We still haven't had a visit from Mr. Lee Golson. Come down to see us soon, Mr. Golson, how about it?

We wonder if Frank Beasley of FAY has been told "the story". Congratulations

to Larry Cook of FAY on his recent marriage. Didn't believe you could do it, Larry.

Well, the CRB radio has moved from Corbin to the airport here. They are taking the weather here now. Ted and I do not have as much work to do now. We also have runway lights, but they haven't been inspected, yet.

You all come now and then.

C. E. Simpson

IN OUR TRAVELS

As a follow-up on Turby's column of last month, the 1000 party at AVL went off without a hitch. Everyone seemed to enjoy themselves, including "Skip" Fields, the charming wife of our AVL Manager. The reason for giving her honorable mention is due to the fact that she was awaiting the arrival of the stork. Apparently the party hastened our feathered friend to expedite proceedings, as a bouncing boy was born only four hours after the termination of festivities. Congratulations to the proud parents.

All of the personnel in AVL are to be commended for the outstanding job they have done in putting them over the top.

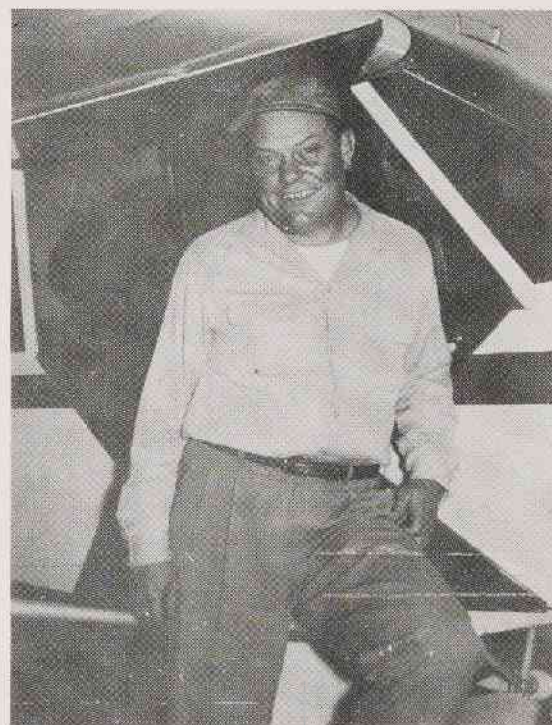
The big blow of the season, Hurricane Hazel, disrupted many of our coastal stations. Everyone did a credible job in keeping the flights operating and passengers moving, especially in the face of the lack of telephone and teletype facilities. No damage was done in the INT area by the storm, however, we had a deluge of water - 6-1/2 inches! Apparently the mountain area didn't receive too much as Pa Turbiville's Lake Luxury still hasn't filled up.

We would like to take this opportunity of welcoming back John Belk, CLT, and extending a cordial welcome to Miss Thelma Illsley, a newcomer to CVG-C.

Happy Thanksgiving everyone!

Ken Ross

INTRODUCING . . .



W. S. O'NEAL
Flight Instructor

Bill O'Neal, Fixed Base Flight Instructor, has been around a long, long time. Born in High Point, N. C., in 1913, Bill attended grade and high school there, and graduated from Oak Ridge Military Academy, a junior college. But before he graduated, the aviation bug had got him, and Bill was lost to a military career.

In 1931, Bill learned to fly, kicking around in Great Lakes and OX-5 Waco aircraft, and by graduation in 1933, was ready to fly professionally. So, he flew by day, played clarinet in a dance band by night. In 1936, Bill became an instructor, and in 1938, began instructing on CPT, at such schools as Lincoln, Nebraska, Hickory, Charlotte, and Gastonia. He became an Army Air Corps utility pilot in 1940, instructing Army primary, towing targets, gliders, and generally being useful. In 1945, he joined Truman Miller in Raleigh as Chief Pilot, joined the Jones Sausage Company as a combination route supervisor and pilot in 1951, took an instructor's refresher course at Craig AFB in 1952, instructed at Kinston, flew for the Steed Motion Picture Company until April, 1954, when he joined Piedmont.

In 1946, Bill stopped logging his time, and at that time he had 7500 hours. He estimates his current total at 11,000 hours.

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