

## EASTBOUND

FAYETTEVILLE - It is again time to let you hear of the happenings of the FAY station. Sorry we missed out last month.

The biggest event of the month was the day "Hazel" passed through. We were very fortunate in FAY with only slight damages to the terminal building. We lost the glass from one door and received quite a bit of rain in the lobby. We consider ourselves very lucky that there were no other damages to the building. During the storm, no one was able to concentrate on his or her work, so we just sat hoping "Hazel" would soon pass us by; however, we had one passenger who called during the height of the storm to see if her flight would be scheduled that afternoon. Frankly, yours truly was thinking of things other than schedule departure of flight 27 that hour, so we advised the passenger to check with us later. She must not have been as interested in "Hazel" as the FAY agents were.

We understand a lady called one of the local TV repair shops before the storm to be the first on the list of repairs to TV antennas. Suppose the lady had the right idea, as there were very few left standing after the storm.

We welcome to the Fort Bragg Ticket Office Jack Jeffords. We sincerely hope Jack likes his new location. The FAY agents will gladly lend a helping hand to him any time it is needed.

Betty Ward is really getting excited over a certain trip to Germany. Betty should be leaving around the 1st of November. Here's hoping you have a wonderful trip. Could there be a reason for Betty being so excited over this trip?

Your Piedmonitor Reporter will sign off extending to all of you an invitation to visit us at any time, and I can assure you there will not be a dull moment if Larry Cook and Bob Bennington are on duty.

Dot Davis

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NORFOLK - Bob Morgan started the hunt-

ing season off with a bang by dropping

four squirrels and a     ? which is not in season yet.

Larry Woyer, who wrote tickets for PAI for almost a year has a new job. He is still writing tickets for travel, but this type of ticket is for travelling too fast, as Larry is now a Virginia State Policeman.

Gene Campbell is now sporting a star on his sleeve and a five-year pin on his lapel, which was presented to him by Mr. Davis while he was here in ORF for the National Aviation Trades Association Meeting.

It's said that Les was working in the fuselage of his Luscombe which he purchased a month ago when, all of a sudden, Les came backing out faster than the speed of sound yelling, "There's a snake in there". The odds are two to one that Les' snake is only a piece of bungee cord.

A Larry for a Larry! Larry Redding, of Norfolk, has filled the vacancy caused by Larry Woyer.

George Bosworth hits the silk from an aircraft flown by Les Hendricks. Winds were more than George estimated, and instead of landing on target, he landed on the back fence of some home, and George is still picking splinters.

Charlie Bryant has joined our group of agents. Charlie is a local boy and comes to us from National Airlines.

Reggie Powell

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WILMINGTON - A day long to be remembered in these parts was October 15, 1954. On that day, a gal by the name of "Hazel" paid us a visit, and in her wake, she left death and destruction in the millions of dollars. Our two beaches, Wrightsville and Carolina, suffered the greatest damage as the high tides, created by severe winds, pounded the water front property until there wasn't anything left. There aren't any fishing piers left. They were torn up at the beginning and are now strewn over the countryside inland. Boats are up on the highways together with parts of houses that were on the ocean front at one time. The damage was so great that "Martial Law" was de-

clared and the National Guard was put on active duty to patrol the beach areas to guard against looting. Still, with this protection, looting did take place. Fort Bragg sent over some engineers with heavy equipment to help clear the roads at the two beaches. They pulled out the last week in October after doing a good job. The people at Carolina and Wrightsville are slowly getting back on their feet, but 10/15/54 will be long remembered by the people in Eastern North Carolina.

We also had a rather busy day at the airport. At 0630, the teletype went out. At 0759, the hangar roof blew off and landed on the power lines and caused all power to go out except local phone service and that was so erratic that we were unable to use it most of the time. We were also caught with an airplane on the ground. The next time you see 46V, remember that it took the full force of the hurricane, where as buildings made of stone did not. We were lucky that 46V didn't flip over and land on the terminal building. Credit for saving 46V from destruction should be given to Bob Dekay and the rest of IMN-M. Without their being out in the midst of the storm doing all that they could to secure the plane, I feel certain that 46V would no longer be with us. Mighty fine job, Dekay. Credit should be given where credit is due.

We worked by lantern light that day and night. Naturally, we had good loads due every flight that day. Oh, yes, we also had a round trip charter to MSY. The storm left us about 1300 and after tearing everything up here, "Hazel" wasn't satisfied, so she took off for FAY and RDU. People began calling regarding the MSY charter. We didn't know from nothing until Mr. Watson called and said he was a "Ham" radio operator and had contact with Mr. (Captain) Shelton of INT, and said he would relay any message we had to send. We used this medium to contact INT. We called him on the local phone, and he called Captain Shelton on the radio, who, in turn, called PAI-INT via INT local phone. This was the only contact we had outside of IMN. With this setup, we managed to get an airplane for the charter which was originally scheduled for a 0800 departure. I don't know how we got all the group together for the MSY trip, but came 1845, the charter took off for MSY (Cont. next page)