



LAURENCE H. JACKSON, "Executive of the Month"

When you pass through INT's Maintenance hangar, you'll see a long flight of stairs which lead up to the Chief Inspector's office, where mighty close tabs are kept on the Pacemaker fleet. Head man of the Inspection Department is Laurence H. Jackson, better known as "Jack". Bearing no resemblance to "Jarrin' Jack Jackson" of TV fame, Jack is a quiet, unassuming little guy with a ready smile and a twinkle in his eye.

Born in Roanoke in 1917, Jack grew up in the Old Dominion, attended VPI in Blacksburg and studied engineering. In 1939, Jack joined the Army Air Corps, was sent to Aircraft Mechanics School, became an inspector at Bolling Field. In 1944, Jack went through cadets as an engineering officer, graduated, was commissioned, became a flight engineer on B-29's. In '45 the Army's doors swung open, and Civilian Jackson walked out. He went with Martin-O'Brien Flying Service in ROA, and in 1947, came to Piedmont.

Jack served a few months as mechanic, was promoted to lead, and in 1948 was promoted to Inspector. In 1954, the vacancy occurred which promoted Jack to Chief Inspector, where he has done his usual fine job.

Jack is married, and he and his wife, Frances, have two daughters, Dawn, 15, and Mary, 16. Outside of an occasional round of golf, Jack's main hobby is tinkering and puttering, and reputedly, is an excellent cook. His fudge enjoys an enviable reputation. The Piedmonitor's congratulations go to Jack on his new job, and our best wishes for his continued success.

Assisting Jack in his work are Mrs. Olive Webster, Ben Dunne, and Ralph Dampier who handle much of the detail work. This smoothly functioning team relieves Jack of much of the routine allowing him to turn his attention to weightier matters. Fine folks!

NEWS FROM THE HANGAR

November and December Piedmonitor
Poop

We haven't been too much in the news lately as far as this publication is concerned but we have been pretty busy.

We did fourteen engine changes, twelve #3 inspections and two #1 inspections in November. In December we did seven engine changes, twelve #3, one #2 and three #1 inspections. We also had a couple of 4000 hour inspections and a 11,000 hour overhaul. Considerable progress has been made lately and we now complete a #3 inspection in eight or nine hours and an engine change in three to five hours. Don't believe the trunk lines can beat that.

George Davis has left us for awhile to do his bit for Uncle Sam and has since been in the hospital. Get well and hurry back, George.

Archie Ferguson and "Rag" Griffin found a spot where the deer were so thick they had to shoot in self defense and each got a nice buck. Howard Cartwright and "Rag" Griffin have done considerable rabbit hunting with good results including sore muscles.

J. E. Nelson recently got his "E" license and L. H. Hand was promoted to Senior Mechanic. Congratulations Boys!

All hands reported a most enjoyable time at PAI party.

Our new hangar is started and all hands can hardly wait.

More poop next time, I hope.

INTM

"Would you give ten cents to help the Old Ladies' Home?"

"What? Are they out again?"
