

## STATION OF THE MONTH . . .

## Columbus



(Columbus Dispatch Photo)

This is the first in a series of feature articles on the individual stations served by Piedmont. We hope that the "Station-Of-The-Month" will serve as a means to bring all of us closer together by presenting factual highlights of the featured station - the personnel, the terminal where they work, and the cities which they serve. We further hope that you will find the articles not only informative, but enjoyable. (Ed.)

Columbus, as a capital city, is unique in that it did not become Ohio's capital -- the CAPITAL became COLUMBUS.

When the then youthful State of Ohio, more than a century and a quarter ago, decided to seek a centrally located site for its capital, the decision incited a number of pioneer settlements to contest spiritedly for the prize. But the already established settlements were defeated by a "dream" city that had not even been begun. The legislators on February 14, 1812, accepted the proposal of a syndicate of land owners to build the capital on the "high bank east of the Scioto River directly opposite the town of Franklinton." Immediately the syndicate plotted the village and cabins sprang up here and there about what was destined to become Capitol Square. The Legislature adopted the name "Columbus" for the embryo capital, deciding to so honor America's discoverer.

Since that early beginning, Columbus has grown physically and in population, becoming the state's third largest city, and ranking 28th in population among the cities of the United States. Having long since outgrown the strictly capital city classification, Columbus has emerged as a many-sided community, well balanced industrially, commercially, and in its cultural phases. Its strategic location, recognized as early as 1812 when farsighted pioneers envisioned a thriving capital city in what then was a wilderness, is still a major resource which, with diversity of activity, bespeaks a continuance of the steady development that has characterized its history from the time it was an unnamed village on the "high bank east of the Scioto."

The city is situated in the heart of the industrial core of the nation. It is close enough to the heavy steel industrial centers to have ready access to supply and near the greatest coal and gas fields of the United States. Lying close to industrial markets, it can supply their requirements. To cap all this, Columbus is in the center of a great agricultural state, where the income per acre of its farmers is twice that of the average U.S. farmer. Two-thirds of the population of the United States reside within a 550-mile radius of the city. Columbus also takes honors as being a seat of learning, being the home of Ohio State University, eighth largest in the country, and six other colleges within the Metropolitan area. In addition, Columbus has rapidly developed into a scientific research center of international reputation. There are several institutions which do outstanding research in the chemical, metallurgical, nuclear, physical, electronic and medical fields.

These various features of Columbus make its importance as a transportation center obvious. In realization of this fact, efforts to secure a first-class airport for the city began in the spring of 1927, when a few men interested in the possibilities of aviation met to devise ways and means to secure the passage of a bond issue. After years of civic activity, Port Columbus, one of the country's finest aviation centers, was opened in 1929.

## HISTORY OF PORT COLUMBUS

On July 8, 1929 ceremonies were held which officially opened Port Columbus. After the dedication program, the "City of Columbus" (a Ford Tri-motor) took off with the nineteen "first" passengers and disappeared in the distance. Forty-eight hours later they completed a transcontinental trip (via plane and train)—a journey previously requiring over 100 hours to accomplish. At the time of the original dedication, the airport consisted of 524 acres and two runways measuring 2500 and 3500 feet in length and only one hangar.

But today Port Columbus is quite a different picture and reflects the same growth that characterizes the city it serves. Today, the total area amounts to approximately 2200 acres. The airport boasts an 8,000 foot runway and construction is near completion of extending this to 10,700 feet, making it one of the longest airport runways in the middlewest. Present facilities include six large hangars, 24 "T" hangars and one service hangar.

The most impressive feature of Port Columbus is the new four-million dollar terminal facility which was dedicated on Sept. 21, 1958. Approximately 150,000 people attended the elaborate dedication ceremonies which were followed by a spectacular air show. In 1953 construction was begun on the control tower which rises 110 feet from the center of the building. The terminal proper is Y-shaped and the wings extend 260 and 630 feet from the tower. The longest wing is the passenger loading pier and has eight permanent gates which facilitate the simultaneous loading of thirteen aircraft. The exterior of the terminal, designed by the J. E. Greiner Co., is of gleaming aluminum and glass with some brick trim.

Port Columbus is dedicated "to the convenience of the traveling public, to the economic service of Columbus people, and to the practical promotion of aviation in America." The success resulting from such a dedication is clearly evidenced by the history of growth of the aviation industry in Columbus. During the year 1957, the airport handled 6,924,024 pounds of airfreight and a total of 626,796 passengers. Each new year sees an increase in the number of passengers serviced through Port Columbus . . . and Piedmont's crew of ten is there to represent us in continuing service of the highest quality.

Housed in one of the nation's finest air terminals, servicing one of the most progressive and versatile cities, Piedmont can well be proud that it serves . . . Columbus, Ohio.

And now let's meet the Piedmont Crew! At Port Columbus we have a group of ten friendly folks representing us—and they "do it up in style!"

Ed Laskowski: Station Manager  
Don Shanks: Chief Agent  
Gene Shore: Operations Agent  
Dick Shelton: Operations Agent  
Ray Norris: Operations Agent  
Shirley Sword: Reservations Agent  
Lee Ann McBrayer: Reservations Agent  
Nancy Churches: Reservations Agent  
Jo Ann Short: Reservations Agent  
Janet Young: Reservations Agent

## WE NEED YOUR HELP

The past six weeks have been busy, challenging, and enjoyable . . . and it all began when I was assigned the editorship of the PIEDMONITOR. During these few weeks, I've discovered that the people who work for Piedmont are as friendly and helpful as you could ever hope to meet, and on every level the company itself seems to be a progressive and vital part of the airline industry. Along with learning these two things came the resulting realization of responsibility . . . to make the standard of our company newspaper reflect the high qualities possessed by the people and company it serves.

We've asked the question, "How can the PIEDMONITOR best serve?" and the answer has proved to include many things . . . it should keep all employees

accurately and adequately informed of company news, it should be entertaining and interesting, and it should enable us to "keep in touch" with our friends in the different stations.

There is only one way for the PIEDMONITOR to be successful and that is for us all to stay interested and contribute our part. Your station correspondents were appointed to represent you, so give them the news! We also want to take this opportunity to encourage you to share your ideas with us. We welcome your criticisms and suggestions—it's the only way we can give you the paper you will most enjoy and use.

May I also take this chance to thank each of you for the interest you've expressed and the help you've offered.

Mooneyen R. Wright

Cowboy Suits . . . NEW FAA  
And Airplanes

It was very early in the morning and everyone in the Ziegler household was sleeping soundly . . . except three-year-old Randy who was about to embark on the biggest adventure of his life. Quietly and with a gleam of determination in his eyes, Randy slipped from his bed and dressed himself in what he considered his Sunday Best—his fancy cowboy suit. It really mattered very little that the coat was wrong side out. Randy was lucky and managed to slip out of the house undetected and he soon found himself on the deserted street, safely on his way to the realization of a dream.

Cars slowed as they passed the little adventurer who walked alone but seemed to know without a doubt where he was going. It was an awfully long way to where he was going (nearly two miles), but Randy didn't mind . . . after all, he was going to see the airplanes. If there was anything in all the world better than ice-cream, cowboy suits, snails, and baseballs, it was airplanes.

Then the Smith-Reynolds Airport was in view! He had made it! Randy started running but he was soon spotted and stopped by two strange men, T. L. Martin and Bill McGee. They tried to question him, but Randy sensed danger and took off again. George Stack proved to be the fleet-footed athlete and caught the screaming, kicking, squirming little spit fire.

The police were notified and in the meantime Randy's mother had missed him and called the police also. Time was short . . .

George thought for a moment and decided that a grand tour was deserved. Before the police and Mrs. Ziegler arrived, there was time for the victorious Randy to crawl in and out and over five planes. When his mother came he was ready to leave . . . mission accomplished!

A delightful story of the adventures of childhood . . . and maybe more. Indeed it makes one wonder . . . what would the airline industry be like if we were all as enthused about our jobs as Randy was about airplanes? What if each of us captured a like determination to realize our goals?

The solving of many major problems facing aviation has long been locked up in the "basement" of the Department of Commerce, with vital decision power being distributed between many agencies dealing with aviation . . .

But no longer! On Aug. 23, 1958, the President signed a bill. Considered the most important aviation legislation ever passed, this bill took the necessary step and an effective agency with over-all control was created to support the common needs of both civil and military aviation in the United States . . . the Federal Aviation Agency.

For twenty years the Civil Aeronautics Administration had supervised U.S. civil aviation along with a sister agency, the Airways Modernization Board. Both agencies have been dissolved, their functions and powers being transferred to the new FAA. The new agency also assumed the air safety rule-writing functions of the CAB.

As Mr. Richardson pointed out in the interview, there are no spectacular surface changes. Safety is still the prime concern and purpose of the FAA as it was of the CAA. However, the difference lies in the progress and efficiency in performing these responsibilities to establish and enforce safety rules and the other varied duties. As Mr. Murray sums up, "As aviation advances, so must management. Therefore, it is necessary that regulatory agencies advance with the industry. I believe that the new FAA is the right step in the right direction."



## Just Flown In

GSO—Mr. and Mrs. Earl Moore.  
7-lb., 11 ounce boy, Feb. 22.

ORF—Webbs, Hansons, Pilleyes, Mellotts, Harts and Powells.

LFH—Mr. and Mrs. Edward T. Best. Girl in Feb.

ISO—Mr. and Mrs. Wade Allen. Daughter.

ILM—Mr. and Mrs. Bill Nurnberger. 5-lb. 13 ounce son.

ILM—Mr. and Mrs. Bob A'men. 7-lb. daughter.