

# THE PIEDMONITOR

PAGE TWO

MAY-JUNE, 1964

Piedmont Aviation, Inc.

SMITH REYNOLDS AIRPORT  
WINSTON-SALEM, N. C.



Editor: Cleta Covington

## CORRESPONDENTS THIS ISSUE

Guy Linn, LYH; Bobbie French, Don Carlyle, SDF; Jim Dallas, SHD; Ray Norris, TRI; Virg Flinn, PKB; Willard Pendleton, LEX; J. L. Thompson, RIC; V. E. McCord, MBC; Audrey Callahan, ROA-M; J. P. Wheeler, RDU; Ruth Shumate, CRW; J. W. Dean, AVL; Ray Campbell, CMH; Robert Beard, FAY; Louise Ramsey, CLT-F; Austin Morrison, DCA; Glen Shanks, PSK; John Morris, BAL; LeRoy Benson, GSO.



## VFR with Turby

We occasionally are honored by visits from people from outside stations here in the home office, and it is always a pleasure to have them. I would like to extend a cordial invitation to all of you to visit with us when you have the opportunity, particularly those who have not been to INT. Be sure to let us know when you are here so we may arrange a tour of the entire facility. I believe you will find it both interesting and educational.

You might be interested in knowing that again in 1963, Piedmont carried more excess baggage than any of the other local service boys. Our nearest competitor was North Central, which carried 136,738 pounds. We carried 150,244, which indicates that we are still on the ball in this area and it is a good source of revenue.

In 1963, Piedmont was ranked number two in total number of employees with 1584. We were topped by North Central with 1985.

Our General Management Meeting in Wilmington was real productive. To those of you who kept the airline running, congratulations for a fine job.

\* \* \*  
First Bride: Does your husband snore in his sleep?  
Second Bride: I don't know, we've only been married three days.

\* \* \*  
Jury: Twelve men chosen to decide who is the best lawyer.  
Joan of Arc: Noah's wife.  
Old Maid: (a) A girl who failed to strike while the iron was hot.  
(b) An evaporated peach.

## THE PIEDMONT POSTMAN

Dear Sir:

Come now — from your best passenger customer — not a complaint but praise. On 67 to Atlanta the other night, I had occasion to observe your hostess, Miss Evelyn Hill, at work. There were some male passengers that behaved a little fractiously, and their remarks to Miss Hill bordered on the offensive.

Miss Hill fielded these insults as neatly as Ty Cobb, and she was to all passengers, myself included, marvelously attentive, considerate, courteous, and friendly as a basket of puppies. I am writing to tell you, sir, that you are well represented in Miss Hill — she's making a lot of friends for your airline. It wouldn't hurt to let her know you know it.

Keep in mind that if you don't give Miss Hill a pat on the back, I might withdraw my patronage and you'd be bankrabbitt in a week. With best wishes for your continued growth and prosperity, and with the warmest admiration for your prompt and efficient service.

Sincerely,  
E.L.  
Wilmington, N. C.

Dear Sir:

My daughter is a student . . . and I was greatly concerned when your ticket agent . . . made reservations on a connecting flight . . . that did not exist. She was almost hysterical when she arrived in D. C. to find there was no such flight and told no seats were available on any other plane.

I don't see how this can be possible with all the reconfirming one does with tickets . . . If you had a daughter you would appreciate how worried we were and are in the future using your services.

Can't something be done so this doesn't happen again?

Sincerely,  
R.J.J.

Dear Sir:

I should like to bring to your attention the exceptional service received from Agent H. G. deLara and two of his colleagues whose names I failed to obtain. I had arrived in Atlanta to find that the plane on which I was scheduled to proceed to Wilmington did not fly on Saturday. As it was essential that I be at Camp Lejeune Sunday morning

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## Jungles, Cavemen, Kitchens

# Here's A Look At The Fair

by Audry Black

(Editor's note: Audry Black, Supervisor of Stewardess Training, recently made a quick trip to the New York World's Fair. Following is her account of some of the things you can expect to see and do if you plan to visit the Fair.)

The New York World's Fair is beautiful in its own right, and not at all cluttered. The grounds have wide sidewalks and streets angling from one exhibit to another. Each building or exhibit is known as a pavilion, and each costs thousands of dollars.

I was there for one day, and in eight hours I saw only five of the many structures. The reason — extremely long lines of anxious people.

The first pavilion I went to was General Electric's, where I waited 30 or 40 minutes to get in. To enter, I stepped on a conveyor belt about three yards wide, then circled to the top floor of the round structure. I stepped inside the round dome and took a theater-type seat. An electronic screen of colors flashed before the audience, and soon we began moving in a circle for about 45 degrees.

A stage appeared and on it was a life-like figure who began to speak to us from his chair in a kitchen of the early 1900's. His shaggy dog lay beside his master. The audience was told of the modern conveniences of that day.

Soon we turned another 45 degrees and then another, each

time witnessing a newer type of kitchen, bath, and so on. The sixth turn brought us to the home of the future, with the interior decorated, not with paint and fabrics, but with lighting.

From there, we stepped on to another conveyor and rode upward into what looked like a tremendous "V" which gave an illusion of infinite color. Inside the planetarium we saw the fusion of atoms, showing the thermonuclear process by which the sun and stars achieve their energy.

Another interesting pavilion was that of the Ford Motor Company. We walked around scale models of present homes of different countries around the world. Stepping on another conveyor belt, we were lifted slowly to the top floor where we sat in 1964 Ford cars. The convertible was moving with 169 others on a special track. We moved along the side of the building to look over the fair grounds and soon descended into darkness and strange music, symbolizing the beginning of time.

We then progressed through the early, ugly stages of creatures which have long been extinct, and up through various stages of evolution until we came to man. We saw him crudely building fires, hunting, painting on cave walls, and gradually becoming more civilized. We were also given a glance at a city of the future, realistically designed by Walt Disney.

The General Motors pavilion

was perhaps the most impressive, most expensive, and the one which took the longest (four years) to design and assemble. Here again we were placed on a conveyor belt, this time seated, with an individual speaker attached to each seat.

We were lowered into a dark area, filled with sound. It was a jungle of monkeys, trees, and quaint and familiar sounds. The difference? The people had beautiful homes, for the jungle had been turned into a pleasant environment.

The next section was a desert where trees and gardens now grew. Then we went forward into the "bottom of the sea," with lighting techniques accomplishing this phenomenon. We saw that one day it will be possible to live comfortably and beautifully below the surface of the earth.

I also saw the African display and ate in their "tree house," and I also enjoyed the Vatican pavilion with its art treasures, including Michelangelo's "Pieta" of white marble.

To sum up: the lines are long, but I found the displays and new ideas to be worth the waiting time. There were many different nationalities there, and the bus drivers and personnel at the information booths were most helpful.

I parked the car for \$1.50, rode a free bus about two miles to the main gate, and was admitted for \$2.00. Most of the pavilions have free admission, so the most expensive thing to do is eat.

## Happy Birthdays -- May

C. L. Brooks, INT-F	1	C. W. Sparks, Chf. Pilot, ORF-FB	12	T. F. Arnold, Sta. Mgr. TYS	26
Edith Burke, INT	1	H. F. Waller, EWN	12	A. H. Burton, INT	26
W. B. Sparks, INT-M	1	N.-H. Young, INT-FB	12	T. M. Goodson, F/O, ILM	26
D. W. Tate, GSO	1	Janice Kirk, ROA	13	A. W. Perry, CRW	26
Mary Bruce Ball	2	B. J. Barnhardt, INT-M	14	J. H. Sandifer, ILM	26
W. W. Cook, ATL	2	P. E. Bombardier, DCA	14	H. W. Meece, AVL	27
S. C. Dervin, INT	2	Karen Brown, ORF	14	W. B. Robbins, INT-M	27
L. M. Gaither, F/O, INT	2	R. J. Edney, ROA-FB	14	V. T. Dotson, Sta. Mgr., PKB	28
P. Z. Herman, DCA	3	Ted Farrington, BLF	14	C. E. Saylor, INT-M	29
J. H. Pitts, INT-M	3	D. E. Holliday, ROA	14	Mary Bennett, INT	30
L. G. Brooks, ISO	4	D. G. Sutphin, DCA	14	O. L. Brandon, INT-F	30
K. K. Clegg, INT-FB	4	Richard Tindal, INT	14	J. C. Freeman, INT	30
W. R. Crow, ROA	4	Carolyn Ward, F. A., DCA	14	K. B. Higgins, DCA	30
J. H. Ford, INT-FB	4	J. T. Wilson, CVG	14	W. C. Johnson, TRI	30
Irene Mildner, HTS	4	L. J. Allen, HTS	15	J. R. Reagan, Asst. Dir. of Comm. INT	30
J. P. Onoff, Capt., ATL	4	C. L. Benton, ATL	15	C. R. Byrd, INT-FB	31
J. A. Simmons, ROA	4	G. C. Bond, ATL	15	Nettie Coe, INT-A	31
C. H. Widener, Asst. Crew Cordntr., INT	4	Z. J. Charles, INT	15	L. E. Fuda, LYH	31
F. C. Brammer, ROA	5	B. B. Courtney, F/O, ILM	15	H. J. Hall, INT-M	31
M. H. Collins, INT	5	J. M. Booth, DCA	16	Herbert Iberg, INT-M	31
A. A. Farr, TYS	5	W. H. Durbin, SDF	16	E. V. Settle, Capt., ROA	31
T. C. Ferguson, Mgr., ORF-FB	5	C. E. Ennis, INT-M	16		
James Fulwood, INT-M	5	W. D. Guin, Sta. Mgr., PHF	16		
O. E. Halsey, Dist. Sales Mgr., DCA	5	J. R. Hanson, F/O, ORF	16		
J. E. Hurt, ROA	5	D. B. Holt, Flt. Instr., ORF	16		
P. M. Lindsay, Capt., INT	5	G. I. Livengood, INT	16		
B. A. Muse, INT-M	5	Carl Bowen, FAY	17		
R. A. Offley, BAL	5	S. H. Crosby, INT-M	17		
R. B. Pruitt, Print Shop Superv., INT	5	R. S. Cutrell, INT-M	17		
C. H. Williamson, RDU	5	Mabel Ferguson, INT-A	17		
B. G. Wolfe, LYH	5	G. W. Hurst, Dispatcher, INT	17		
Enos Young, INT	5	C. J. Peery, F. A., ORF	17		
J. M. Cude, INT-M	6	W. J. Stover, DCA	17		
J. A. DeLaney, INT-M	6	J. M. Wilson, ROA	17		
John Jefferson, INT	6	T. W. Holton, ROA	18		
E. C. Ludwick, INT-A	6	B. M. Hoots, INT-M	19		
J. R. Martin, INT-M	6	Bobbie French, SDF	20		
D. L. Morris, HTS	6	E. L. McMillan, F/O, ORF	20		
S. E. Gartner, CVA	7	Rose O'Hara, CVG	20		
C. W. Beale, ORF-FB	8	F. L. Snead, F/O, DCA	20		
R. H. Mahn, Sta. Mgr. CHO	8	Alfred Abercrombie, INT	21		
A. L. Williams, Capt., ILM	8	Schuyler Day, LOZ	21		
H. G. de Lara, AVL	9	C. J. Helsabeck, F/O, INT	21		
Loretta Green, F. A., ATL	9	Diane Holt, CVG	21		
E. D. Morris, Sales Rep., ORF-FB	9	G. E. James, INT-M	21		
J. M. Taylor, INT-M	9	D. B. Johnson, INT-M	21		
Mary Thesing, CVG	9	Mary Schindel, INT-A	21		
F. O. Adkins, ROA-FB	10	W. K. Varner, INT-M	21		
R. H. Hobbs, F/O, ILM	10	J. L. Fields, Sta. Mgr., FLO	23		
Sandro Martin, ATL	10	J. T. Lane, TYS	23		
H. S. Norman, INT-M	10	Judith Moore, CVG	23		
Dorothy Whitman, INT	10	H. G. Schuyler, INT-M	23		
C. E. O'Neal, INT	11	Katherine Cox, INT-A	24		
W. W. Pearman, DAN	11	J. P. Eames, SDF	24		
F. L. Burner, DCA	12	H. E. Manuel, ROA-M	24		
Leonard Jackson, INT-M	12	S. L. Smith, INT-M	24		
F. M. Shelton, Div. Chf. Pilot, INT	12	A. D. Spaugh, INT	24		
		R. F. Wilson, BKW	24		
		F. E. Pond, Flt. Superv., INT-FB	25		
		R. E. Raines, ROA-M	25		
		D. P. Smith, Sta. Mgr., AGS	25		

## JAMAICA LOW RATE

Piedmont personnel have been offered special interline rates at the Beach View Hotel, Montego Bay, Jamaica, from April 15 through December 15.

The atmosphere is informal, says the hotel, with a bathing beach nearby plus a restaurant and cocktail bar. These operate on a strictly cash basis, as the hotel does not honor personal checks or credit cards.

Rates are \$5.00 daily each, double occupancy, and \$4.00 each triple occupancy. Airline personnel should bring identity cards or other company identification.

Those interested in reservations should contact Miss Gertrude Donnelly, 245 E. 37th St., New York, N. Y. or Arthur Howard, 201 N. Wells St., Chicago, Ill.

## CABINS ORDERED LOCKED

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August 6 and adopted by the Federal Aviation Agency.

An exception to the rule will be during landing or take-off on certain aircraft where the door leads to an emergency passenger exit.