

# THE PIEDMONITOR

Piedmont Aviation, Inc.  
SMITH REYNOLDS AIRPORT  
WINSTON-SALEM, N. C.



Bonnie Hauch, Editor

### CORRESPONDENTS THIS ISSUE

JOHN MORRIS .....BAL	MERRILL T. GADKER .....CVG
RAY N. CAMPBELL .....CMH	J. P. WHEELER .....RDU
JOHN LAWRENCE .....BLF	KEN DENNIS .....ATL
LEROY BENSON .....GSO	RUTH SHUMATE .....CRW
VERN McCORD .....MBC	J. D. STORCH .....INT
LOUISE RAMSEY .....CLT	JIM DALLAS .....SHD
W. O. RADFORD .....HSP	



## VFR with Turby

We boarded that million or more in '64—let's keep it alive in '65. I would like to take this opportunity to thank everyone in Piedmont Airlines for the fine outstanding job you did last year and to wish you all a very happy and prosperous New Year.

I know many of you have worked with the old DC-3's and those of you who haven't, no doubt, have heard what a grand old airplane it was for Piedmont and still is for many of the locals today. Morgan Aviation Books of Dallas, Texas has published a book called THE DOUGLAS DC-3, and they have given me permission to re-print an article from this book which I think will be of interest to all of you, entitled Old No. 18—

"North Central Airlines passengers who find themselves aboard Ship Number 18 are not likely to notice anything special about it. This particular Three looks just like any of the other 10,925 of its breed delivered by Douglas Aircraft Company. But Number 18 is different. As of August 15, 1964, this ship had logged 81,535 hours of flying, more time in the air than any other airplane in history. Had it flown these hours in one hop, Number 18 would have remained in the air well over nine years. It has flown more than 12 million miles, the equivalent of 480 trips around the world at the equator, or 25 trips to the moon and back.

"Number 18 has produced more than 260 million passenger-miles for its owners, the same thing as taking the entire population of Chicago for a thirty-minute hop, 21 at a time; or flying everyone in Dallas to Oklahoma City and back.

"During its life, this ship is estimated to have worn out 550 main gear tires, 25,000 spark plugs and 68 pairs of engines. It has burned close to eight million gallons of gasoline, enough to run your family sedan 10,000 miles a year for 11,007 years. Number 18 has taxiied well over 100,000 miles.

"Its pilots joke that 'everything has changed but the serial number and the shadow,' but North Central figures the ship's airframe is 90 per cent original. Actually, it's a better and safer aircraft today than when it was built, considering the improved equipment installed in it now.

"Eastern Air Lines, the original owners, logged over 50,000 hours on the ship before North Central purchased it in 1952.

"I saw Number 18 the other day at Minneapolis, sitting deserted at the gate, awaiting its crew and passengers. It's attractive cabin now contains 26 seats and a carry-on luggage rack. North Central has obviously babied the old-timer as if it were a DC-8; it's as neat as a pin inside, and shines like a new dime outside. The manufacturer's nameplate in the cockpit carries the serial, '2144,' and the date, '8-11-39.'

"A few minutes later it taxiied out between the Electras and 707's that now fly its old long-haul routes, and was away on its early afternoon run to Winona, La Crosse, Madison, Milwaukee and Chicago."

If you would like to obtain the book in which this article appeared, write Morgan Aviation Books, Box 20754, Dallas, Texas.

## Happy Birthdays

### JANUARY

P. R. Bostick, CRW	1	R. N. Fletcher, INT-FB	4
B. D. Caudill, DCA	1	R. L. Neal, INT	4
E. J. Laskowski, Sta. Mgr., CVG-F	1	H. A. Robinson, Jr., CAE	4
T. G. Bachan, Capt., ROA	2	G. E. Twiddy, ORF-JAMTO	4
H. J. Brendle, INT-FB	2	C. L. Bunch, Jr., Capt., ORF	5
Joanna Greene, INT	2	W. H. Finein, Capt., DCA	5
C. R. Kenney, LEX	2	J. D. Pratt, ROA	5
Laura Ann Talbert, INT	2	Charlene Ritchey, Stewardess, ROA	5
R. G. York, INT	2	Eva Harper, INT	6
E. Kearney, GSB	3	J. F. Morris, BAL	6
A. H. Miller, Capt., ROA	3	R. M. Perkins, ROA	6
H. O. Miller, Capt., ROA	3	R. P. Query, RIC	6
Sara Mobley, ATL	3	R. A. Grass, F/O, ILM	7
M. M. Calloway, FAY	4	E. H. Durham, SDF	8
Ira Everhart, INT-F	4		

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# THEY HAD CHRISTMAS SPIRIT

Every Friday for about three months, a young boy has stood in the hallways at INT's maintenance hanger selling Grit, the South's rural newspaper, to mechanics during their afternoon break.

One day, shortly before Christmas, the boy, Gene Spears, walked over to J. D. Hoots, Superintendent of the accessory shop, and said, "Guess how much money I have now — \$25.00!" When Hoots asked him what he was going to do with all that money, Gene grinned and said, "Buy a bike."

Hoots then took the initiative, and, remembering a discarded bicycle that his own son had outgrown, thought that with a little work the bike could be salvaged. It started out to be a minor project, but the idea caught on fast, and pretty soon almost the whole accessory shop was involved. The men bought some new parts, and during lunch periods, breaks, and hours after work, they rebuilt the old frame into a shiny, like-new bicycle, complete with basket and Piedmont Airline markings.

With little ceremony, the finished product was presented to Gene as a Christmas present. The delighted twelve year old had apparently won over most of the mechanics a long time ago. Said one, "When that boy smiles, the whole world lights up!"

Everyone involved seemed pleased with the gesture, especially Gene, who is now faced with the problem of what to do with all that money.



Gene Spears smiles as he poses with his new Piedmont Airlines' bicycle, a present from the mechanics at INT's accessory shop.

## Everybody's Money



**Piedmont Stock  
Offers Financial  
Growth and Security**

Piedmont employees who wish to engage in a planned investment program to help provide for future security might do well to consider the purchase of Piedmont Aviation, Inc. common stock through a credit plan with the Piedmont Aviation Credit Union. Piedmont stock is accepted as collateral for loans from the Credit Union for up to 85% of the current market value. All you need to start is a "down payment" equal to 15% of the purchase cost of the stock plus the prepaid interest on the loan and the broker's commission, if you buy the stock from a broker.

For example, suppose you wish to purchase 100 shares of stock at \$6.00 per share. You will need approximately \$615.00 including the broker's commission. If you borrow the maximum available, by using the stock as collateral for a period of one year, the Credit Union will loan \$510.00 (85% of the stock value) less interest discounted at 5½%, for a net amount of \$481.95. This means you need only \$133.05 from elsewhere. Your monthly loan payments would be \$42.50, payable through payroll deductions.

What is the cost?—\$28.05 (for interest) other than the investment value of \$615.00.

What are the gains? First of all, you may well receive some dividends from the Company. There is no assurance of this, but in the event 10¢ per share were paid semi-annually for example, you would receive \$20.00 per year. Secondly, the interest you pay is a deduction for federal and state income taxes, thereby saving you approximately \$6.50 in taxes. In addition, the Credit Union provides insurance for payment of your loan in case of death, which is the same as providing you an average of \$255.00 life insurance. This is worth approximately \$2.50 at current insurance rates. All dividends up to \$100.00 per year are exempt from federal tax, therefore, the above items are all net gains. And there may be more.

Piedmont stock has increased in market value from \$1.00 per share to about \$6.00 per share during the past 15 years. An investment of \$100.00 in 1949 would have a market value of approximately \$666.00 now, including stock dividends.

No one can assure what may happen in the future, but the current prospect for future gains in market value certainly appears promising. Any such gains would be to your credit as a stockholder.

There is another benefit which is certainly worthy of consideration. As a stockholder, you will own a part of your Company and can take greater pride and interest in being a part of the Company and in its welfare.

Interested? Then here are the steps to follow in getting started.

1. Contact a reliable stock broker (or present stockholder) to arrange for the purchase of stock and agree upon a price.
2. Submit your application for the required loan to the Credit Union, along with a stock assignment form.
3. When your loan application is approved and you receive your money, pay for the stock and secure your certificates.
4. Forward your stock certificates to the Credit Union to be held until your loan is repaid. In the event you fail to repay your loan, the Credit Union will sell your stock. If it sells for more than your loan balance, the excess will be paid to you.

After your initial loan is repaid, you may use your stock plus any additional stock purchased at a later date as collateral for another loan to purchase the additional stock. Thus your investment may grow and your cost of making the investment may be virtually nothing.

Loans may also be secured for periods of more or less than one year. Ninety day loans are also available at 6% interest. For further information, contact your Credit Union office.

## THE PIEDMONT POSTMAN

Dear Sir:

I would like to take this opportunity to thank you and your people for the nice luggage which you so kindly gave me. I was indeed fortunate to be the millionth passenger on the Piedmont.

The Piedmont is doing a wonderful job through this area and I congratulate you and your co-workers in building such a very fine operation.

I was very honored in being able to board at the appropriate time to be selected as the one millionth passenger.

Thanks again, and with best wishes for a successful operation.

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## Congrats

### 15 YEAR PIN

- Frank Harrison Grant, Lead Radio Technician, December 1.
- Ralph C. Williams, Foreman, INT, December 5.
- James Albert Humphreys, District Sales Manager, ORF, December 12.
- Clyde Elliott Ennis, Mechanic Specialist, INT, December 14.
- Porter Benboe Wallace, Sr., Specialist, INT, December 19.
- Wade H. Allen, Station Manager, ISO, December 31.

### 10 YEAR PIN

- Kenneth Eugene Stephens, Lead Mechanic, ROA, December 1.
- Johnny Dayton Jones, F/O, DCA, December 9.
- James Walker Ledbetter, Cleaner, INT, December 16.

### 5 YEAR PIN

- William Harry Cain, Mechanic Specialist, INT, December 7.
- Charlie Edward Hill, Cleaner, INT, December 8.
- James Hayes Ford, Prop Shop, INT-FB, December 12.
- R. L. Gordon, Jr., Mechanic, INT, December 29.
- L. J. Heath, Jr., Agent, ATL, December 31.