



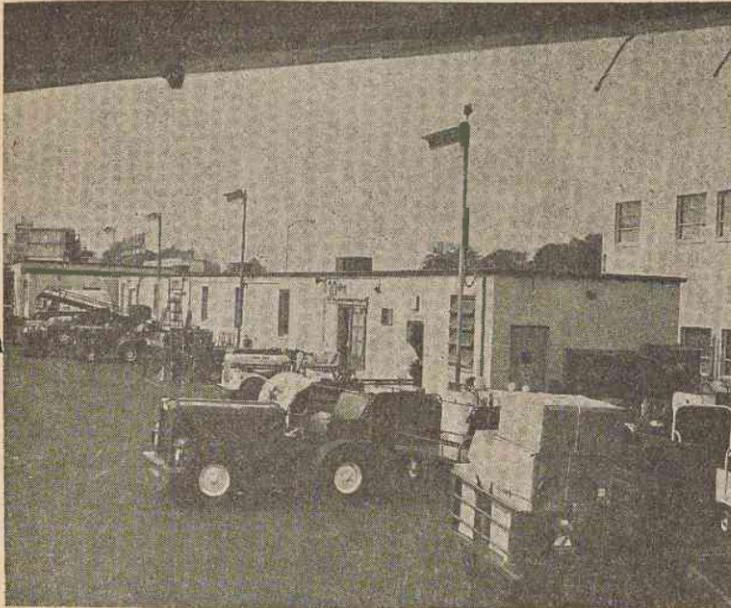
# THE PIEDMONITOR

Story of  
PIEDMONT'S  
IMAGE - MAKER  
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THE BEST WAY TO TRAVEL — ALL OVER PIEDMONTLAND

JUNE, 1966



The new building will extend 20 feet out from the North Finger.

## Division Station Supervisors Named

General Traffic Manager Ken Ross has announced the promotions of Harold Gibson and Bruce Parrish to Division Station Supervisors. Mr. Gibson will remain in Roanoke and Mr. Parrish, in Atlanta.

Mr. Gibson, an 18 year veteran with the company, was born in Pine Hall, N. C. After graduating from Walnut Cove High School he attended Elon College. He is also a graduate of the A&E Mechanic School in Gulfport, Mississippi and the Engine Overhaul School in Ypsilanti, Michigan.

Following three years of service with the U. S. Air Force, Mr. Gibson joined Piedmont as an agent in Winston-Salem. In subsequent years he worked in the same capacity at Tri-Cities, Danville and Greensboro. In 1950 he was promoted to Chief Agent at GSO and in 1951 he became GSO station manager. From this position he went on to become station manager at Roanoke in 1954.

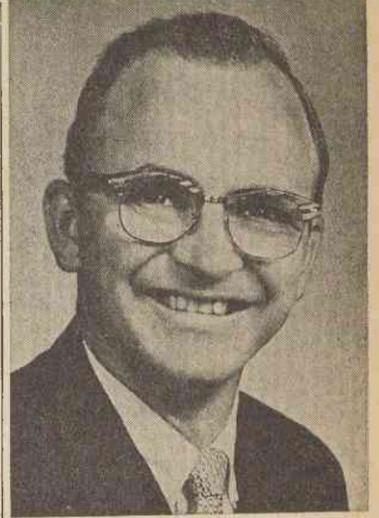
Mr. Gibson is married to the former Jane Lewis of Chapel Hill, N. C. With their two children the Gibsons live at 10 Benbrook Circle in Roanoke.

In Roanoke Mr. Gibson is a member of the Masonic Lodge No. 629 and the Huntington Court Methodist Church.

Mr. Parrish, a native of Goldsboro, N. C. is a graduate of Kings Business College, Raleigh, North



Harold Gibson  
Roanoke



Bruce Parrish  
Atlanta

Carolina and the Central Airline School, Kansas City, Missouri. He joined Piedmont in 1948 as an agent at RDU. In 1949 Mr. Parrish was promoted to Station Manager in Danville. From DAN he went to Asheville in the same position in 1951. He further worked as station manager in Fayetteville and Louisville until 1962 when he transferred to Atlanta, again as Station Manager.

Mr. Parrish is married to the former Virginia McClary of Raleigh. The Parrish family lives

at 123 Pleasant Valley Drive, Morrow, Georgia.

In Atlanta Mr. Parrish is a member of the Masonic Lodge, Kiwanis Club and the Atlanta Baseball Umpires Association. He is also a deacon in the Presbyterian Church.

In making the announcement Ross also reported that Don Sutphin of Washington and Leonard Martin of Atlanta had been promoted to assistant Station Managers for their respective stations.

## DCA Station To Begin Renovation

Plans for construction of new and improved facilities for Piedmont's operations at Washington National airport have been announced.

A number of projects have been approved by the necessary authorities and construction should begin within the next week.

Washington Station Manager Don Shanks described a new operations building and office space to be built on the east side of the north finger at North Terminal as having approximately 2500 square feet of space. Shanks said "This addition to Piedmont's area at National should greatly facilitate an improved handling of passenger traffic."

### Building's Dimensions

The new structure will extend outwards about 20 feet from the present north finger. The building will be nearly 118 feet long. The layout of the structure calls for a crew room, operations center and office space to be located between what are now gates 29 and 30. The new maintenance facility will also be located in this area.

Presently the maintenance department is located several hundred yards away in Page Airways Hangar 10. For the past three years operations headquarters has been in a small truck on the ramp. DCA operations agents affectionately call it their "pie wagon" operations office (see picture below). The "pie wagon" steams in the summer

and freezes in the winter. On hot summer days the wagon's air is conditioned by a sixteen-inch fan and open doors on either side and at the rear. The five telephones above the "temporary table" against one wall seem to never stop ringing.

Between the present gates 28 and 29 the new building will house cabin service supplies and storage room, a radio section and an agent's lounge.

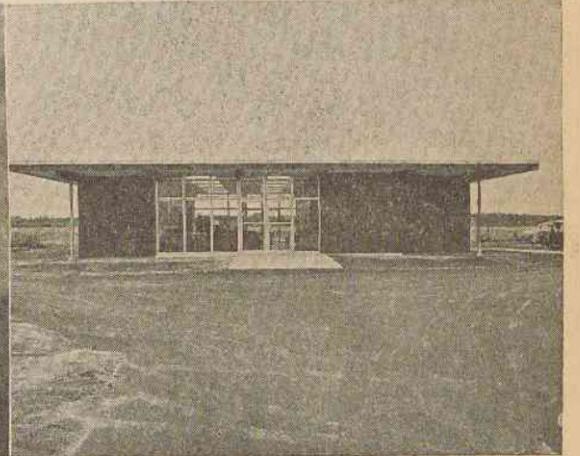
### New Res Office

Also on the list of improvements to be made is a new reservations office. The res office is to be relocated on the second floor of the American Airlines hangar. The new facility will have an immediate occupancy of 14 operations with a capability of 20. The changed location of reservations will also provide adjacent space for a telephone equipment room, communications, a manager's office and a lounge.

The renovation plans also include the present ticket counter in the North Terminal to add two additional check-in positions to increase efficiency of handling check-in traffic and to minimize delay to passengers.

Modification and redecoration of the concourse is also included in the renovation plans. Attractive awning-type signs will designate gate positions. Gate 30, which is located at the end of the finger will have two check-in line positions instead of the present one.

Cost of the improvements is expected to be approximately \$50,000. Construction is due for completion in about two months.



From Trailer Terminal to Terminal Terminal

## Goldsboro Gets New Building

From a small trailer just across the street from a pig pen, to a brand new terminal building that still has tractors in the front yard, Piedmont's Goldsboro station has moved.

Since June 22, 1962 Piedmont has carried out its GSB operations in a tiny but well-organized trailer terminal (see picture

above). This in itself is an interesting setting for an airline station, but the locale surrounding the trailer, and now the new terminal is just as unique. Geographically Goldsboro's airport is right at the edge of Seymour Johnson Air Force base. The Air Force and the commercial airliners use the same landing field, which belongs to the Air Force. It is nearly three miles long.

### Security Base

Seymour Johnson is a top security military base. The fences and posted precautions make it seem much further away than just across the field. To legally enter the base one must drive a little over three miles from the Goldsboro airport.

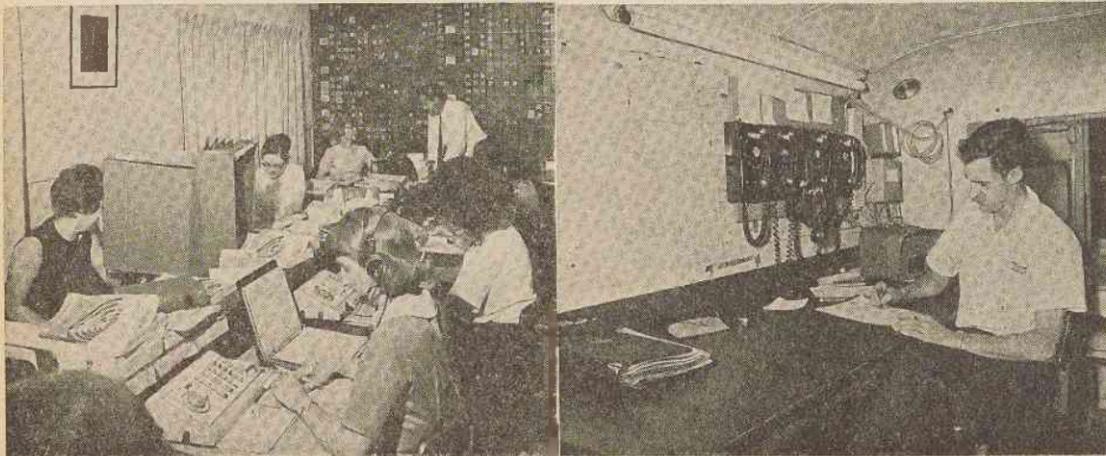
When coming in to land at GSB passengers look down on rows of B-52's and KC-135's lined up, ever ready for immediate take off. When deplaning from a PAI flight, passengers are required to go directly to a little blue Piedmont truck for a short ride up a sandy street to the terminal. Military regulations expressly forbid any action that

even looks like loitering on the landing field. The windowless passenger truck is similar to a U. S. Mail truck on the outside. On the inside of the truck there are two long black benches, one on each side. Between the field and the terminal the scenery is not too cheerful. There is a small graveyard. It is filled with old greyed gravestones.

### Terminal Background

Wayne County and the City of Goldsboro built the new terminal building. Too new to be actually quaint, the airport is, nevertheless, something out of the ordinary. There is no airport manager. The Airport Commission takes over the managerial duties. The glass and wooden structure boasts one ticket counter — Piedmont is the only commercial airline serving Goldsboro — one Hertz telephone, one insurance machine and one cold drink machine. Piedmont's six GSB agents report that the nearest cup of coffee is a good four miles away.

The first flight serviced in the new terminal was PAI 652 on (Continued on Page Three)



Reservations, at left, and Operations will have new facilities within 60 days.