

# THE PIEDMONITOR

Piedmont Aviation, Inc.

Smith Reynolds Airport  
Winston-Salem, N. C.

Betsy Winstead, Editor



## An Airport's Inhabitants

Like a scientist's laboratory, an airport functions by a twenty-four hour clock.

At 1800 hours, when a city's offices and factories have emptied their parking lots and freeways are filled with a continuous chain of colored metal that honks and blinks its way onto side streets and out to rural roads that lead to home, an airport's day is only three quarters lived.

Inside the port of airlines stops passengers stand and sit and pace and wait. Some buy cigarettes; some buy candy; for seven quarters some buy \$75,000 worth of life insurance.

Two young girls wearing little heeled shoes and wrinkled stockings listen to their well-dressed mother. "If Daddy isn't there just sit down and wait. Don't talk to strangers. He'll be there in a minute..."

A colorfully dressed car rental girl makes final arrangements for a grey suited banker to pick up a black sedan upon his arrival in a far away city.

An outwardly calm co-pilot strolls through the terminal's lobby. He glances waitingly around with eyes not quite so relaxed as his gait.

A lanky shoe shine boy leans lazily against a marble wall. His business is better at 0800. It fluctuates and flourishes according to the outside world's eight-hour day. Airport employees work behind counters. He gets few calls from them for spit shined shoes.

An old gentleman looks up from his Wall Street Journal to watch a stewardess walk into the restaurant across the way. As his eyes linger on the closed door the ever pleasant odor of hot coffee reaches his nostrils, seemingly reminding him to turn back to his newspaper.

Inside the Greek proprietor's haven for hurried travelers the stewardess orders a thick milk shake as she joins her crew at a back corner table. Two tables away a large woman turns back to her cottage cheese salad. Her next bite doesn't seem to taste as good.

At the apex of the airport building is the green glass tower. Above the passengers and the planes the government's airport workers look out and over, to guide and to direct, as government should.

Behind a frosted glass door beneath the tower but above the lobby is Space Control.

Down this upstairs hall, past a powder room that doesn't require dimes like the one in the lobby below it, is a door titled Flight Control. There's no carpet on the floor and it looks and sounds like a newspaper's wire room. It is a wire service of coded weather picture maps. There are maps for clouds and maps for winds and maps for temperature changes. The map machines run continually and the bulletin board walls are changed constantly.

Voices float into this room from bodies that are not there. The voices belong to pilots transmitting their questions and reports from miles away. The answers and acknowledgments are radioed back. All planes report in at no less than twenty minute intervals. Otherwise is something flight controllers don't like to think about. But they all always know.

A twenty-four hour clock unlike any a Swiss timemaker could imagine covers one wall. It operates horizontally. Reading from left to right red numbers of aircraft are followed by black numbers of flights through a schedule of originating cities and departure times to locales of destinations and proposed arrival points on the clock.

Crews check in, file flight plans and catch up on news from their friends at other bases, points those downstairs passengers are thinking of as far away places. There is the proverbial small world. Southern suppers and northern breakfasts is a part of it.

Downstairs beyond the doors behind the counters ramp agents wrap up and head out to the plane. They load the luggage and the cargo and the mail. At the passenger service counter the ticket agent presses his intercom button. "This is the first call for Flight 788. Will all passengers ticketed on this flight please report to Gate Six immediately."

Nowhere and night begin beyond Gate Six. Forty people with as many thoughts head for the folding stair steps. A smiling young woman extends a gloved hand to take those forty tickets. The names of distant destinations and an irregular sequence of numbers are blown across the airport's ramp by the ever present wind.

Statistically those forty folks have a better chance of getting where that plane is going that they had when they left home to drive to the airport. But most of them never think that thought.

The silver steps are locked in place. The silver tube is streamlined as its designer intended. The airport's temporary inhabitants have departed leaving sandy ash trays filled with half smoked cigarettes.

Before the last stub of tobacco has burned itself out the airport's janitor has ambled up to sift and clean the sand.

## Congrats

- 15 YEARS**
- D. W. McGuire—Inspector, ROA
- A. M. Ward—Station Mgr., BLF
- C. Hundley—Sr. Radio Tech., CVG
- V. F. King—Jr. Mech., INT
- R. L. Jackson—Chief Agent, FAY
- H. E. Dull—Stock Clerk, INT
- G. E. Malcom—Captain, TYS
- R. T. Powell—Station Mgr., ATL
- 10 YEARS**
- E. J. Tompkins—Sr. Mech., SDF
- R. S. Jackson—Cleaner, INT
- E. C. Kearney—Agent, GSB
- J. K. Pfaff—Jr. Mech., INT
- Leamon Wilcox, Jr.—Agent, LEX
- 5 YEARS**
- L. G. Brooks—Agent, ISO
- M. F. Everidge—Jr. Mech., INT
- R. D. Sarrer—Sr. Mech., ORF
- R. E. Cashatt—Lead Agent, GSO
- J. B. Hall—Agent, ORF
- L. S. Simmons—Mech. Spec., INT
- J. M. Bruce—Agent, CLT
- M. E. Shropshire—Jr. Spec., INT
- Joyce Reinhardt—Agent, ORF
- D. K. Hicks—Jr. Sotck Clerk, INT
- J. E. Hurt, Jr.—Cleaner, ROA
- J. E. Ralford—Cleaner, INT
- C. T. Redmon—Sr. Mech., INT

## Around The System

- NEW EMPLOYEES**
- M. R. Anderson—Key Punch Operator, Jr., INT-A
- J. A. Bennett—Stewardess, ATL
- H. J. Biggers—F/O Trainee, INT
- M. N. Blocker—F/O Trainee, INT
- D. M. Bradley—F/O Trainee, INT
- F. C. Briggs—F/O Trainee, INT
- E. M. Burgess—Stewardess, INT
- G. M. Cahill, Jr.—F/O Trainee, INT
- D. H. Cheatham—Agent-Oper., RIC
- D. A. Clabough—F/O Trainee, INT
- A. Coole—Agent-Res., INT-SC
- J. S. Cornatzer—Jr. Stock Clerk, INT
- M. T. Coulson—General Clerk, Jr., INT-A
- INT-A**
- O. C. Davis—Cleaner, ROA
- L. D. Dudley, Jr.—F/O Trainee, INT
- L. S. Edwards—F/O Trainee, INT
- E. M. Edwards—F/O Trainee, INT
- D. R. Evans—Cleaner, INT
- P. A. Foster—Draftsman, INT
- D. P. Folmar—F/O Trainee, INT
- R. Groover, Jr.—Agent-Oper., ATL
- C. H. Hall, Jr.—Jr. Mech., INT
- R. A. Hardesty—Aircraft Salesman, ORF
- ORF**
- G. G. Hart—Agent-Oper., PHF
- B. D. Hawkins—Secretary-Stenographer, ORF
- R. S. Holder—Jr. Spec., INT
- W. H. Hooker—Sr. Draftsman, INT
- F. G. King—Jr. Stock Clerk, INT
- S. J. Knight—Stewardess, ATL
- W. E. Knight—Jr. Specialist, INT
- R. H. Lawford—Jr. Spec., INT
- C. A. McKenzie—Agent-Ites., CVG
- J. F. Messick—F/O Trainee, INT
- J. L. Moore—General Clerk, Jr., INT
- H. W. Morris—Agent-Oper., INT
- B. L. Nichols—Agent-Oper., DCA
- N. P. Odum—F/O Trainee, INT
- J. Reese—Jr. Spec., INT
- J. L. Robinson—Stewardess, ATL
- B. F. Sacra—Agent-Oper., CHO
- V. Seals—Jr. Spec., INT
- K. D. Seymour—F/O Trainee, INT
- D. E. Shea—Stewardess, ROA
- G. F. Smith—Lineman, ORF-FB
- W. H. Smith—Cleaner, INT
- F. A. Snyder—Agent-Res., DCA
- L. M. Spach—Jr. Mech., INT
- M. F. Spindle—Agent-Oper., DCA
- V. Swiggard—Jr. Spec., INT
- J. D. Thomas—Agent-Res., RIC
- J. C. Tornow—Stewardess, ILM
- R. Townsend—Cleaner, INT
- M. T. Wall—General Clerk, Jr., INT-A
- B. G. Webb—Jr. Spec., INT
- E. G. Wood—F/O Trainee, INT
- R. Wright—Cleaner, ATL
- D. L. Eroy—Jr. Spec., INT
- J. E. Love—Jr. Stenographer, INT
- D. M. Inman—Communicationist, ROA
- R. J. Poda, Janitor, INT
- P. E. Ingram—Apprentice Radio Tech., INT-M
- INT-M**
- J. R. Lane—Part Time Cleaner, TYS
- C. L. Moorfield—Jr. Spec., INT
- G. A. Molsinger—Utility Serviceman, INT
- C. E. Murphy—Jr. Spec., INT
- O. L. Shepherd—Apprentice Cabinet Shop, INT
- R. D. Strickland—Utility Serviceman, INT
- INT**
- G. D. Terry—Aircraft Sales, ORF
- E. O. Volger—General Clerk, Jr., INT
- V. C. Walker—Jr. Spec., INT
- D. L. Walker—Jr. Stock Clerk, INT
- W. S. Weaver—Cost Accounting Clerk, INT-A
- INT-A**
- J. P. Widener—Cleaner, ROA
- J. C. Wilson—Jr. Stenographer, INT
- N. R. Adams—Agent-Oper., BLF
- J. W. Athan, Jr.—Act./Supervisor, INT
- D. B. Brannan—Jr. Mech., DCA
- Jessie Broomhead—Cleaner, ADL
- B. W. Cassell—Jr. Radio Tech., ROA
- R. L. Forsyth—Mech., DCA
- C. B. Gambill—Oper., Engineer, INT
- C. D. Gould—Industrial Engineer, INT
- J. L. Hauser—Jr. Clerk, INT
- B. J. Marion—F/O Trainee, INT
- James Reed—Cleaner, ATL
- M. D. Sugg, Jr.—Print Shop Helper, INT
- INT**
- L. H. Vilmoth—Jr. Stenographer, INT
- H. E. Griffin—Healer, INT
- L. J. Lanier—Jr. Stock Clerk, INT
- B. J. Adams—Stewardess, ILM
- M. Ansell—Stewardess, INT
- C. D. Bradsher—Apprentice, INT
- L. V. Brown—Utility Serviceman, INT
- M. J. Carpenter—Stewardess, ROA
- D. E. Craig—Stewardess, INT
- F. D. Doland—Jr. Spec., INT
- A. S. Ellis—Stewardess, INT
- P. A. Hatley—Stewardess, ILM
- R. Hance—Jr. Radio Tech., INT
- H. J. McPherson—Cleaner, ROA
- T. L. Morgan—Jr. Spec., INT
- J. M. Royall—Stewardess, INT
- G. A. Sample—Jr. Spec., INT
- D. M. Simpson—Stewardess, ILM
- R. M. Snipes—Stewardess, INT
- Pamela Stead—Stewardess, INT
- C. S. Tolbert—Stewardess, ROA
- C. H. Watson—Jr. Clerk, INT-FB
- P. J. Smith—Cleaner, INT
- L. W. Brown—Stewardess, ILM
- T. R. White, Mech. Spec., INT
- W. R. Wimmer—Jr. Mech., INT
- P. G. Wooten—Utility Serviceman, INT
- PROMOTIONS**
- B. D. Caudill—DCA promoted to Lead Mechanic
- B. P. Bailey—TRI promoted to Sales



## Cartoon Is Captioned

"Oversold Again!" — Cliff Rhodes, LSI Service Corporation, Harrisburg, Pa.

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"Another deal with Neill." — LEX

"Didn't HSP say something about having an oversale for this flight?" — Sharn Perry, HSP

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"Must be an NR." — Tony Steelman, INT-R

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"Don't look now, but I think there's an FAA inspector watching us." — J. Hill, INT-C

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"No, I didn't pay for the bubble gum, I thought you did."

"That INT agent said he's never refunded an oversale yet."

"You break more pencils than most co-pilots break sun visors, and now purchasing has caught up with you."

"Better make that two with onions and two without."

"Make a note to see what happened to those cockpit curtains we requested." — E. B. McBride, INT—Metal Shop

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Captain: "Hey, Kilroy, I thought you said we were in range (LGA) about 15 minutes ago, grrrrr . . .!" Co-pilot: "Huh?" — P. Walden, RIC-O

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Captain Cox, F/O Evans and Engineer Willetts. "Say, I thought the engineer was supposed to be in here with us, wasn't he?"

"Gray, why don't you let Willie ride inside the rest of the way?" — Merrill T. Gadker, SOP



## VFR with Turby

Well, Piedmont Airlines really put New York City on the map last week. The Inaugural Flight was made on Monday, November 14, and I must say it was the best Inaugural we have had thus far — everything went as scheduled. Hats off to those who did so much work in arranging things so well — Bill McGee and his troops as well as Don Britt and his gang; also to our fellows in New York — Eddie Jones, Frank Reynolds, Wayne Tucker and Johnny Lawrence, who were on the firing line. Eastern employees did a bang-up job in getting the airplanes in and out as planned.

Not only did we put New York on the map, but as Mr. Davis put it, we hope to take some of the "dull" out of Dulles. At Dulles we had a most delightful luncheon and, again, everything was well planned and went off very smoothly. Don Sutphin and his boys and gals looked like they just stepped out of Esquire — they really were sharp!

Representative  
R. J. Matheny—INT promoted to Mech.  
Jeane M. Higgins—INT promoted to Jr. Planner  
Ben H. Windley—INT promoted to Mech. Spec.  
J. J. Stout—INT-FB promoted to Sr. Spec.  
C. R. Bowers—ROA promoted to Lead Agent-Pass. Service & Ticket Counter  
T. W. Roberts—INT promoted to Sr. Radio Tech.  
D. S. Tuel—ORF promoted to Lead Mech.  
C. C. Vogler—CPA promoted to Utility Serviceman  
J. E. Mitchell—INT-IBM promoted to Systems Analyst

J. C. Ward—INT promoted to Sr. Mech.  
B. L. Hanes—INT promoted to Mech.  
J. L. Samples—INT promoted to Radio Tech.  
D. W. Shoaf—INT promoted to Sr. Stock Clerk  
W. H. Walker—INT promoted to Mech.  
R. E. Wall—INT promoted to Mech.

**TRANSFERS**  
W. R. Redman—transfer from stock room to Apprentice FB Engine Shop  
P. A. White—ORF transfer to Oper. Clerk  
O. Wagoner—transfer from INT-FB to INT Paint and Fabric Shop  
J. K. McGee—transfer from Cost Accounting to Jr. Spec., INT-M