

# THE PIEDMONITOR

Piedmont Aviation, Inc.

Smith Reynolds Airport  
Winston-Salem, N. C.

Betsy Allen, Editor



## Tips For Stagecoach Travelers

The best seat inside a stage is the one next to the driver. Even if you have a tendency to seasickness when riding backwards, . . . you'll get over it and will get less jolts and jostling. Don't let any "sly elf" trade you his mid-seat.

In cold weather don't ride with tight-fitting boots, shoes or gloves. When the driver asks you to get off and walk, do so without grumbling . . . he won't request it unless absolutely necessary. If the team runs away, sit still and take your chances. If you jump, nine out of ten times you will get hurt.

In very cold weather abstain entirely from liquor when on the road; because you will freeze twice as quickly when under its influence.

Don't growl at the food received at the station; stage companies generally provide the best they can get.

Don't keep the stage waiting.

Don't smoke a strong pipe inside the coach.

Spit on the leeward side.

If you have anything to drink in a bottle pass it round.

Procure your stimulants before starting, as "ranch" (stage depot) whiskey is not "nectar."

Don't swear or lop over neighbours when sleeping.

Take small change to pay expenses.

Never shoot on the road as the noise might frighten the horses.

Don't discuss politics or religion.

Don't point out where murders have been committed, especially if there are women passengers.

Don't lag at the wash basin.

Don't grease your hair, because travel is dusty.

Don't imagine for a moment that you are going on a picnic.

Expect annoyances, discomfort and some hardship.

Connoisseur Service circa 1877?

—from Air Canada's *Between Ourselves*

## Truth In An Old Fable

This is one of those old tales that is forever young because it contains a universal truth. Before tractors were dreamed about, a donkey and an ox shared a farmer's stable. The donkey had little to do, but the ox was hitched to the plow or farm wagon and worked very hard every day. Even so, the ox was satisfied. He was fed well and given excellent care.

The donkey should have been satisfied, too, but being a donkey, he wasn't. He thought it would be more fun to have the ox in the pasture as a playmate. So he began to stir up dissatisfaction in the latter's heart.

"You are a fool to work so hard," the donkey advised. "Pretend you are sick, and the master won't make you work." The ox thought the idea good.

The next morning the master found the ox apparently sick. Promptly he hitched up the donkey and drove him out to work. The donkey was dumbfounded. He had not expected this to happen. When night came, he stumbled into the stable wearily and urged the ox to go back to work again.

The ox shook his head. "No, you keep on working a while. I'm entitled to a long, long rest."

Two days later the donkey dragged himself into the stable and bade goodbye to the ox.

"Where are you going?" the ox asked curiously. "I am not going anywhere," the donkey answered, "but I heard the master tell his neighbor today that you would be going to the butcher's if you were not well by morning."

The next morning, the ox, bellowing and prancing like a young calf, met his astonished master at the stable door and tried to thrust his head into the yoke.

**MORAL: IDLERS GET THEMSELVES INTO TROUBLE WHEN THEY ADVISE WORKERS, AND WORKERS GET THEMSELVES INTO TROUBLE WHEN THEY LISTEN TO THE ADVICE OF IDLERS.**

## Congrats

### 15 YEARS

- Leroy Burton, Jr.—Inventory Control Accountant, INT
- Jesse Daniel Hall—Sr. Specialist, INT-FB
- Henry Sylvester Norman—Mechanic, INT
- Kenneth Charles Whapham—Assistant Engineer, INT
- Rex Elwood Bradley—Lead Mech., INT

### 10 YEARS

- Nancy Mabe—Jr. Secretary, INT
- Richard A. Treadway—Flt. Attendant, ROA
- Raymond C. Baskin, Jr.—Flt. Dispatcher, INT
- Mary F. Fairchild—Secretary, INT

### 5 YEARS

- Gene E. Clay—Agent-Ops, LYH
- Mary Ann Bennett—Communicationist, INT
- Roy L. Roberts—Agent-Ops, PKB
- Malcolm E. Smith—Agent-Ops, ROA
- Frank C. Carroll—Agent-Ops, ROA
- Janice Kinney—Jr. Secretary, INT

## Around The System

### NEW EMPLOYEES

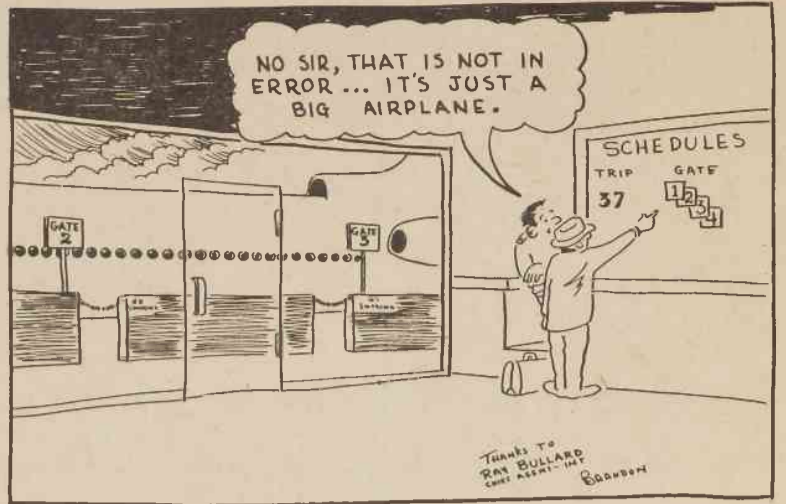
- R. G. Brooks—Agent-Ops, EWN
- J. Y. Conley—Cleaner, ROA
- J. H. Cooke—Agent-Ops, FAY
- R. D. Cowan—Stewardess, DCA
- G. J. Dempsey—Stewardess, INT
- P. L. Finkner—Stewardess, INT
- R. E. Hogan—Helper, INT-FB
- S. K. Hudson—Stewardess, INT
- J. A. Jackson—Agent-Ops, FAY
- R. G. Johnson—Stewardess, INT
- M. H. Marsinko—Stewardess, ROA
- J. L. Pillow—Stewardess, TYS
- C. T. Roseboro—Janitor, INT-FB
- A. M. Spear—Stewardess, ORF
- T. W. Aiken—Ramp Agent, ROA
- H. G. Athan—Jr. Spec., INT
- W. J. Bankhead—Cleaner, INT
- J. T. Cox, Jr.—Jr. Mech., INT
- A. R. Hall—Utility Serviceman, INT
- J. L. Ingram—Jr. Mech., INT
- T. D. Nichols—Jr. Spec., INT
- P. G. Peacock—Sr. Draftsman, INT
- R. L. Swing—Sr. Draftsman, INT
- L. H. Collins—Utility Ser., INT
- J. H. Longworth—Jr. Mech., INT
- R. E. Parrish—Jr. Mech., INT
- J. F. Patton—Jr. Mech., INT
- F. H. Aiken, Jr.—Agent-Ops., TRI
- R. L. Ayers—Agent-Ops, GSP
- T. A. Baker—Agent-Ops, CLT
- J. D. Bannan—Agent-Ops, DCA
- J. E. Blanchard—Agent-Ops, FAY
- J. E. Breeden—Agent-Ops, CRW
- E. E. Bridewell—Agent-Ops, CVG
- P. M. Byrd—Agent-Res, FAY
- S. A. Coign—Agent-Res., DIA
- G. K. Everett—Part Time Cleaner, TYS
- V. R. Everett—P/T Cleaner, TYS
- S. I. Grady—Agent-Res, ISO
- D. W. Hall—Agent-Ops, ROA
- J. L. Harrell—Agent-Ops, ATL
- J. A. Hart, Jr.—Jr. Radio Tech., INT-M
- R. E. Hart—Agent-Ops, TRI
- D. A. Hucks—Agent-Ops, CAE
- R. F. Hughes—Agent-Ops, LYH
- C. B. Ledford—Agent-Ops, AVL
- R. M. McCulloch—Agent-Res, AVL
- M. T. Medeiros—Agent-Res, ATL
- D. F. Naylor—Agent-Ops, ISO
- G. A. Nelson—Line Serviceman, INT-FB
- G. Pelipsey, Jr.—Agent-Ops, DCA
- H. D. Rinehardt—Work Controller, INT
- L. H. Roberts—Agent-Ops, ATL
- C. R. Sayre—Agent-Ops, BKW
- Romana Siemens—Agent-Res, CVG-C
- P. L. Swing, Jr.—Agent-Ops, HKY
- C. H. Travis—Agent-Res, CLT
- D. W. Tuell—Agent-Ops, ROA
- J. C. Watkins—Agent-Ops, LOZ
- R. S. Webb—Cleaner, DCA
- J. E. Whitlock—Agent-Res, DCA

### PROMOTIONS

- B. L. Harper—promoted to Chief Agent and transferred to GSP
- R. W. Tucker—promoted to Chief Agent and transferred to EWN
- D. T. Ray—INT, to Sr. Specialist
- L. G. Bennett—INT, to Sr. Spec.
- H. D. Braunock—INT, to Mech. Spec.
- S. B. Caldwell—INT, to Sr. Spec.
- C. Colter—INT, to Jr. Mechanic
- T. F. Finney—to Station Manager at GSP
- L. E. Fuda—LYH, to Lead Agent
- S. B. Boykin—to Lead Agent-Res, FAY
- J. H. Hughes—to Chief Agent, SDF

### TRANSFERS

- R. E. Williams—TRI to GSP
- S. E. Lentz—INT to ORF
- K. D. Seymour—ORF to ROA
- J. M. Bruce—CLT to GSP
- E. O. Carr—DCA to GSP
- S. Day—LOZ to GSP
- R. K. Grimmitt—DIA to BKW



## Story of HSP

by S. L. Perry

Once upon a time there was a mountain. It was an unfinished mountain. The Lord was working on the sides of it in the late afternoon of the sixth day, and realizing that He had to rest on the Seventh Day, He decided to leave the top for the following week.

The following week Adam and Eve found out about the apple, and the good Lord became so involved with the humans He had made, that He forgot to finish that mountain top. And so it remained.

In 1929, Juan Tripp, chairman of the Board of PAA, and Dave Ingalls decided that the top of that mountain should be used for something. Since a depression was about to get underway, what could be better than an airport? So with a farm-house terminal and a grass runway, Ingalls Field was ready to receive planes in 1930. And so it remained.

In 1960, the Cities of Clifton Forge and Covington, and the counties of Alleghany and Bath (included Hot Springs) were looking for a site for an airport. A lot of looking went on in the valleys; but that big unfinished mountain and some of his smaller cousins kept getting in the way. By September the mountain had won; construction began on a 5,000 x 100 feet asphalt runway. The new facilities were completed a year later.

Piedmont began service into Ingalls Field April 24, 1964. In September of that year a 600 foot extension was completed, bringing the runway to its present 5,600 feet. This past winter a Visual Approach Slope Indicator light system was installed. This summer a localizer is scheduled to be installed. Additional ramp area, another taxiway and turnaround areas at each end of the runway are to be constructed. Eventually a paved crosswind runway will be built. Someday Ingalls Field may even get navigable access roads.

The humans who detracted the Lord from completing His work seem to be trying to do it for Him. Although it seems it would have turned out far better had they allowed Him to finish.



I would like to take this opportunity to thank and congratulate everyone who had a hand in getting the 727 "on the road," particularly Jack Tadlock and his crews who have checked out on this equipment. I have made several trips on 727's of other carriers, but Ed Clement, Bob Evans and J. C. Sifford did one of the smoothest jobs of flying the publicity flight March 4th that I have ever had the pleasure of experiencing. We picked up city officials, prominent businessmen and the news media people at INT and AVL and flew them over ATL and on down to Tallahassee, Florida without landing and back.

We had emergency evacuation exercises on the Boeing-727 (as required by the FAA) on March 6. One of the requirements was to have a cross-section of ages (male and female) from infants to old participants for these exercises. They had a hard time finding the old ones so yours truly was called on to go down the slide. Two evacuations were conducted, one in daylight and one at night. In daylight, 92 people unloaded in one minute and twenty-two seconds. At night, I am told, we broke all existing records with one minute and nine seconds. We would have done it in about one minute, but old slow T. L. Martin and Wilma Cook got in my way and slowed things up.

Pity your boss. The poor guy has to get up early to see who comes in late.

A fellow was consulting a doctor because he was not feeling well. "Do you smoke excessively?" asked the doctor.

"No."

"Drink a lot?"

"No."

"Keep late hours?"

"Nope."

The doctor shook his head and asked, "How can I cure you if you have nothing to give up?"