

PIEDMONT PRESS NOTES

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CHARLOTTESVILLE — Reporter **A. Sprouse**: CHO is still breaking records. November 12th is now our record day with boardings of 184. We understand **Bill Walker** and **Tom Durrer** had a wonderful time on their trip to the West Coast. You should hear the tales they are telling. We welcome our new employee **Betty Scott**, who joined us on November 1. Our traffic on the jet is still on the increase. Believe it or not, we have been overbooked a couple of times.



PARKERSBURG — Reporter **Charlie Hall**: **Virg Flinn** just got back from a tour of the Hawaiian Islands where he was a guest of Delta and United Airlines. **Dan Berry** is not sure that it was a coincidence that a long inactive volcano erupted while he was there. The personnel at PKB got to see a FH227B when we worked an Ozark charter recently.



RICHMOND — Our boys returned from the American Airlines trip and had a great time. It showed for several days. Chief agent **Jerry Barger** and agent **James Lawson** were the lucky winners. **Tom Farmer** has stopped running and will take the I do's December 30th. Richmond boarded 5,413 in October and is looking forward to another record-breaking month in November.



ROANOKE — Reporter **Don Conner**: Greetings from the land of the sick and lame, but not lazy. Despite the loss of several folks due to illness, ROA produced another record boarding October 22nd, when 756 passengers boarded the Pacemakers here. Yes, BKW, we also noted your record boardings for that month of 584. November has smiled disapprovingly on several of our people. Both **Iona Carr** and **Henry Carr** went to the hospital for operations. **Cleon Hall** almost broke his wrist, and **Don Conner** was ordered to bed for a week for, now get this, ahem, working too hard! **Mary Parks** is back from Italy and Greece and keeps running around saying "Viva la Roma" and smelling of garlic. **Joe Lucas** is back from Germany and keeps looking for a place to buy beer for 15 cents. (Then he can stop raiding the Coke machine). Lots of our folks have taken advantage of the recent tours to the west coast. **Sandra Childs**, **Betty Derrick**, **Julie Rehder**, **Judy Painter**, and **Larry Sutphin** flew to PHX, TUS, and SAN. **Shelby Hale** and **Donna Silcox** chose LAX. **Carlyle Kemp** took off for LAX also, with a suitcase full of used teletype tape. He is apparently out there trying to convince all those Go-Go girls that he's a big stock tycoon from back east. In recent months ROA has been claiming various records, mostly for overloads. We have already established a record overload for "ole Blue" (9000+ lbs.), and now claim same for a M404 (2278 lbs) and the FH-227B (2503 lbs.). We can hardly wait for the YS-11, to add it to our list. However, we have now entered what we consider the "most unusual delay" contest with this prize-winning entry: a nineteen minute delay on flight 789/07 Nov. due to a parakeet in the controls. Since this was an unprecedented case, we were at a loss as to what kind of ETD to issue for this delay. Unfortunately, the GOTM does not cover such cases. Luckily ROAMM had their Mechanic-In-Charge-of-Birdcatching on duty, "Moe" Morfessy, who handled the situation tactfully by scaring the bird into having a heart attack and then removing same. In closing, if anyone sees a shaggy-haired, bearded character wandering around lost in the woods, it's **Neal Wray**. Kindly point him in the direction of ROA and remind him that he's due back to work sometime next month. Thank you!



TRI-CITIES — Reporter **Ray Norris**: Deadline time again. And that's what this column will be — dead lines. We're like the leaves this time of year —

all worn out and ready to fall. Must be the hard work around here. Leaders **Bill Cash**, **Brad Moody**, **Hugh Sluder**, **Bill Hamilton**, and **Leroy Pickel** sure run a tight ship. Operations is winterizing the mechanical helpers to get ready for old man winter, not you **Turby**. **Clifford Livengood** has been working all hours to get things in shape. He spent over an hour the other day just getting the right person in Winston to order parts for him. That long line sure stays busy. Especially with future res and "can I go home?" dispatch. It's as busy as a long tailed cat in a roomful of rocking chairs. Reservations are busy too, what with the upcoming holiday season. We have a few, thank goodness, passengers that call and make res for tonight and cancel an hour later, then rebook for next month. Then they no-show the flight. Sometimes because a poodle had to have it's monthly trim. Oh well! They are our bread and butter. Bless 'em all. Now and then some things occur that just ain't right. Like one passenger we had, bought family plan tickets and took his 30 plus son along. As a child, mind you. Sometimes you are lucky and then again you ain't. The other night we were lucky. Flight 624 arrived with no advance notice of any trouble. Within 45 minutes we had him on his way with another aircraft. The ticket counter is still wondering where the plane came from. It just dropped in from nowhere. Yep! That's right. Just happened to have a deadhead from TYS to ROA. Timed perfectly for our needs. Say there officials at INT, how's about having an aircraft circling our system kinda like SAC does. Then when mechanicals come up — voila! There is our replacement. Say! Wonder why these empty flights are called deadheads? Must refer to the crew members or a deceased blue room. Soreheads are in abundance these days. **Judy Bryant** has a pump knot on her head. It could have happened on numerous occasions, irate passengers, tight head-set, unaccustomed to firing a rifle. Actually her boy friend told her to sit down and she refused. The high school football game of the year, in this area at least, came to a rousing end on November 10th. Science Hill of Johnson City (Hilltoppers) and Kingsport (Indians) met on the open plains at Johnson City. It was a reversal of Custer's last stand. The Toppers massacred the Indians 26 to 13. To beat all, the Toppers on the hill were rated as 3 point underdogs. According to Doctor Lit, it is suspected that his name is synonymous with his state of being, much wampum was lost. Among the most noted losers were "Rainy Day Cross", "Petty Bolling", **Limo Francisco** and "Nectie Clark." They took a lot of ribbing, but probably drowned their sorrows in some of the good spirits. Right now the computer is out for a 20 minute coffee break. The rascal takes more time in the coffee shop than **Hugh Sluder**! The hunting season is here, Hugh keeps shooting Meadow Larks mistaking them for Quail. **Austin Morrison** just keeps shooting, not hitting anything, just shooting! He did win a giant small turkey, whatever that is, at a recent shoot. He was showing off the targets and kinda gloating over them. Then later sneaked out a couple of poor groupings. Planning for deep snows **Dave Lyle** is trying to talk **Paul Herndon** into dropping his helicopter in for a visit and bringing him to work. Dave is a carpet cleaning mountaineer, way back in the hills of Limestone Cove. **Carolyn Pearson** began her winterizing the other night and said she is going to use anti-freeze next time instead of alcohol. **Carolyn Ramsey** left our group to return to an advancement in the local welfare department. We may have to visit her if our boardings continue to nose-dive. Sorry to see her go. She was just beginning to get used to our eccentricities. We hate to lose any good worker. **Rick Aiken** and **Jim Woods** are returning to our fold. This is to continue their part time help. Talk about bad luck, **Bill Cash** sure has had his share lately. American kindly gave some of us passes to the west coast to see Tennessee get beat by California. After an enjoyable short stay, we were boarding the midnite non-rev special LAX to SDF. We were boarded single file. And just as the door was twisted shut we discovered our leader was missing. Well they just don't turn the jets around and go back. So he was left stranded in L. A. He did make a later flight OK. Back home he ran out to work a flight and ran so hard his wife Edith had to bring him another pair of pants. A pair without the seat ripped out. The other day **Bill** was interested in the MR getting off at TRI on 401 of the 13th. He again decided to work the ramp and lo and behold! it was **Cliff Livengood** making a return trip to repair some of our equipment. He takes it all in stride though. You see **Bill** has **Ben Pat Bailey** to keep him happy. They have adjoining offices. They can tell each other their troubles. **Brad Moody** tried 3 times to keep a passenger off flight 400. Each time the passenger would stagger straight as an arrow to Gate 1. Finally **Buford Stone** talked to him and he began crying. He leaned on **Brad's** shoulder and said he didn't like **Buford**. And then in the same alcoholic breath said **Brad** didn't love him anymore. Now it has been said that **Buford** has had numerous people on the verge of tears with his incessant chatter. **Charlie Johnson** just returned from a most successful trip to faraway Hawaii. The wahines were very nice to him. If you don't know what

wahines are, they're the local men folk. He checked on the many wild types of game available and took a tour of Parker Ranch on the Island of Hawaii. **Bill Johnson** went duck looking the other day and had no paddle for his boat. Since he was cruising down a creek, we guess you could say he was down the creek without a paddle.



WASHINGTON (National) — Reporter **Dick Hurley**: Wash is back in the bowling business again with two new teams led by **Tom Cleghon** and **Bill Goolsby**. Holding up Tom's team are **Don Shanks**, **Bob Beard**, **Gil McCuen**, **Mike Moore**, **Bob Dedman**, **Ritchie Iden** and **Charlie Morris**. On Bill's team are **Dean Marion**, **Eddy Warf**, **Ed Pulzone**, **Ed Hull**, **Bob Shields**, **Mike Patterson** and **Joe Biggs**. We wish them all luck in the many weeks ahead. Our little ramp space around Gate 28 is being made smaller. NE is cutting what use to be a corner into a triangle by installing new facilities for their counter, operations and bag area. The wing tip problems will more than likely grow worse around this area and speaking of wing tips it's interesting to note that the span of the new YS-11's is somewhat close to that of Ole' Blues. This may very well make parking at DCA just a bit harder for both crews and taxi guides. And speaking of Ole' Blue we hardly can say how much we miss her. The cargo space was very valuable and now we have to put what use to be put on the jet on other trips. There have been good signs that winter will be very cold. Already temperatures are taking a real dip at night. Washington is very beautiful when laden with snow and especially scenic from our ramp at night. We suggest that all who are interested pay us a visit. Now that the holiday season is beginning, the load factors should take a real upswing. We all hope that our downline stations will bear with the loads we may be delivering to them. We just hope the weather cools it until Christmas Eve. All here at DCA would like to take the opportunity to wish all a very Happy Thanksgiving and too, that you'll drop in to say hello.



WINSTON-SALEM — Reporter **Helen Hull**: The Executive Division is our selection of "Shop Talk" for this edition. Each month hereafter, a different shop will be interviewed to let our people know what's going on at home base. At a moments notice, the beehive of activity begins when the business aircraft comes into the hangar. Our crew does work on approximately ten different types of aircraft, performing anything from inspections to complete interiors. Business Aircraft utilizes the Sheet Metal, Accessory Overhaul and Fabric Departments extensively. This department is patronized by customers from all over the United States and Canada; some having been serviced here since 1955. This section is operating on a two-shift basis. Quite frequently these mechanics are called on to serve our customers out of town at their request. Instructions are given by **H. R. Poindexter**, **S. L. Smith**, **J. M. Taylor** or **H. M. Vaughn** to begin the procedures of operations — paint aircraft, change engines and/or perform inspection. The faded paint on the aircraft becomes a mass of cleaning processes, with **S. R. Poston**, **L. Walker**, **J. B. Conrad** or **L. Davis** performing these duties, cleaning every spot that is to be repainted. While the aircraft is being prepared for painting, the engines are being removed by **J. A. Delaney**, **J. W. Cook**, **D. L. Martin**, **J. C. Ward** or **D. L. Adkins**. Then the aircraft is opened and inspected. Performing these duties are **J. R. Southern**, **R. V. Brookshire** or **C. T. Redmon**. Discrepancies are then corrected by **R. H. Turner**, **W. H. Walker**, **K. C. Mullis**, **H. D. Gunter**, **W. L. Whitman**, **J. T. Cox** or **R. L. Sutton**. On completion of the requested work, the aircraft is closed and preflighted by **E. L. Leonard**, **C. F. Reece**, **C. H. Hall** or **W. Wimmer**. Any electrical items are corrected by **R. H. Gabriel** or **B. H. Windley**. How does our Executive Crew feel about their duties? A little shop talking and we found out. **R. R. Gabriel** — "I prefer this type work due to having contact with the crew. It also offers a more diversified occupation since we have so many types of aircraft." **Ben Windley** — "Personally, I like working with different types of aircraft. I especially enjoy contact with the customers. **Larry Walker** — "I enjoy working on the different aircraft, you benefit from it. My dislike? It's kind of like keeping house, if you mess up, you clean up." **J. C. Ward** — "It's nice to work on different aircraft, especially out of state ones, and meeting the customers. Most of them are real easy to please." **J. R. Southern**, **Jack Taylor** and **Homer Vaughn**, all agree that meeting different people makes the work very enjoyable. **Leroy Davis** and **D. L. Atkins**, **Royce Turner** and **Leo Whitman** say that meeting the crews and working with them makes the job more pleasant. Most of us are looking forward to moving to the new hangar for more space and equipment. **H. D. Gunter** — "I'd rather be flying them than working on them."