

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION  
**MOBILE QUARANTINE FACILITY**  
 MANNED SPACECRAFT CENTER



No, Piedmont has not acquired a mobile quarantine facility. So what is Allen Perry doing? See story on page five.

# PIEDMONITOR

Vol. XXVIII, No. 1  
 January/February, 1977

## Company's earnings soared in 1976

A 2000 per cent increase is more easily understood by saying 20 times greater. However it's expressed, Piedmont's earnings were up that much in 1976 over the depressed earnings of 1975.

Net income was \$4,398,033, or \$1.76 per share in 1976. In 1975 net income was \$204,293, or \$.08 per share. The \$4.4 million is the second highest amount earned by Piedmont in one year, exceeded only by earnings of \$7 million in 1974.

Gross revenues for the Company were \$192,053,665 in 1976 compared to \$167,292,016 a year earlier, an increase of 14.8 per cent.

Costs and expenses rose 11.4 per cent from \$166,887,973 in 1975 to \$186,012,743 in 1976.

For the fourth quarter of 1976, Piedmont

Aviation's net income was \$2,024,955. This was an increase of 69 per cent over the \$1,197,635 net income posted for the last three months of 1975.

Gross revenues for the final quarter were up 22.7 per cent to \$52,575,572 in 1976 compared to \$42,848,752 a year earlier.

The Airline Division also showed substantial increases in traffic for 1976.

There were 1,157,179,076 revenue passenger miles flown in scheduled service last year. This was an increase of 9.06 per cent from the 1,061,020,738 flown in 1975.

Available seat miles flown in 1976 were up 5.87 per cent, to 2,266,275,134 from 2,140,613,302 in 1975.

Passenger boardings for last year totaled

3,859,819, a gain of 7.13 per cent over the 3,603,001 passengers carried in 1975.

The passenger load factor for 1976 was 51.06 per cent compared with 49.57 per cent of 1975.

During the fourth quarter of 1976, the Airline posted a 3.72 per cent increase in revenue passenger miles. For the October/November/December period, revenue passenger miles totaled 292,591,915 as compared to 282,101,905 for the same months of 1975.

Available seat miles increased 7.76 per cent in the fourth quarter of last year to 579,598,954 from 537,847,052 in 1975.

Passenger boardings for the last three months of the year were 965,149, up 2.39 per cent over the 942,608 passengers carried in the final quarter of 1975.

## Last year was safest for airlines

The year 1976 was the safest in commercial aviation history for the nation's air carriers.

In a January mailgram to Piedmont President T. H. Davis, J. L. McLucas, Federal Aviation Administrator, said "The Nation's air carriers — scheduled and supplemental airlines — have just completed one of the safest years since commercial aviation started in 1927. The airlines had the best safety record in more than 20 years and in terms of passengers carried, 1976 was the safest in commercial aviation's 50-year history. This notable achievement is all the more remarkable in a year that also set a new record for the number of passengers carried by U.S. airlines — about 220 million men, women and children. The achievement of 1976 reflects the professionalism of all those involved in the safety of flight. I am referring

to those on the ground as well as those who fly the planes. Please extend my congratulations to all the dedicated men and women in your airline who, over the years — and particularly the year just past — helped to establish so splendid a record of safety, a record to be proud of as we mark the just completed half century of commercial aviation."

In thanking McLucas Davis replied "You are entirely correct that the credit for such an achievement properly belongs to airline personnel on the ground and in the air, who have demonstrated so much devotion to duty. I am taking the liberty of making your message available to all our employees, along with my gratitude and challenge to continue to make further progress."

## We're number one!

For the third consecutive year Piedmont employees kept their passengers happier than any other regional carrier.

According to the year-end report of the Civil Aeronautics Board's Office of the Consumer Advocate Piedmont had the fewest passenger complaints per 100,000 boardings of all the regionals. In addition, we ended the year as number two for the entire industry. Only Delta had a better record than ours for the year. And we had been ahead of them for the first seven months of 1976.

For five out of the past seven years Piedmont has been the number one regional in this report. We came in second those other two years.

## Kitty Hawk Pacemaker takes off in mid-March

For the first time since 1968 there is a Boeing 727 flying in Piedmont's colors.

The Kitty Hawk Pacemaker went on the line in mid-March. The plane, N833N, arrived in Winston-Salem on January 15, 1977. From then, right up until it was put on schedule a lot of people all but lived with our big bird to get it ready. It had been owned by Lufthansa and needed some modifications to conform with Piedmont's standards.

This newest Piedmont 727 has 113 passenger seats and a crew of six. On the initial schedule its flights are the 600-699 series. The cities with 727 service currently include Winston-Salem, Roanoke, Chicago, Newark and Tri-Cities.

The day the Kitty Hawk Pacemaker made its introductory flight the Company announced plans to purchase a second Boeing 727. Number two is coming from Delta. It is scheduled for delivery the latter part of April and will be ready for service by summer.



The delivery crew for the 727 included, from left, Henry Wilson, Joe Moorefield, Jim Sifford, Jack Tadlock and Bud Gilley