

PIEDMONITOR

News about Piedmont. The Up-And-Coming Airline.

737-300s to spread PI's wings in 1985

The 737-300 — Boeing's new-generation aircraft with the lowest seat-mile cost and overall noise levels of any commercial airliner of its type — has been chosen as the aircraft of the future for Piedmont.

On May 21, following approval by our Board of Directors, we announced firm orders for 15 of the new twinjet aircraft with options on 15 more. Our first 737-300 is scheduled for delivery next April.

Our order represents the largest fleet expansion ever in the Company's history.

"These aircraft will give us greater scheduling flexibility, fly more passengers while consuming less fuel, and provide airports served by Piedmont with one of the quietest aircraft in production today," Bill Howard, our president and chief executive officer, said.

The 737-300 features a longer fuselage than the 737-200, a new engine, revised wing leading edge, uprated flight deck, and more extensive use of lightweight composite structures.

The flight deck will have the latest digital computer technology for automatic control and guidance of the aircraft. At the same time because the aircraft is similar to the 737-200, we will save money in training and maintenance costs as compared to setting up new programs for an entirely different new-generation aircraft.

Other modifications include:

- a strengthened wing to accommodate more gross weight.
- heavier wheels, tires and brakes.
- revised wing leading-edge slats and tailoring of the aft flaps in the

area of the engine exhaust for improved performance.

- lengthened and reshaped dorsal fairing at the root of the vertical tail.
- repositioning the nose gear to provide engine inlet ground clearance about the same as the 737-200.
- mounting engine accessories at the side of the nacelles instead of the bottom to provide more ground clearance, giving a flattened appearance to the bottom of the engine inlet.

- a 22 percent increase in the lower-hold cargo area due to extra body length.

Ten of the first 15 aircraft we receive will be in an all-coach seating configuration that will offer 138 seats, 26 more than the 737-200s we fly today. The remaining five new aircraft will be delivered in a mixed coach and first-class configuration offering 128 seats and equipped for transcontinental nonstop flight range.

The new fuel-efficient CFM56-3 engines are produced by CFM

International, a company jointly owned by General Electric Company of the U.S. and SNECMA of France. These new powerplants enable the 737-300s to take off more quietly than any comparable size jetliner flying today.

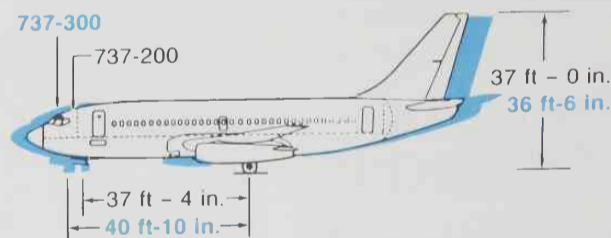
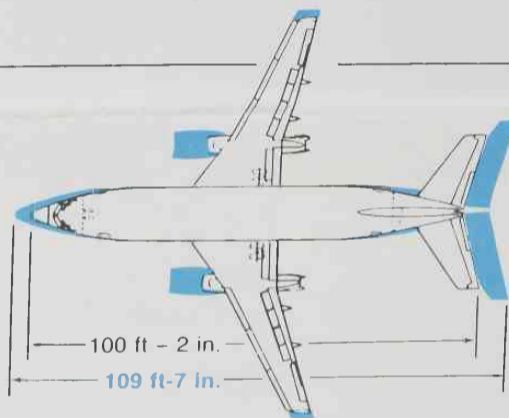
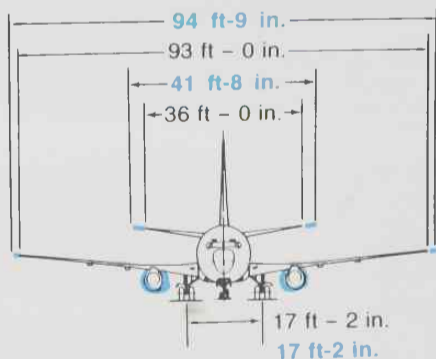


For more on the 737-300s, see pages 6 and 7.

Size Comparison

737-200/300

Dimensions in blue are 737-300



Several hundred people were on hand when the first 737-300 was rolled out January 17, 1984, in a ceremony at Renton, Washington. After a nine-month flight test program, initial deliveries will begin late this year. Piedmont is scheduled to receive its first 737-300 in spring 1985. The aircraft will have the lowest seat-mile cost and the lowest overall noise levels of any commercial airliner of its type.



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