



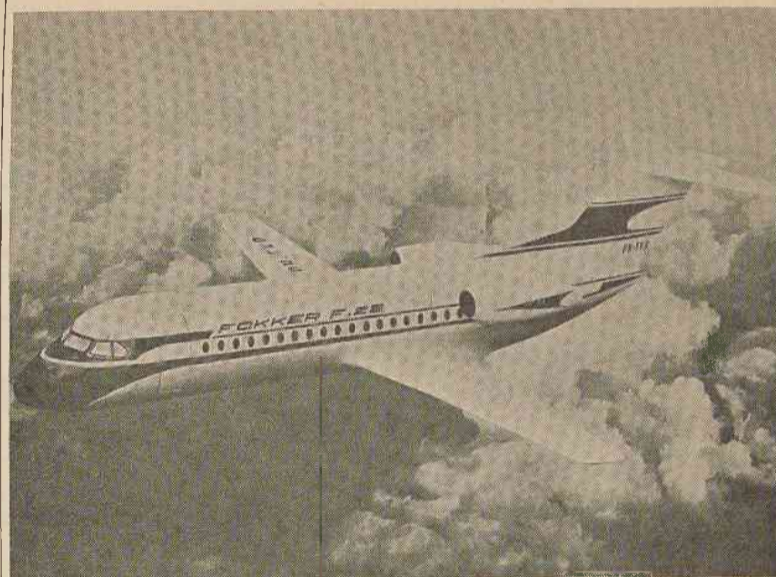
THE BOEING 737 has wing mounted engines for flexible loadability and "eye-level maintenance." Boeing boasts that the cabin width of the 737 is the same as that of the company's 707 model.



THE BAC 111 is already serving passengers. Production started in 1961. The plane has proven itself and could be delivered within a comparably short period of time after ordering.



THE DOUGLAS DC-9 is designed to operate over segments of 100 to 1500 miles at the same speed and comfort as the larger jets. This aircraft, like the 111, has been tested and could be delivered in 1966.



THE FOKKER F-28 is designed to operate from short runways on stage lengths of 100 to 1300 miles with a high block speed and low speed handling quality. Like the other jets, the F-28 has a moderate wing sweep with a highly effective flap.



NORTH AMERICAN AVIATION'S CENTURYLINER is easily adaptable to varying passenger-cargo configurations. A moveable bulkhead makes possible almost any combination.

A Jet For Piedmont?

Sometime within the next few years, Piedmont Airlines will probably be offering jet service to many cities on its system. The airline is investigating the short haul jet possibilities with an eye to Piedmont's particular problems.

The Company is not only out to find the most reliable craft, but must weigh several factors to determine which jet will give the best service with the least overall expense. It is estimated that the initial cost of any of the possibilities will be in the neighborhood of 3 million dollars per airplane.

Literally a thousand questions must be answered and evaluated before any final decision can be reached. What additional equipment will be needed to accommodate the new aircraft? What is the cost of operating the plane over a 200 mile route? a 500 mile route? an 800 mile route? How many passengers will the aircraft hold? How many are needed to pay the cost of operating the plane over varying specified routes? What is the speed of the airplane?

Peculiar to the short haul airlines is the significant problem of operating into and out of airports with short runways. In addition to the runway length, Piedmont must study every airport on its system with regard to runway grading, average and extreme temperatures, wind direction and velocity, and end of runway obstructions.

President T. H. Davis commented: "The decision will not be immediate, but we should have all the information we need to make a decision within the next four to six months. We haven't wanted to finalize anything, since the planes are still in the formative stage. One month one airplane looks best and the next month, another one looks better."

"In a drastic step like this, we want to be absolutely sure we're getting the best there is."

When asked the approximate date of the first jet-craft delivery, Mr. Davis cautiously replied, "1968, I would guess — if we order any!"

SPECIFICATIONS

BAC 111

Seat Configuration: 74/5 abreast
Cabin Width: 10'4"
Cabin Height: 6'6"
Lavatories: 2—Forward or Rear
Galley: 1—Forward
Passenger Loading: Side (forward)
Wing Span: 88'6"
Length: 93'6"
Height: 23'9"
Gross Weight: 78,500 lbs.
Maximum Payload: 17,550 lbs.
Cargo Capacity: 534 cu. ft.
Fuel Capacity: 3720 gal.
Engine: Wing Mounted Rolls Royce Full Rated Spey
Thrust: 11,400 lbs.
T. O. Field (ft) at Max. T. O. Wt. ISA + 15 SL: 6,300 ft.
Cruise Speed: 440 knots @ 30,000 ft.

BOEING 737

Seat Configuration: 76/5 abreast
99/6 abreast
Cabin Width: 12'
Cabin Height: 7'2½"
Lavatories: 2—Rear or 1 Forward, 1 Rear
Galley: 1 or 2—Forward
Passenger Loading: Side (forward)
Wing Span: 93'
Length: 93'9"
Height: 37'
Gross Weight: 95,300
Maximum Payload: 21,000
Cargo Capacity: 650 cu. ft.
Fuel Capacity: 2850 gal.
Engine: Wing-Mounted JT8D-7
Thrust: 14,000 lbs.
T. O. Field (ft) at Max. T. O. Wt. ISA + 15 SL: 6,300 ft.
Cruise Speed: 550 mph @ 32,000 ft.

DOUGLAS DC-9

Seat Configuration: 78/5 abreast
90/5 abreast
Cabin Width: 10'11½"
Cabin Height: 6'8"
Wing Span: 87.4'
Length: 104.6'
Gross Weight: 77,700 lbs.

Maximum Payload: 19,250 lbs.
Cargo Capacity: 650 cu. ft.
Fuel Capacity: 2806 gal.
Engine: Fuselage Mounted JT8D-7
Thrust: 14,000 lbs.
T. O. Field (ft) at Max. T. O. Wt. ISA + 15 SL: 4,900 ft.
Cruise Speed: 557 mph @ 25,000 ft.

FOKKER F-28

Seat Configuration: 60/5 abreast
Cabin Width: 10'2"
Cabin Height: 6'9"
Lavatories: 1—Rear
Galley: Pantry—Forward
Passenger Loading: Side (forward)
Wing Span: 77'4"
Length: 89'10.7"
Height: 27'9"
Gross Weight: 54,000 lbs.
Maximum Payload: 13,560 lbs.
Cargo Capacity: 400 cu. ft.
Fuel Capacity: 2606 gal.
Engine: Fuselage Mounted Rolls Royce Mk 550-15 Spey Jr.
Thrust: 8,650 lbs.
T. O. Field (ft) at Max. T. O. Wt. ISA + 15 SL: 5,750 ft.
Cruise Speed: 440 knots @ 25,000 ft.

NAC CENTURYLINER

Seat Configuration: 60/4 abreast
Cabin Width: 8' 10"
Cabin Height: 6'7"
Lavatories: 2—Rear or 1 Forward 1 Rear
Galley: 1—Rear
Passenger Loading: Side (forward)
Wing Span: 75'1"
Length: 92'
Height: 30'
Gross Weight: 61,500
Maximum Payload 14,000
Cargo Capacity: 415 cu. ft.
Fuel Capacity: 2360 gal.
Engine: Fuselage Mounted Rolls Royce Full Rated Spey
Thrust: 11,400 lbs.
T. O. Field (ft) at Max. T. O. Wt. ISA + 15 SL: 5,275 ft.
Cruise Speed: 525 mph @ 15,000 ft.