



Piedmont's First Boeing 727 Arrives

March 15 Was First Day of Service; Passengers Are Delighted

It was a cold Saturday afternoon when Piedmont's first Boeing 727 arrived in Winston-Salem after what must have been a record four hour flight from Boeing Field in Seattle.

The enthusiasm of the crowd on hand out did the weather, making it an exciting day to remember for all of Piedmont.

Passenger List

Among the passengers who had gone to Seattle to bring the jet home were President Davis, Vice President Saunders, W. G. McGee, Captains Tadlock, McNames and Nicholson. Dick Hodges, of Liller, Neal, Battle and Lindsay in Atlanta, First Officer J. C. Sifford, Bill Johnson, George Hendrix and Henry Wilson also stepped off that afternoon all smiles and full of glowing reports of PAI's newest equipment.

There wasn't a lot of time, from the end of February until the middle of March, for getting the Manhattan Pacemaker ready for passengers. Seats were installed almost overnight and proving runs were made. The FAA's evacuation tests came off without a hitch while crews and back-up crews were checked out day by day.

There were problems when sometimes the weather was dis-

agreeable, and schedules had to be adjusted accordingly. But with Piedmont's traditional, and necessarily dependable, cooperation between departments, the newest Pacemaker made its maiden flight on March 15th.

Commendations

Jet passenger reports have been glowing in their comments regarding the service and the figures tell an even better story. Despite the fact that weather has caused more delays and cancellations than had been anticipated, 5,611 passengers had flown on Piedmont's jet by the termination of operations on March 31st.

For further details and pictures of the pre-inaugural flight and the christening of the jet see pages four and five.



Framed by an INT agent, the 727 touches down in Piedmontland for the first time.

First 737 Flight Expected Soon

Two years after Boeing announced it would build the 737 short-to-medium range jetliner, flight test engineers are readying the first of the new twinjets for its maiden flight expected sometime in the next two weeks.

The second 737, now nearly completed, is in the firm's Seattle, Washington, final assembly building and work is well along on the third twinjet. Six more 737's are taking shape on the company's production lines.

Lufthansa's Plane

The second 737, one of 21 ordered by Lufthansa-German Airlines, is scheduled to make its first flight in May.

Deliveries of the 101-passenger jetliner are scheduled to begin toward the end of 1967 after an extensive flight test program. The first of Piedmont's six 737's is scheduled for delivery in March of next year.

Aircraft Design

The 737 is the only twinjet commercial airliner built with engines beneath the wings. The advanced design affords considerable weight saving and provides additional passenger space.

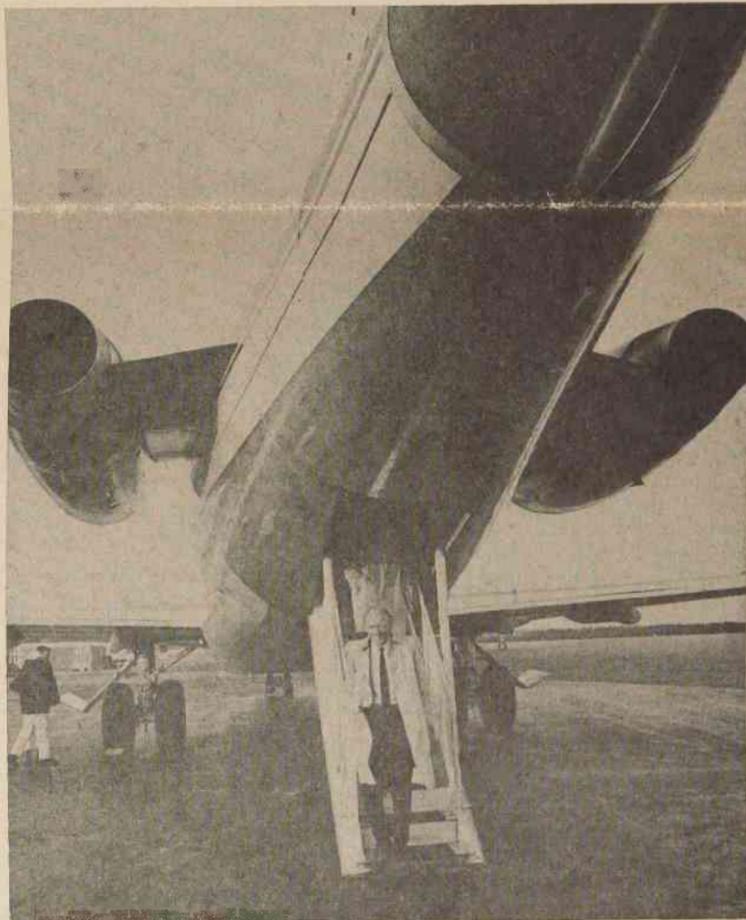
Two passenger versions of the airplane, the 737-100 and 737-200, are offered with maximum gross weights up to 108,000 pounds. Piedmont's order is for the 737-200 model. The twinjet will cruise at speeds up to 580 miles an hour.

The 737-200 is 100 feet long and Piedmont's planes will carry 90 passengers.

The 737 has the same fuselage width as the Boeing 707, 720, and



The 727 zooms over a Martin 404.



The first passenger to disembark was President T. H. Davis.

Cartwright Is Named FAA Judge

H. M. Cartwright, Assistant Vice President—Maintenance and Engineering for Piedmont, has been selected as one of ten judges to name the winners of the 1966 Federal Aviation Agency's annual Aviation Mechanic Safety Award Program.

Winners will be announced later this spring, following a meeting of the judges in Washington.

727 jetliners — 12 feet 4 inches, providing big-jet comfort on the twinjet's short-range routes of 100 to 1,300 miles.

Roanoke claimed to be the first station to have all types of Piedmont equipment on the ground at once. From left, the jet, an F-27, a Martin 404 and a 227B.

The unusual appearance of the four different planes at ROA occurred when the FAA jet proving run coincided with a 227 training flight. The F-27 and Martin 404 were making scheduled stops at Roanoke.

