



## Piedmont Is First To Order Safety System

Piedmont has become the first United States carrier to sign for a collision avoidance system which tells a pilot that another aircraft is in the vicinity and what maneuver might be necessary to avoid it.

President T. H. Davis has signed a letter of intent with McDonnell Douglas for a time-frequency device labeled as EROS II.

The airborne electronic system automatically transmits, every three seconds, its range, closing rate with other planes and its altitude.

McDonnell Douglas also says it may be used to warn pilots of ground obstacles and as a landing aid if ground installations are provided.

### First Models

First models of the unit are to be delivered to Piedmont in March of next year for certification testing in the Company's Boeing 737's. Production equipment delivery is scheduled for between January and April of 1973.

A low-cost collision avoidance system for general aviation aircraft has also been developed by McDonnell Douglas. Two of these units will be delivered to Piedmont next year for testing with the EROS II.

During 11 years of research, the system has been tested on more than 15,000 flights, most of them military aircraft operating from McDonnell Douglas headquarters in St. Louis.

Piedmont's Vice President — Flight Operations W. O. Tadlock has been working closely with McDonnell Douglas for several years on this collision avoidance system. He said "As a result of this testing we're convinced that this collision avoidance system is the greatest thing that has been developed in aviation history from a safety standpoint. We're glad to be one of the leaders in getting this project going."

### Cost Not Final

Piedmont's costs for the CAS have not been finalized. The initial order is just for the 737 equipment. It will eventually go on all the aircraft.

Accurate time keeping is the heart of the CAS concept because the system relies on measurement of time difference from the start of transmission by one aircraft to the receipt of that signal by another to determine the distance between them.

Such accuracy (within one quarter of a millionth of a second) is assured by atomic clocks at ground stations and in some aircraft and a constant correction of less accurate airborne clocks by signals for more accurate time sources.

Great care has been used in selecting the minimum safe time interval — long enough to preclude the need for abrupt evasive maneuvers, yet not so long that it calls for too many maneuvers.

In level cruise, the computer determined command to maneuver is given 30 seconds before a collision would occur.

Pilots of the collision avoidance equipped planes get visual and aural signals telling them, if needed, what evasion tactics to perform.



Capt. W. O. Tadlock  
Aided Sky Marshals

## Employees Call Bluff Of Would-Be Bomber; Piedmont's First Hijacking Attempt Is Foiled

Flight Operations V-P W. O. Tadlock has become a favorite subject for the news media throughout Piedmont's territory.

His latest adventures made headlines even beyond their usual realm. The occasion was Piedmont's first hijacking attempt. The result, well and widely known by now, was the best it could have been, if the situation had to happen at all.

### Story Starts At Midnight

The story started shortly before midnight on Thursday, June 17. Bobby Richard White, 26, of Kingsport, Tennessee, hitched a ride to Winston-Salem's Smith Reynolds Airport with a man he'd met at a service station earlier in the day.

White made a reference to "catching a jet to go to a pop festival in Miami" and apparently paid his driver \$20 to bring him to the airport.

Piedmont's Flight No. 25, a Boeing 737, had arrived at 11:55 p.m. from New York. The

passengers and crew, except for Capt. Leon M. Fox had left the plane when White started up the ramp steps.

### Possible Late Passenger

Capt. Fox thought the hijacker was a passenger who had forgotten something on the plane.

Capt. Tadlock was called at home and told that a male passenger had boarded the aircraft with a bag supposedly containing explosives, asking to go to Cuba.

Fox told White that he would have to re-fuel the aircraft and assemble a crew before they could depart.

Tadlock, along with two federal sky marshals who had come in on an earlier flight, donned pilot uniforms in an effort to deceive the hijacker.

"I decided I would fake the duties of the co-pilot," Tadlock said. One of the sky marshals was dressed as the first officer.

### Okay Given

"I asked to come aboard and the hijacker said 'Okay, if you want to go to Cuba,'" Tadlock continued.

Tadlock said he was forced to crawl on his hands and knees from the steps to the cockpit:

"I'm going to put this bag on your back and you'd better be careful," Tadlock quoted White as saying.

White was sitting on the jump seat behind Capt. Fox. As Tadlock was crawling toward the cockpit White spotted the sky marshal just behind Tadlock. In an angry tone, White said "I said only one could come in and you get off."

When White, off balance, looked at the sky marshal Capt. Tadlock made his move. He grabbed the bag and the sky marshal grabbed White.

### Ordinary Contents

The bag contained only shoes and clothing.

White was then arrested by the FBI, who had also been called to the airport. He was jailed and bond was set the next day at \$10,000.

At a news conference Friday morning Capt. Tadlock said White appeared nervous and disturbed on the plane. "He closed his eyes very slowly and blinked very slowly. He gave the impression that his reactions would be slow."

Prior to boarding the aircraft Capt. Tadlock had talked with the man who had brought White to the airport. The man said White had been very careless in handling his travel bag. With this information and his own observations of White, Tadlock said he didn't believe that White actually had explosives in his bag.

The FBI also questioned the man who had driven White to the airport. He was released.

In his report of the incident Capt. Tadlock expressed his personal appreciation of several individuals whose actions helped in avoiding a full scale hijack.

He said that Capt. Leon Fox did an outstanding job in safely delaying the requested departure.

He also noted that Station Agent Tom Adams handled the entire situation with exemplary efficiency and good judgment.

## Attractive New Attire For Female Agents

Just in time for the summer showing of the newest in fall fashions comes a glimpse of Piedmont's new female agents' uniform.

Orders for the jacket dress ensemble may be placed immediately; deliveries will start early in September.

The new uniform is navy blue, made of a light weight, washable double knit. The dress has side inserts, see sketch, of gray with a golf fleck print. The sleeves are short and it is collarless.

The jacket, which is semi-fitted, has full length straight sleeves, a geometric collar and shaped patch pockets. Covered buttons and bound buttonholes complete the finished look.

The girls will have until April of next year to get their new uniforms. Beginning with the first deliveries either the old or new styles

may be worn, but the newer outfit must be worn, effective May 1, 1972.

J. B. Simpson of Chicago is the manufacturer of Piedmont's latest fashions.

Piedmont's Flight Attendants also have a new look. Story on page three.



### PI Employee Stock Purchase Progress

To help you keep up with the amount you pay for Piedmont stock every month if you're buying it through payroll deduction, the Piedmonitor publishes this periodic report of the number of shares purchased, average price per share and total investment in the previous month.

#### FOR MAY, 1971

Amount Invested .....	\$5,113.31
Number of Full Shares Purchased .....	601
Average Price Paid Per Share .....	\$ 8.50