

Happy Anniversary!

Piedmont Airlines will be 25 years old this February 20th. And, as one old timer said, "Looking back, 25 years isn't very long; it is a long time to look ahead."

In just these first two months of our 25th year, 40 employees will receive their quarter of a century service pins. At the luncheons, conversations appropriately center around what is coming and what has been.

To recollect and reminisce are reason enough for celebrating an anniversary. The remarks that start "Do you remember when . . ." are more than enlightening to those of us who have not been around since the beginning. The stories, told by the men who started out with little more than a dream and stayed with it to make it a reality, put the anniversary in its proper perspective.

Accuracy sometimes seems remote from the memories and verbal recollections. But then, that's not really the point. Their stories have more than likely been mellowed by time. Some of the tallest tales were, no doubt, traumatic as they took place. Retrospect makes

them no less real, but the years have added humor to the happenings.

Old photographs are another way to look back. The camera's lens is not as gentle as the mind's eye. There were not many people in Piedmont's early pictures, maybe eight or ten or twenty men. They show those who've come and gone; those who've grown up and some who've grown old. Without words, they tell why we commemorate anniversaries.

In all the pictures there were smiles. As we flipped through the photographs, we saw the stories words will never tell. Hair turned greyer or grew thinner. Neckties widened then slimmed down, as if in contrast to some of their waistlines. Some faces added glasses. Coat lapels grew narrower, and there were fewer buttons.

But always there were smiles.

In 1948 those smiling faces were looking toward today. Now, it doesn't seem like such a long time.

Until February 20, 1998 will be no longer.

Happy Anniversary.



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Update on Richmond And Re-Alignment Cases

The Company will file its updated proposals in the Richmond-New York Route Transfer Case in mid-February. In the initial petition Piedmont asked the Civil Aeronautics Board for permission to assume the suspended authority of National Airlines to serve the Richmond, Virginia - New York market.

The request was originally filed in April of last year. The Board recently reduced the extent of the transfer to include consideration of only the Richmond-New York non-stop authority. In limiting the scope of the case to this one area, the CAB indicated the transfer will be processed on an expedited basis, possibly through a show cause procedure. Allegheny is the competing applicant.

Early in January the Company filed a request with the Board for re-alignment of our route structure.

This means basically that all the cities we are currently authorized to serve would be placed on one linear segment, from New York to Chicago.

The same thing has been done recently by several carriers. It would give Piedmont considerably greater operating and scheduling flexibility.

The request included proposed restrictions that would provide sufficient protection for other carriers in competitive service.

In filing the route re-alignment petition, the Company asked that the Board utilize a show cause or other expedited procedure in order to approve the matter as quickly as possible.

Hijacker's Bail Set at \$100,000

Charles A. Wenige has pleaded innocent to charges of attempting to hi-jack a Piedmont plane at Baltimore's Friendship International Airport on January 2.

Wenige, who was judged mentally and legally competent to stand trial during a two-week examination at St. Elizabeth's Hospital in Washington, entered the plea at his arraignment in U. S. District Court in Baltimore on February 1.

The 37-year-old Baltimore man is charged with attempted hi-jacking, assault on a federal officer and three weapons violations.

The charges, being pressed by the federal government, stem from his takeover of the Piedmont YS-11 at the termination of Flight 928 at Baltimore. During the course of the incident he held two stewardesses, Jackie Wisecup Nelson and Teri Ann Shope Meadows, as

hostages for more than two hours. The passengers, captain and co-pilot had left the aircraft prior to the gunman's takeover.

Wenige surrendered after talking with an FBI agent, a psychiatrist and the Roman Catholic Archbishop of Baltimore. The FBI agent, Thomas Farrow, boarded the plane, and the two stewardesses were allowed to leave unharmed before Wenige actually gave himself up.

The trial has been tentatively scheduled for April in U. S. District Court in Baltimore.

Wenige is being held at the Anne Arundel Detention Center in lieu of \$100,000 bail.

Mrs. Nelson has been with Piedmont since 1972. Mrs. Meadows joined the Company in 1971. Both girls are based in Winston-Salem.

Record Setting Year

The Company recorded new highs in earnings and traffic for 1972.

Net earnings were \$3,343,317 or \$1.49 per share as compared to \$819,333 or 37¢ per share in 1971.

The total number of passengers carried increased 11.33% to 3,179,242. The overall load factor for the year was 50.06%, up from 47.57 in 1971.

Revenue passenger miles for 1972 totaled 885,623,531, an increase of 12% over the year before.

Complete details on the year's results will be published in next month's Piedmonitor.



Teri Ann Meadows

Jackie Wisecup Nelson