



As part of this year's anniversary celebration an exact replica of Lindbergh's plane is duplicating the flight he made around the U.S. in 1927 following the historic trip to Paris.

## In honor of a dream

On May 20, 1927, a young pilot set out on a nonstop journey from New York to Paris. Charles Augustus Lindbergh, Jr., made that day one of the most famous in aviation history.

Not only did his historic flight open the doors to the age of air travel, but he spent much of his life involved in medical research, conservation and wildlife preservation helping to further improve the quality of life and the world we live in.

A project headed by General Jimmy Doolittle and former astronaut Neil Armstrong hopes to raise \$5 million to establish the Charles A. Lindbergh Memorial Fund as a part of the 50th anniversary celebration of the hero's flight.

Piedmont Aviation, Inc., along with

hundreds of members of the aviation industry and interested individuals, is helping to fund the project.

The Memorial Fund will provide financial assistance to students in areas of study which advance scientific progress while maintaining the ecological balance essential to survival.

Lindbergh Fellowships will be awarded annually on May 21 to undergraduate and graduate students and to professionals in their fields for projects closely associated with aeronautic research, exploration, field and natural sciences, conservation and wildlife preservation.

For more information on the Fund, contact The Lindbergh Memorial Fund, 30 East 42nd Street, New York, N. Y. 10017.

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## Second quarter results were best ever

More passengers were carried by Piedmont during the second quarter than have ever before been carried during any quarterly period. Also, the month of June was the best for any single month in the Company's history and on May 27, 1977, we carried the greatest number of passengers ever carried on any single day. The overall improvement in traffic produced earnings of \$2,916,506, or \$1.15 per share, an increase of 36 per cent over the second quarter of 1976 when we earned \$2,145,164 or 86¢ per share. For the first six months, earnings in 1977 were more than four times the amount earned in the same period of 1976. After deducting the first quarter losses, earnings were \$1,775,090, or 70¢ per share, this year as com-

pared to \$406,269, or 16¢ per share, last year.

The largest improvement was in passenger revenues which rose a total of \$8.8 million for the six-month period. Of this amount, \$4.5 million was derived from a growth in passenger traffic and \$4.3 million came from higher fares. Total gross revenues rose 16 per cent from \$49.5 million for the second quarter of 1976 to \$57.4 million this year. For the six-month periods, gross revenues were up 15 per cent from \$89.4 million in 1976 to \$102.5 million in 1977.

The airline traffic figures for the second quarter showed revenue passenger miles were up 7.66 per cent for the April through June period, from 304,817,033 in 1976 to 328,157,437 this year. Passenger boardings rose 6.93 per

cent for the three-month period, from 1,016,316 last year to 1,086,771 at the end of June, 1977. The passenger load factor for the April through June period was 53.50 per cent.

For the first six months of 1977, revenue passenger miles increased 7.18 per cent. There were 585,000,686 revenue passenger miles flown through June of this year as compared to 545,788,924 during the same period last year. Passenger boardings for the first half of 1977 totaled 1,948,987, up 5.77 per cent over the 1,842,582 passengers carried during the first six months of 1976. The passenger load factor for January through June, 1977 was 50.25 per cent. For the first half of last year, it was 50.20 per cent.

## Company seeks restriction improvements

In late June and early July Piedmont filed two requests with the Civil Aeronautics Board which would improve operating restrictions.

In the first instance, the Company asked the CAB for permission to operate on a one-stop basis between Raleigh/Durham and New York/Newark. The Company has been required to make two stops in this market.

In asking that the Board amend the certificate, the Company said the change was to improve aircraft routing flexibility. The Board was asked to issue a show cause order in the case.

In its second, similar request Piedmont asked the CAB for permission to operate one-stop flights between Charlotte and Washington. The Company has also been required to make two stops in this market. In its filing to the Board, the Company said the two stop restrictions between Charlotte and Washington prevent Piedmont from improving services in other unrelated markets. For example, the new authority would allow the Company to offer flights from points west or south of Charlotte to the Queen City and on to Washington with only one intermediate stop.

A show cause procedure was also requested in this case.

## New route and new plane added in June

Piedmont's second, in the current fleet, 727 went into service with the June 14 schedule change. In honor of the 50th anniversary of the real beginning of air travel, President Davis named the jet, N832, the Lindbergh Pacemaker. It is the only Piedmont plane ever to have been named for an individual. Traditionally, the Pacemakers have been given first names recognizing different areas served by the Company. The first of our present 727s, N833, is the Kitty Hawk Pacemaker.

For employees who've joined the Company since 1967, an explanation of our use of current/present 727s is in order. The 727s Piedmont is now flying are not the Company's first. Back in March of 1967 Piedmont inaugurated its very first pure jet service using Boeing 727 aircraft.

They were planes Piedmont had leased for use until the Company's first 737s were delivered. In 1968, when our first 737s went into service, we returned the 727 to Boeing. Piedmont became the first airline in the world to "retire" the Boeing 727 from its fleet. So, to keep the Company's fleet history accurate, Piedmont's 1977 Boeing 727s are not the first. The 727s were simply reinstated in the Piedmont fleet this year.

In addition to a new plane the June 14 schedule boasted new nonstop jet service from Richmond and Tri-Cities to New York. The Civil Aeronautics Board had granted Piedmont's requests to provide those services earlier in the spring.



The second, in the current fleet, 727 went into service with the June 14 schedule change. This picture is

actually of the first 727, N833. It was our first view of the big bird in the present paint scheme.