



The Miami pre-inaugural flight originated in Baltimore early on the day before service began. President Davis got up even earlier to be in Baltimore to welcome his guests. Shown in front of Piedmont's new counter at BWI are, from left, Davis, Washington Sales Manager Bill Asher and Supervisor Dennis Shea saying good morning to BWI Airport Director Howard Durham.



The pre-inaugural passengers to MIA headed straight for the luncheon when they stepped off the Sunshine State Pacemaker.



Presentations were part of the luncheon program. Here President Davis receives a key to metropolitan Dade County from William F. Hampton, at left. Director of the Aviation Department of Dade County Richard H. Judy, at right, extended a warm welcome to Piedmont and representatives from Baltimore and Charleston.

Miami stretches route system's boundaries

Miami officially welcomed Piedmont as its 48th airline with the bluest of skies and balmiest of days on June 14, 1978. The occasion was the pre-inaugural flight festivities the day before scheduled service began to the newest and southern-most point on the airline's system.

A number of government and aviation officials, businessmen and journalists from Baltimore, Greensboro/High Point/Winston-Salem and Charleston made the special trip to Miami. The pre-inaugural flight followed the same timetable as the scheduled service, leaving Baltimore at 7:43 a.m. and arriving in Miami at 11:27 a.m. Both the pre-inaugural and first flight were operated with the newly christened Sunshine State Pacemaker, a Boeing 737.

At a luncheon at the Sheraton River House in Miami for Piedmont's guests and local HMI officials, President T. H. Davis told the group that the new service would help serve the "community of interest" shared by Miami, Baltimore, the North Carolina Triad area and Charleston. Davis also noted that passengers would be bypassing Atlanta as he reiterated the Company's efforts to develop routes to major markets that would avoid congested airports.

Richard H. Judy, director of the Dade County aviation department, told the luncheon audience that in coming to Miami Piedmont was opening a very big door — to Latin America and the world. Judy presented Davis with a key to the county as he apologized for being unable to give Piedmont its own ticket counter space at Miami International. Delta has leased Piedmont ticket counter space just inside the front door of the terminal. Gound service for Piedmont's flights will also be provided by Delta.



The Company's operation in Miami is being handled by agents Pete Gech, Aileen Aldridge and Station Manager Bob Bennington, shown in the middle of the trio.



To overcome the temptation to pun about having put his best foot forward, we'll just say that one of the happiest of the pre-inaugural passengers was Director of Revenue and Route Planning Robert F. Wigmore.

In other luncheon remarks, Howard Durham, director of the Baltimore/Washington International Airport, presented Piedmont, Charleston and Miami officials with commemorative pieces of marble from the old Friendship Airport terminal building. BWI has nearly completed construction of its new facility. Durham expressed his area's delight with the new service to south Florida.

Flight 1, the southbound segment, and Flight 4, the northbound portion of the Miami service, are showing encouraging trends in passenger boardings. At the end of June, after 15 days of operation, the Miami station had enplaned 309 passengers and deplaned 336. For the month of July, MIA enplaned 846 and deplaned 939. The totals for the first month and a half are 1,155 boarded at Miami and 1,275 passengers deplaned.

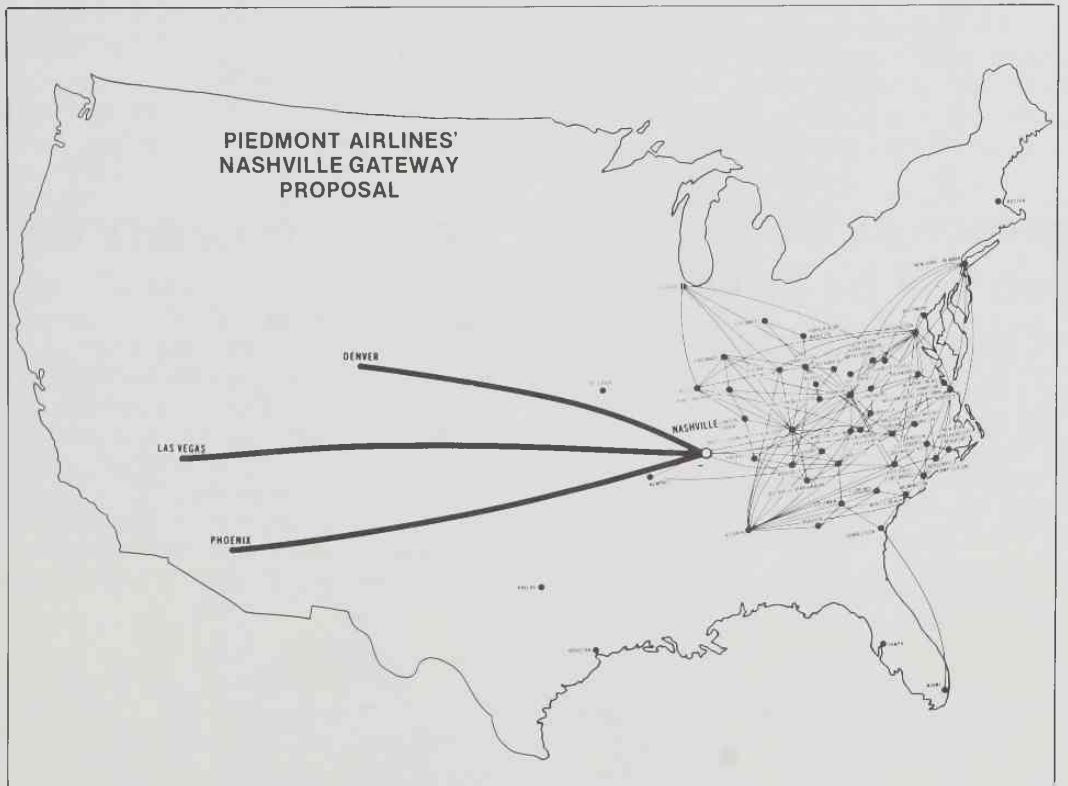
Nashville proposed as hub for flights to LAS, PHX, DEN

In mid-July, the Company filed an application with the Civil Aeronautics Board requesting authority to provide service to Las Vegas, Nevada; Phoenix, Arizona; and Denver, Colorado.

The application proposes nonstop extensions to the West from Nashville and Knoxville, Tennessee. Plans are to establish a network of coordinated Piedmont schedules at Nashville linking the system with Denver, Las Vegas and Phoenix.

The first of five outbound flights will originate in Richmond, Virginia, stop in Raleigh, North Carolina and Nashville enroute to Denver. There will be a late afternoon flight originating in Norfolk, Virginia, stopping in Greensboro/

Winston-Salem/High Point and Nashville before terminating in Phoenix. Another flight will leave Richmond, stop in Charlotte, North Carolina and Nashville enroute to Las Vegas. An early morning departure from Norfolk will stop in Charlotte and Nashville prior to arriving in Denver. A mid-morning flight from Richmond stops in Charlotte and Knoxville before terminating in Denver.



These are all round-trip flights with conveniently scheduled return services. They will be operated with the Boeing jet equipment.

This latest filing is in addition to applications the Company has pending before the CAB for authority to Dallas/Ft. Worth and Houston, Texas; Tampa, Florida; Pittsburgh, Pennsylvania; St. Louis, Missouri; and Birmingham, Alabama.