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PIEDMONITOR

News about Piedmont. The Up-And-Coming Airline.

Stretch Boeings off to perfect Piedmont start

Piedmont's first two 727-200 aircraft have proved to be durable workhorses and popular with both passengers and crews.

After 330 flight departures, the two aircraft had yet to experience their first flight delay in Piedmont colors, a perfect mechanical flight dispatch performance.

The first 727-200 entered scheduled service on September 9. With less than a full month's performance in September, the two aircraft transported more than 20,000 Piedmont passengers during the remainder of the month.

Performance of the aircraft has

won rave reviews from the flight deck and cabin crews.

"Pilots are very pleased by performance of the 727-200," according to Gene Sharp, staff vice president-Flight Operations.

Leonard Martin, staff vice president-Inflight Services, echoes the praise.

"Flight attendants have two

serving carts, which is an improvement despite the extra seats. They have found the aircraft to be a good stable flight for service, and the 200's signify growth

and competitive equipment to our people." Martin said.

Piedmont's third 727-200 arrived in Winston-Salem on schedule and will join the fleet the last of October.



Remember when . . .

. . . Piedmont's timetable was a one-fold document which included fares? . . . A ticket from Wilmington to Charlotte cost just \$12.50 plus 15 percent tax? . . . SYTOP (Start your trip on Piedmont) was the airline's slogan? . . . All flight attendants were male?

More than 600 people at the annual Service Awards Banquet held September 29 in Winston-Salem remembered when as they

reminded about Piedmont's "good ol' days" and talked excitedly about the Company's future.

Jim and Phyllis Hanson (left) and Farrell and Betty James glance at the display of old photos from the Company's archives. Hanson is a retired captain from Norfolk. James, a captain stationed in Winston-Salem, celebrates 15 years with Piedmont this year.

For more photos turn to page 5.

September traffic grows 43%; the 'unusual' now ordinary

Piedmont may well remember 1981 as the year that exceptional traffic figures became ordinary traffic figures.

September is normally a "shoulder" month for Piedmont. Traffic falls well below the yearly average. But not in 1981. For the sixth consecutive month, Piedmont boarded more than 600,000 passengers. The feat is all the more peculiar since, until April of 1981, Piedmont had never boarded as many as 600,000 passengers in a single month.

The 605,837 passengers boarded in September represented a 33.6 percent increase over the 453,539 passengers carried a year earlier. In terms of revenue passenger miles, Piedmont's September traffic grew 43 percent year-over-year to 267.5 million.

And two stations set new boarding records in this normally off-peak month. Thanks to new non-stop services between Cincinnati and Houston, both stations boarded more passengers than ever before in a single month.

September's load factor of 56 percent was the third time in its history Piedmont has achieved 56 percent or more load factor for that month. Load factor for September of 1980 was 48.9 percent.

For the first nine months of 1981, Piedmont has registered gains in every category.

Passengers grew 24.4 percent to 5.3 million.

Revenue passenger miles grew 34.6 percent to 2.36 billion.

Available seat miles grew 20.3 percent to 4.06 billion.

Load factor rose 6.16 points to 57.96 percent.

Piedmont has now registered year-over-year traffic growth for 57 consecutive months.



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- Piedmont chosen to test new safety device. Page 8.
- Lobsters, clams, corn-on-the-cob — all in abundance at Boston's first annual Piedmont Clambake. Page 9 for story.
- Announcing Carelines new catalog with 27 different items. Choices, page 10.