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PIEDMONITOR

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



For each of the nine 727-200s Piedmont purchased in 1981, the last stop before going into service was our Maintenance Headquarters at INT. On October 1, the ninth aircraft rolled out of the hangar and into service. Here are some 56 of the maintenance personnel—many more could not be on hand for the photograph—who put each aircraft through 'C' checks, standardized cockpit avionics, and inspected every area of each aircraft. In addition, new galleys and seats have been installed on the last five 727-200s.

11 more 727-200s to keep us growing

Piedmont will keep on growing with the addition of 11 more Boeing 727-200's between now and mid-1983. The first five of these aircraft, purchased by Piedmont from Delta Airlines, will be in the fleet for the December holidays traffic push.

The purchase of these aircraft, agreed upon the last day of September, means by the end of 1983 Piedmont will operate a fleet of 88 modern jets, including 63 Boeing 737-200s, 20 Boeing 727-200s, and 5 Boeing 727-100s.

Piedmont President William R.

Howard believes the most recent 727-200 purchase was an excellent deal for the Company. The purchase price was \$4.5 million per aircraft, and five spare engines were acquired for an additional \$4 million.

"The seller will provide major renovation and refurbishing of the aircraft before delivery," Howard said. "This will include new seats in our configuration, new galleys, new lavatories, new interior panels, carpeting, and large overhead bins capable of carrying carry-on luggage."

In addition, the cockpits will be

equipped with new avionics, standardized to Piedmont cockpit specifications.

A new wrinkle to the Piedmont fleet will be the JT8D-15 engines powering these B-727-200s. This is a more efficient engine which will give the aircraft more improved performance, particularly at high altitude airports.

Howard pointed out that these aircraft will help Piedmont continue to expand its system aggressively, yet leave Piedmont postured to purchase the new generation of even more fuel efficient aircraft

which will be available in the near future.

"We have been very pleased by the additional capacity our present fleet of 727-200s has provided, and particularly their profitability contribution to Piedmont," he said. "With the more efficient engines on the new 727-200s, we will have even more flexibility in adding capacity at key points over our system."

At the end of September, Piedmont had a fleet of 53 Boeing 737-200s, 9 Boeing 727-200s, and 5

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on the inside

- Take a weekend trip to Atlanta or Houston. Hot tips, page 2.
- GSP, GRR join Piedmont's system. Page 3 for details.
- Kudos for Joe Culler. More applause, page 4.
- MCO's reservations office expanding its service. Page 5.
- Service pin banquet honors 491 employees. Pages 6-7.
- The guest of honor at BOS's clambake? You guessed it... the lobster. Photos, pages 8-9.
- Need a new hat? Carelines has two new versions as well as many other items from which to choose. Page 10.

The fleet: Piedmont's bold expansion program



December 1980

48 aircraft
5,082 seats

December 1981

58 aircraft
6,410 seats

December 1982

73 aircraft
8,929 seats

December 1983

88 aircraft
10,921 seats