

Piedmont will introduce a new aircraft to its fleet on April 1 when the F28 begins service. The 65-passenger twinjets will serve smaller markets on our system. The first F28 is scheduled to arrive in early March. The aircraft will have full state of the art avionics, new carpeting, new seating, new sidewall panels, new overhead bins, and new ceilings.



New aircraft, destinations springing up

Major growth has been slated for the system over the next two months.

On March 1, our available seat miles will grow to a record 30.8 million, a 24 percent increase over the March 1983 schedule. We will have 709 departures and fly over 242,000 miles each day. Highlights of the new schedule are:

- At BWI, departures will grow from 42 to 46 daily with new nonstop, round-trip service to MSY and PHL and additional nonstop, round-trip service to EWR and OAJ.
- At EWR, departures will increase from 29 to 30 daily with a second nonstop, round-trip flight to BWI.
- OAJ will be linked to BWI for the first time with nonstop, round-trip

service. We have five flights daily at OAJ.

- Service from PHL to BWI will be new, increasing our departures here to seven daily.
- At RDU, we'll have four nonstop, round-trip flights daily to DCA on the new schedule, increasing our number of daily departures by one to 22.
- MYR will have new weekend-only round-trip service to LGA and BWI.
- On March 1, Henson will inaugurate service to MDT (Harrisburg, PA) with four nonstop, round-trip flights to BWI. Henson will also increase its service at SHD (Shenandoah Valley) from five to seven flights daily. Henson will discontinue service to PIT on the March 1 schedule.

April 1 will bring the addition of two new destinations to our system. With Los Angeles (LAX) and Albany, NY (ALB), we will provide service to 62 airports/100 cities in 24 states and the District of Columbia.

We will also introduce the F 28 at eight of our stations on the spring schedule. The service pattern of the first F 28 will initially include ROA, LEX, ORD, TRI, GSO, PIT, ATL, and CRW. F 28 flights will be designated by 700 and 800 flight numbers.

Some highlights of the April 1 schedule are:

- CLT departures will grow to 140 with the new service to LAX and additional service to GSO. On the

new schedule, we will have nonstop round-trip service to 46 destinations at CLT.

- At DAY, departures will increase by one to 41 daily with the new LAX flight.
- BWI will grow from 46 to 50 daily departures with the addition of ALB service.
- At LEX, we will have six daily departures, up from the current two. New nonstop service will be added to ORD twice daily.

Our next major schedule will be on April 29, when another 727-200 and two more F 28s will go on line.



Pilot soars to position On U.S. Aerobatic Team

Flying is a snap for Alan Bush.

Snap rolls, loops, and the like are all part of his flight plan when he pilots his one-seater aircraft.

Bush, who at 27 is Piedmont's youngest captain, spends his free time 2,000 feet in the air practicing aerobatics in his SID Pitts Special that he built himself. His skills have earned him a place on the nine-person United States Aerobatic Team which will compete with flyers from around the world in Hungary this summer.

To win a place on the team, Bush flew his airplane to Mesa, Arizona, last October where he competed against 28 other men for a position. He finished fourth, the only airline pilot to make the five-man team.

The team, which also includes four female pilots, is featured in the January issue of *Plane and Pilot Magazine*.

"In July, we'll go to Austria for two weeks of practice," Bush, a 727 captain based in Norfolk, said. "Then in August, we'll head for Hungary."

Competition involves four different flights. Maneuvers are graded according to the degree of difficulty. Pilots must perform in an "aerobatic zone" — an area no higher than 3,300 feet or lower than 300 feet and within a 3,300 square foot space.

"The first flight is known to everyone well in advance," Bush explained. "The second flight is



'free' in that I design my own plan but I must include certain maneuvers so that I'm performing at a specific degree of difficulty.

"I like a faster style of flying so I do a lot of snap rolls," he said.

The third flight is unknown to the flyers until the night before the competition when the pilots are given the flight plan to study.

"In the last flight, each pilot can do whatever he or she thinks will impress the judges," he said.

"The format is very structured, governed by many rules and regulations, and because of this, aerobatic

flying is one of the safest sports in the world," he added.

Bush started flying when he was 16, working as a line boy in Miami for Mary Gaffney, the women's world aerobatic champion.

"I met lots of people through Mary," Bush said, "including a fellow who ran an aerobatic school. I washed and waxed planes for him in exchange for free flying time. I've been competing ever since."

