

## Labonte exceeds \$1.5 million in earnings

Terry Labonte and the Piedmont Airlines racing team set a goal for the 1984 NASCAR/Winston Cup season that so far they've met: be competitive and in position to win each race.

With five of the 30 races on the Winston Cup circuit behind them, the team is second in Winston Cup points and seventh in earnings. They lead the highly sought Union 76 competition with its \$76,000 first-place prize, are sixth in the 7-Eleven Miles Leaders event and ninth in the Ingersoll-Rand/Proto Pit Crew Championship — a competition that the crew won last year.

That kind of performance comes from Labonte finishing in the top seven of each race, except the Daytona 500, which he was in position to win when a tire failed with about nine laps to go.

That kind of consistency has also fattened the team's wallet. So far,

Labonte's \$85,245 prize money puts him well on the way to having a fourth consecutive year of earning more than \$330,000. And after he won \$15,885 for finishing second at the Valleydale 500 in Bristol, Tenn., April 1, Labonte crossed another milestone in his five-year NASCAR career: the \$1.5 million mark in total earnings.

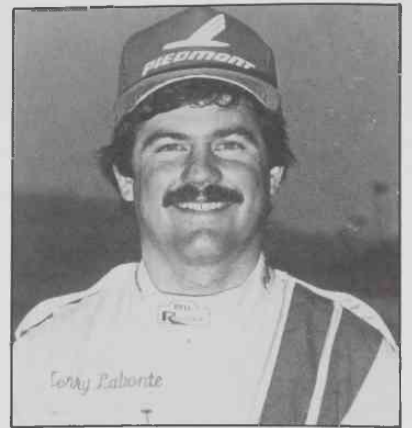
Since joining the Winston Cup circuit in 1978, he has won \$1,513,473 — an impressive figure, especially considering that he drove in just five races in his rookie year.

What has also impressed observers this year is that Labonte has placed high on various tracks demanding different driving and crew strategies. From the 2.5-mile Daytona International Speedway where he clocked a 200.325 mph qualifying lap to the .533-mile Bristol International Raceway, where average speeds are about 90 mph,

Labonte has stayed at or near the lead in each race.

One reason for the success is that the No. 44 Piedmont Airlines Chevrolet has not had any major mechanical or structural problems. That's a tribute to not only Labonte's driving skills, but to the crew led by Crew Chief Dale Inman and to the engines built by Dewey Livengood, one of the best engine builders in the business.

What Labonte and the team have shown is that they are one of NASCAR's best — whether on long superspeedways where raw engine power is the greatest strength, or shorter ovals where maneuvering is perhaps the most important asset. They're a team to be closely watched during the rest of the 1984 season.



Labonte

Piedmont employees who want to see Labonte and the racing team in action at the World 600 in Charlotte, May 27, can get 10 percent discounts on all tickets. Contact Doug Smith, manager-employee relations, INT, at extension 360 (A260).

Also for the World 600, Piedmont is giving away 750 free tickets to watch the drivers qualify for starting positions on pole day, May 23. Call Smith for information.



## Our record Number 1 in the industry

In 1983, Piedmont's safety record was one of the best in the industry. In fact, for the fourth year in a row, we have had fewer injuries per one million man-hours than any other airline.

Last year, 25 stations had no lost-time injuries and received safety awards from Piedmont.

"We're especially proud of our safety program in light of our rapid growth and the addition of so many new employees," Jim Swartz, director-ground safety, said.

"Employees in 25 Piedmont stations worked a total of 725,000 man-hours in 1983 without a lost-time injury. Translated into a 40-hour workweek for one employee, that means about 350 years of working without an injury.

"At the same time, the total number of man-hours increased 27 percent and our total departures rose 21 percent," he added.

Here are just a few examples of our outstanding safety record in the field last year:

- At Houston, there have been no lost-time injuries since we began service there four years ago. These employees also have one of the best on-time performance records on the system.
- At Fayetteville, there have been no lost-time injuries in five years.
- At Louisville, employees worked more man-hours — 91,000 — last year than any other station without any lost-time injuries. This station had one of the poorest safety records in 1982.
- At Greensboro/High Point/Winston-Salem, lost-time injuries have decreased every year for the past four years while the number of employees has increased substantially. On top of that, GSO has had the best on-time performance (controllable delays) of any station.

In addition, no lost-time injuries were reported in 1983 by AGS, BDL, CAE, CAK, CHO, CLE, CMI, DAB, DTW, FWA, GRR, GSP, LEX, LWB, LYH, MEM, MSY, MYR, OAJ, ORD, PVD, and SBN.

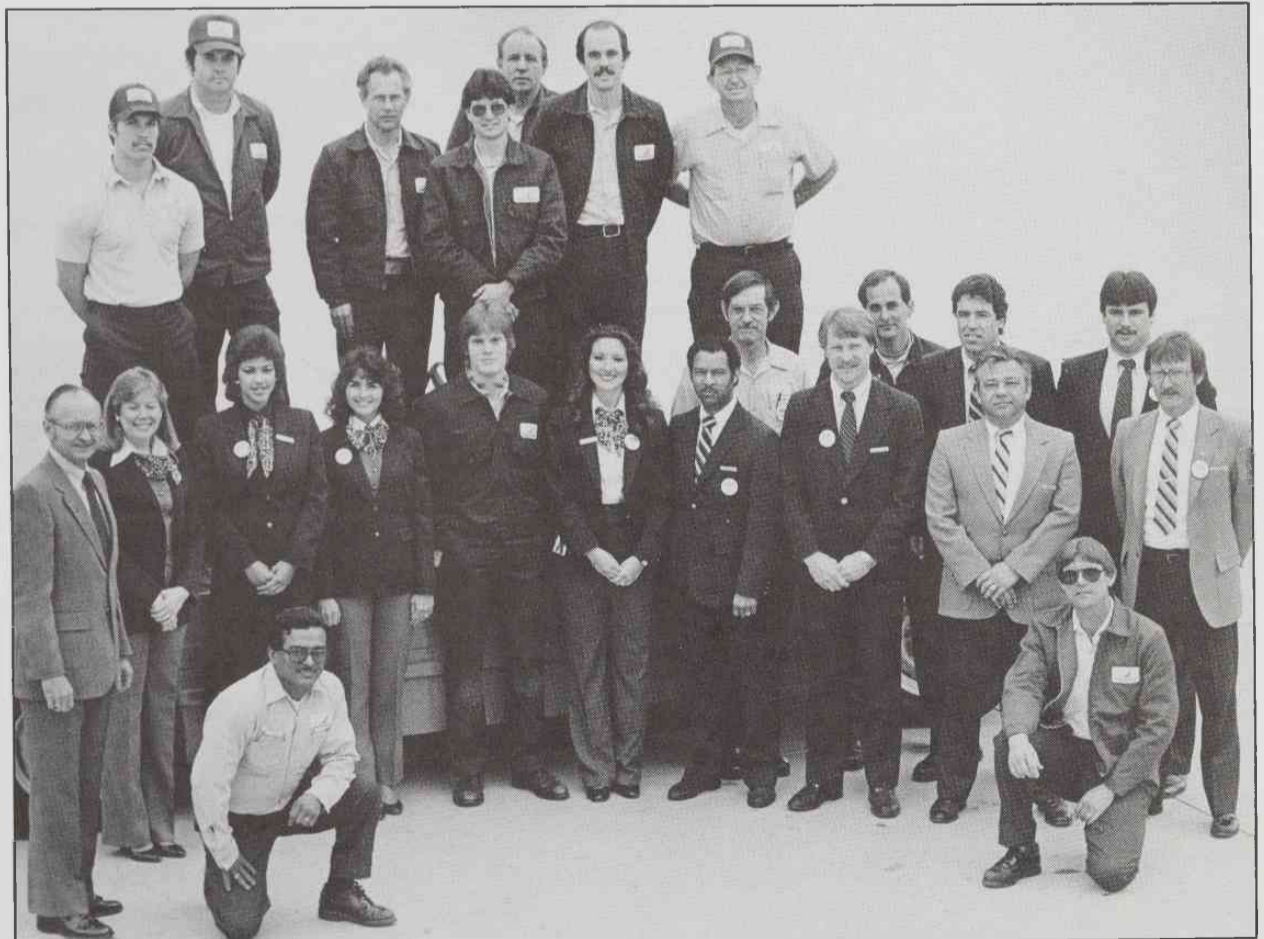
Swartz pointed out that many other areas at Piedmont received safety awards. In 1983, our Maintenance Department's man-hours increased 13 percent over 1982

while the injury rate dropped 10 percent. Line Maintenance employees in Roanoke had the best record with 109,000 man-hours without an injury. The Avionics Department, GSO, also had no lost-time injuries, and our maintenance facilities at BOS, TPA, MEM, and DAY also were injury-free.

Our reservations offices in Nashville, Reston, and Orlando worked a

total of 946,000 man-hours without a single lost-time injury.

ORF's Catering Department also received an award as did General Aviation's Parts Department, INT, its Avionics Department, INT, and its ROA operation.



GSO's lost time injuries have decreased every year for the past four years. Some of the employees deserving credit include: (kneeling) Frank Atencio and Van Anderson; (front row, l to r) Lyle Cox, station

manager, Tammy Pickard, Deena Hayes, Pam Freeman, Dwayne Lingle, Kim Harris, Tony Wright, Ted Mazyck, Wayne Morris, and Jim Chandler; (second row) Dan Brown, Dave Foster, Mark Yeatts, Artiss

Kanouse, Sonny Jameson, Danny Snow, Bob Smith, Ray Campbell, John Kincaid, Joe Hooker, and Mike Stewart. Piedmont employs 140 people at GSO.