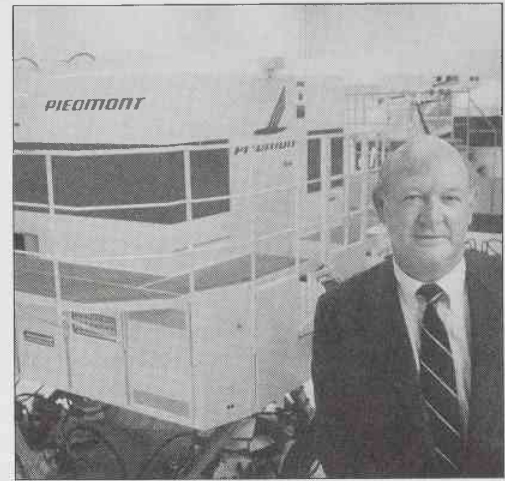




The newest member of the fleet, the first production model of the new generation Boeing 737-400, being christened by Piedmont founder Tom Davis upon delivery of the aircraft at GSO.



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First 737-400 delivered to Piedmont

In June 1986, Piedmont proudly announced that it had placed the first airline order for a new generation of the Boeing 737 aircraft—the 737 Series-400 twinjet. The first production model rolled off the Boeing assembly line last January, and upon completion of an extensive flight testing program, the Federal Aviation Administration awarded the Dash 400 a type certificate in early September.

On September 15, the first of the shiny new members of the Boeing 737 family ever delivered taxied up to Gate 40 at Piedmont Triad International Airport—right on schedule—to a round of applause from employees and well-wishers.

The newest member of the fleet, bearing the name "Thomas H. Davis Pacemaker," was also greeted by Piedmont's founder and long-time chairman Tom Davis and his friends and family.

Highly efficient, comfortable and "physically attractive to our passengers," aircraft number N406US is the first of the 737-400's ordered. Eight more Dash 400's will be delivered to Piedmont before year-end.

On board for the historic delivery flight were close to 70 Piedmont officials, guests and a group of select news reporters from throughout the Piedmont and USAir system. Its crew included Captains C.D. McLean and Jim Sifford and GSO-based Flight Attendants Mary Lynette Flowers, Johanna Bell, and Ellen Sanderson.

The 737-400 is a twin-engine, transcontinental-range jet, quite similar in appearance to the 737-300 which preceded it. However, the Dash 400 is about 10 feet longer and seats 18 additional coach passengers for a total of 146 in dual-class configuration, eight in first class and 138 in coach.

The new aircraft is equipped with high bypass CFM56-3 engines and is one of the quietest and most fuel-efficient jetliners available today. It shares many of the advance-technology features that were introduced with the Series 300 aircraft, including a computerized flight management system, efficient wind design, greater use of weight-saving materials, and state-of-the-art avionics.



The new Dash 400, pictured here during the delivery ceremonies at the Boeing factory in Seattle, and four more just like it will begin operating in 14 of Piedmont's markets from coast to coast in October.

"It's a new baby, it will be treated as such. But we will be flying it as a workhorse," Tom Schick, Piedmont's president and chief operating officer said during the delivery ceremonies at the Boeing Company factory in Renton, Washington. Shortly thereafter, the aircraft lifted off for the nonstop delivery flight to GSO.

Following installation of a 500-gallon auxiliary fuel tank and inflight entertainment systems at Piedmont's Greensboro maintenance facility, the new Dash 400 and three more just like it were to be rapidly placed in revenue service. Delivery dates for

aircraft numbered N407US, N408US and N409US were September 21, 27 and 28, respectively.

Effective with the October 1 schedule, the first four Dash 400s may be spotted in 14 of Piedmont's various markets from coast to coast: AVL, BOS, BWI, CHS, CLT, EWR, GSO, IAH, ILM, LGA, MCO, PBI, PHX, SAN. The remaining five Dash 400's due this year are scheduled for delivery on October 19 and 31; November 14 and 22; and December 23.