

AIR WEST 69news

No. 12



The fact that she is one of two lady programmers in the San Francisco data processing section only makes her life more exciting. And the fact that she is an attractive honey-blond girl of 24 makes it that much more exciting for her male counterparts. Her being married dampens only slightly the good-natured ribbing she takes from her fellow employees. She seems to enjoy the kidding and is always ready with a retort to a joke.

Sarah came to work for Air West in January of this year from the Carmel Unified School District at Carmel, Calif. She had worked at that job for four years as a programmer and computer operator.

During the period she worked at Carmel she attended Monterey Peninsula Junior College with a major in data processing. She also met her husband, Roger.

As she puts it, 'We met over a computer.' Roger is a systems engineer for I.B.M. and the Carmel School District was one of his accounts.

Being a female programmer is not as unusual as it might sound. Sarah says,

If there were prizes for hard luck stories, Ken Hammock would probably win top money. But when he got the cash, someone would no doubt steal it.

Ken is a buyer in the San Francisco purchasing department and since he transferred there at the merger, it has just been one case of bad news after another.

It took only two months after the Hammocks moved to San Francisco for the trouble to start. Ken and his wife, Barbara, a key punch operator for Air West, decided to fix up their '62 Comet rather than trade it in for a new car. The repair bill was almost \$800 but the car was in great shape.

Two weeks later it was stolen. After considerable bargaining and after police indicated there was little chance of recovering the vehicle, an insurance company paid the Hammocks \$595 as compensation for their lost auto.

Ken began as a junior printer at Las Vegas in 1962. His airline career has been mostly in the print shop and he completed vocational training as a printer in



have to have a sense of responsibility and be very complete in your work because errors are very costly and time-consuming. Above all, you have to like what you are doing.'

Her work with Air West has been her first experience with an airline and she says she finds the industry 'very interesting.' A short talk with her will also convince you that she is also very interested in her work. 'It is very exciting because you always want to be sure that your program will come out right and you never are really sure it will until you see the finished product'

At home, Sarah says she is 'very domestic.' She sews many of her own clothes and likes to knit. At the present time, the only extra member of the Peirce family is a dog.

Tom Moore, manager of computer operations, says of Sarah, 'She is a very talented girl who is involved in some very important work for the company. She handles herself well and gets along exceptionally well with the other employees.'

1965. At the merger he became a buyer and paper and printing supplies are one of his major responsibilities.

Back to the hard luck stories.

In February Ken smashed his thumb in a paper cutting machine. It wasn't a serious injury but a smashed thumb is not the most comfortable thing in the world.

In April Ken contracted hepatitis and was out of work five weeks and spent three weeks of that time in a hospital.

It could be some indication that his luck is changing because he was only really sick one day of that time.

He came back to work on May 19 and on the 29th \$170 cash and a \$300 watch were stolen from him by two men on a downtown San Francisco street. As his luck would indicate, he wouldn't have been on that street had he not been bumped from a flight earlier in the day.

Not much has happened to Ken since that incident and he muses philosophically, 'I think the worst is over.'

I certainly hope so!

Spaceships

The last launching of a spaceship wasn't to the moon.

Acting under special authority granted by the Civil Aeronautics Board, Air West launched its own 'spaceships' June 15 at all of the major airports it serves in the West.

The space vehicles it is using are Douglas DC-9 'stretched' jets which Air West has stretched inside as well as out through a realignment of seating.

As a result, every Air West passenger will enjoy 15 per cent more 'stretch' space on the company's 15 new super DC-9 jets.

Air West's fast new Series 30 stretch jets originally contained 99 passenger seats. In the 'spaceship' configuration the number was reduced to 84, providing the most leg and knee room between all seats of any domestic airline in this country.

Air West president G. Robert Henry noted that some of the objections filed with the C.A.B. by competitive carriers termed the company's proposal a 'luxury service,' and said that the new configuration offers 'a substantially larger pitch than is utilized by the industry in first class service.'

'This will be a sheer flying Utopia for air travelers and a foretaste of things to come in the age of jumbo jets,' he said.

Mail Flight

More than 200 million pieces of mail were carried by Air West during the first four months of 1969.

Tollie Glaves, director of postal services, said that Air West has delivered 4.6 million pounds of mail during that period, and that April's total of 1.33 million pounds was 21 per cent ahead of the 1.09 million pounds carried in January.

The Post Office Department says a pound of mail will contain an average of 43 letters.

The midnight mail flights between northern and southern California have been doing much better. Glaves said a recent flight between Los Angeles and Sacramento set a record with 9,630 pounds of mail.



Dick Kerley (l) with Harvey Fanucci and B/A employees Barbara Cucksey, Betty Comany

Viva el Banco de America

Richard Kerley, Air West's district sales representative for the San Francisco peninsula area, is new on the job but none the less watchful for a chance to put Air West's name in the right places.

The Millbrae branch of the Bank of America decided to have a 'roundup of deposits' using a western theme.

What more natural place could you find to promote Air West?

Kerley approached the bank manager, Harvey Fanucci, with the idea of decorating the bank with Air West posters. Fanucci liked the idea and Air West received a week's worth of exposure inside one of the busiest banks in the area.

Viva Bank of America!

A feather in their caps

'I pestered your offices for days but it surely paid off — I left a wig under my seat on one of your planes flying into Yuma from Los Angeles. About a week ago it was sent to me at home. Just wanted you to know how much I appreciate this follow-thru.' (Bellingham, Wash. traveler)

'My business requires my flying 25 times or more a year. When I receive extraordinary service such as your most able and courteous employe, Bob Scott, customer service agent at Tucson gave me, I feel such services deserves to be complimented. Mr. Scott did all in his power to arrange connecting flights for me in a most commendable manner.' (Beverly Hills, Calif. insurance broker)

'Our school recently held a Career Day program. Miss Carol Cyganowski, of your Phoenix training center, on her own time participated in our program and did a tremendous job. She met with three classes of about fifty students and told them about qualifications and opportunities for careers with Air West. Her excellent performance reflects credit to your organization as well as to her personally. (Counselor, Sequim, Wash. school)

'We sometimes forget to also express appreciation for service when rendered. We can truthfully say that our people have been very well pleased with your local terminal service for our Red Bluff facility and especially with William Hicks,

your sales-service manager at Redding, who has been most cooperative with our plant personnel. We are sure that our pleasant relationship will continue in the future.' (National corporation manager, N.Y.)

'We wish to commend Mary Nole, supervisor in reservations of your Los Angeles office, for her assistance with a difficult booking. Mrs. Nole was most accommodating and went out of her way to take care of the problem that existed. You are to be congratulated upon having employes of this calibre associated with Air West. (Travel representative, San Diego, Calif.)

'It has not been too easy to sell Air West because of the many factors of trouble. However, I wish to thank you for the assistance of Maria Van Kuhlmann, reservations agent, Seattle. I have become acquainted by phone through special accounts with Maria and have been very much impressed with her follow-through and willingness to help. It is a pleasure to work with people such as she because this attitude creates the value of reliability that my clients look for and appreciate.' (Salt Lake City travel agent)

'When we were delayed at Grand Canyon because of engine trouble, we received excellent attention and courtesy from Harry Kilbride, customer service agent there. He was outstanding.' (A Scottsdale, Ariz., woman)

'I wish to take this opportunity to reiterate my appreciation for the special considerations and courtesy shown by Mrs. Virginia Earl, customer service agent, Lewiston. Without her help I could not have completed my flight from Lewiston to Seattle. It is service like this that makes one wish to fly Air West.' (Manufacturer's rep., Seattle)

'My wife left a new coat on an Air West plane, discovering its loss after leaving the airport. We checked with the lost and found department and learned there was no report on the coat and there seemed to be some pessimism on its eventual recovery.

'We then asked Gerald Toci, customer service agent in Tucson for his help, and he immediately went to work on the matter and within minutes had found the coat. Mr. Toci arranged to have it returned to us at our hotel.' (A Patagonia, Ariz., patron)

'Your manager in Puerto Vallarta, Salvador Ramos, and Enrique Llanos were nice, friendly and efficient. We saw them several times during our week-long stay, and again we can't say enough in their favor. He looked after us as though we were personal friends all our lives. It is because of all the Air West employes we met that our flight and our vacation in Puerto Vallarta was especially enjoyable and successful. It is also because of these good people that we will make it a point to fly Air West whenever possible.' (Long Beach, Calif., visitors to Mexico)

In May, more on time than ever

A new system record was set in May as Air West continued to lead the industry in on-time statistics.

The latest feat was an 88 per cent average. Of 16,887 flights operated, 14,889 of them were within 15 minutes of scheduled departure times.

This exceeded April's high of 86 per cent.

In Idaho, every station was over 90 per cent on-time; 26 of the 31 California stations were over 80 per cent and 13 of

them were 90 per cent on-time or better.

Tucson reported 96.6 per cent and Burbank 96.7. Los Angeles International, which could muster only 69 per cent in January, operated 93 per cent on time for the second straight month.

There were many outstanding examples, but essentially it was the story of an airline that pulled itself up by the bootstraps through a lot of hard work and unified effort.

Win one, lose one

Some people will steal anything. Charles Coe, sales/service manager at Pullman/Moscow can be a good witness to that.

Coe placed an F.B.I. bulletin detailing the penalty for hijacking on an airport wall only to have it stolen. He replaced it with a second notice only to have that stolen.

The third bulletin was placed in a glass case. Now that bulletin, and the glass case, are gone.

Don Ohler Takes title

Don Ohler is the reigning Air West table tennis champion. At least for the time being.

San Francisco personnel organized a table tennis tournament recently and Ohler, who is regional manager of reservations, came out on top. In the championship game, Ohler defeated agency and tour manager Jack Greenbaum in four straight games.

Greenbaum was a surprise challenger in the tourney. He defeated assistant reservations director Arch Miller to qualify for the top match. Miller and Ohler had been pre-tournament favorites and had been figured to meet in the final game.

Miller said he had been 'up' for Ohler and had paid no attention to Greenbaum.

Ohler reached the top match by defeating Capt. Earl Spencer in a semi-final match.

There were 16 entrants in the contest.

Miss San Bruno

Kim Hobson, the daughter of an Air West employe and a former Air West employe herself, has been selected to reign as Miss San Bruno in the Miss Dream Girl contest.

Kim is the daughter of Irene Hobson, secretary to regional flight manager Jack Furrer. She was a part-time Air West employe last summer and if the requirements of her beauty contest winnings will allow, she'll return again this year.

At 125 pounds, her 36-26-36 statistics are neatly distributed over a 5'7½" frame. She also will represent San Bruno in the Miss San Mateo County contest and in the Maid of California contest.

James O'Connor rites

Funeral services have been held at Phoenix for James M. O'Connor, former JAMTO agent at El Toro Marine Base near Santa Ana.

He had been with Air West since 1954 as agent in El Centro, Yuma and Phoenix, station manager at San Diego from 1954 to 1960, and district reservations supervisor at Phoenix from 1960 to 1964. He had been at El Toro since 1966.



Losers Jack Greenbaum (l) and Arch Miller with the champ, Don Ohler
Ohler intimidated opponents with karate-like attack



SERVICE HONOR ROLL

June

Fifteen years

San Francisco — Harold Pedersen, manager cargo tariffs. Phoenix — Jack Huffman, captain.

Ten years

Santa Ana — Larry Green, agent. Ontario, CA — Jesse Law, chief agent. San Francisco — Mary Moriarity, senior reservations agent; Jim Thompson, dispatcher. Spokane — Jim Garvin, district sales manager; Fred Primmer, and Robert Allen, agents.

Fresno — Robert Walther, senior agent. Las Vegas — Jesse James, district sales manager. Seattle — Beulah Oxford, aircraft cleaner. Salt Lake City — Roger Wimpy, agent. El Centro — Duane Byers, chief agent.

Five years

San Francisco — Billye O. Moore, clerk; Cheryl Keeney, reservations agent; Pete Pieper, assistant manager tariffs; Joan A. Dannemiller, hostess; Joyce Lothrop, senior material control clerk.

Reno — Jim Nagel, agent. Los Angeles — Kenneth Barker, agent; Thomas Monroe, mechanic. Santa Ana — Wesley A. Starr, Agent. Fresno — Kenneth Black, assistant sales/service manager. Phoenix — Charles Faulkner, telephone operator; Larry Keitel, mechanic; Thomas Wilson, maintenance scheduler. Portland — Rodney Aig, agent; Jim Kraus, mechanic. San Jose — Theodore Kaphan, agent.

Sacramento — Maxine Katsilas, reserva-

tions agent. Santa Barbara — Robert Winebrenner, agent.

January-April, 1969

Ten years

Las Vegas — James W. Kennedy, mechanic. Los Angeles — Ralph B. Sellars, chief passenger service agent.

Phoenix — Claude McCandless, technical writer; Jerry C. Lader, William J. Madson, George M. Snyder, and Lee J. Zambon, mechanics; Arlyn W. Eckerd, captain; Billie F. Taylor, flight officer; Chuck T. Sturmer, supervisor, aircraft routing; Arnold L. Peterson, supervisor, accounting; Robert H. Akey, engineering technician; Millie R. Archletta, secretary; Paul J. Lorance, lead mechanic; John A. Flitton, maintenance scheduler; Leroy C. Littlejohn, instructor customer service.

Salt Lake City — Homer O. Williams, mechanic; Ray L. Westfall, lead mechanic. San Diego — William Bullock, customer service agent; William R. Gross, JAMTO agent.

San Francisco — Richard R. Allard, supervisor, ground properties & equipment; Sara T. Andrews, cashier; William D. Brewer, captain; Larry Curns, director, customer services; James V. Martin, captain; James R. Wright, dispatcher.

Seattle — Colette Ellingson, hostess; Joseph Horvitz, lead mechanic; John J. Lievero, customer service agent.

Spokane — Jerald E. Dansereau, mechanic; Donald M. Mackey, customer service agent. Yakima — Vern G. Martin, customer service agent.

Four new managers

Air West has hired 57 new ramp service agents and appointed four new managers to handle passenger and ramp area operations at San Francisco and Los Angeles.

Tom Reedy and George Dzurisin have been appointed passenger service managers at Los Angeles and San Francisco, respectively. Ralph Sellers and Ken Black have been appointed ramp service managers, also at Los Angeles and San Francisco, respectively.

The ramp managers will have charge of the new ramp service agents hired to replace International Flight Service employees at both locations. The managers will be responsible for all non-public contact employees, for the loading and unloading of aircraft, for interline delivery and pickup of baggage and for operations office personnel. Each will report to the sales/service manager at their station, Paul Shoaff at San Francisco and Ray Vaughn at Los Angeles.

The passenger service managers will be responsible for the ticket counter and waiting room areas, the public contact personnel and the freight offices. Each will report to the sales/service manager at their respective stations.

Reedy and Dzurisin were assistant sales/service managers at Los Angeles and San Francisco, respectively, and each has been with the company since 1962. Black was assistant sales/service manager at Fresno. He began in 1957. Sellers was chief agent at Los Angeles and began in 1959.

The 57 ramp personnel have been undergoing training during June and will assume their positions July 1. Some of the new agents were former I.F.S. employees and bring several years of experience to the job with them. Twenty-seven will work at San Francisco and 38 at Los Angeles.

Bud Moss

Bud Moss, sales/service manager at Palmdale/Lancaster, has been elected first vice president of the Lancaster Chamber of Commerce.

He will serve with Mrs. Elizabeth Waugh, the first woman elected president,

duties in addition to his own as director of aircraft maintenance.

Appointments

A recent issue of Air West 69 News reported incorrectly that Bill Wade and Tom Monroe had been appointed to positions in Phoenix Production control.

Wade, a former mechanic at Phoenix, and Monroe, a former alternate lead mechanic at Los Angeles, were appointed maintenance controllers, both at Phoenix,

Duane Byers

El Centro chief agent Duane Byers has taken over as acting manager of that station following the resignation of sales/service manager Ed Spoor.

Spoor had been with Air West since 1957.

Another Air West veteran, J. E. Sabol, director base overhaul, Phoenix, has submitted his resignation because of personal health.

Robert Jorgensen, assistant vice president for production maintenance, has named Bill Drechsler to take on Sabol's

LAX REPORT

By Donn Anderson and Beverly Grear

The highlight of the news from Los Angeles is the selection of Richard Bounds as the Los Angeles agent-of-the-month for May. Richard has been with Air West since January of 1968. Most recently he has been working in catering.

The nuptial parade continues at Los Angeles reservations with Donna Green becoming Mrs. Frank Mariano. Donna's husband is a U.S. Marine.

On Memorial Day, Donn Anderson was in attendance at the Indianapolis 500-mile race. Several other racing buffs sitting in on the closed circuit telecast back in southern California were Lewis Petre, Mike Olson, Lee Allison, and Hans Andersen.

Christine Sepulveda is a pleasant addition to the staff at the ATO as the new clerk-typist.

Jim McGill, Air West customer service instructor, was at Los Angeles for three weeks from his Phoenix base conducting ramp initial classes for the new ramp service agents. Included in the first group were Larry Whitlock, Newman Theriot, Dario Sota, Jr., Martin Lieb, Carl Wolfe, Jerry Bones, Keith Petree, John Weber, Carl Parker.

The Los Angeles reservations girls' softball team with Jeanann Bunch pitching lost a squeaker to Flying Tigers, 23 to 8.

Recent transfers from Los Angeles were Nancy Taylor to San Francisco reservations and Margaret Davenport to Phoenix reservations.

New members of the Los Angeles jet set are Pat Bonner, who visited Mazatlan; Ann Bridge and family, who visited Puerto Vallarta; Judy Zellman, who travelled to the same destination; Cheryl Givens and Beverley Hansen, who went to New Orleans, Jenny Pusey and Charlene Peterson (and family), who made the trek to Hawaii; Mary Ellen Geiger and family, who went to Pittsburgh; Nancy Artolachite who was seen in the Chicago area, and Rosey Matsunaga and Billie Renick, who took a trip to Guam.

Jack Eggleston attended a supervisors class in Las Vegas.

A penny for every empty

What started as a small idea has mushroomed into a very big project with very big results.

Two Klamath Falls agents, John Bass and Vorris Moore, heard that the Oregon Veterans of Foreign Wars were collecting empty cigarette packs. The packs were turned over to the American Tobacco Co., which in turn paid one cent apiece for them.

Bass and Moore put out a teletype message to all Air West stations and to other airlines.

The results have been amazing. To date, more than 250,000 empty cigarette packs have been accumulated at Klamath Falls from all parts of the United States.

Klamath Falls sales/service manager Warren Taylor said many empties have been received from Northwest and United Airlines in Florida, Maryland and Virginia, 'to name a few.'

Tom Gordon, sales/service manager at Stockton, said he has forwarded about

10,000 of the empties himself. Says Gordon, 'The most outstanding thing is the multiple requests for anonymity from the donors. I rarely get packs when the station is open; but hardly a morning passes when I don't find from 10 to 200 on the counter.'

He says one other airline which serves Stockton has contributed about half the empties sent from the station. The airline and its employees asked not to be identified.

The money realized from the empties has been put to good use. Says Taylor, 'The packs have made it possible for the Indian Hospital at Warm Springs, Ore., to re-equip and completely refurbish several four-bed wards. They have also purchased a seeing-eye dog for a blind child.'

More cigarette packs are needed, says Taylor. The V.F.W. has not set a limit on the number of packs it will accept.

It appears smoking isn't all bad.

Vorris Moore, Warren Taylor and John Bass, with load of empty packs





Yakima Agent Frank Walker



Vern Martin (l) and Ron Wilhelm

YAKIMA: a station at the crossroads

Text and Photographs by Ken Jensen

When things get busy at Yakima, they really get busy. That's the way it has to be just because of the nature of the station.

Yakima is the major crossroads station in Washington, even more so than Seattle or Portland.

It is a natural occurrence for the relatively small station to have four flights on the ground at the same time, all bound in different directions. But again, that's the way it has to be.

Flights from Spokane must connect with those bound for Seattle and Portland. At the same time, other westbound flights from Pasco, Walla Walla and Idaho points must connect with the same combination of flights. The same process works in reverse. Eastbound flights from Portland and Seattle arrive at the same time to connect for Spokane and Pasco and beyond.

Yakima was Air West's 15th leading station in passenger boardings in 1968 and is averaging about 4,000 per month this year.

During May, the station handled 470 flights, 417 of them on time. That averages to an on-time percentage of about 89 per cent, one of the best on the Air West system.

Bob Clayton, the likable sales/service manager at Yakima, was there when the station opened in 1952. Except for two years when he was regional station supervisor at Seattle, he has been there since.

Clayton speaks highly of the alumni list of former Yakima agents. Four of them, Jack Whitehill, Jim Smith, Roger Hellie and Clayton, are now station managers. Red Hill, now director of properties and facilities, is a former Yakima station manager. Clyde Kostenbader, assistant to the vice president of maintenance and engineering, is a former Yakima agent.

Dave Hunt, now senior agent at Spokane, started on the same day as Clayton at Yakima.

The Yakima station was set up along with Ephrata and Wenatchee to fill a gap

between the old West Coast system and that of Empire Airlines when the two companies merged in 1952. From the date it opened until two years ago, Air West was in competition at Yakima with Northwest Airlines. Now Air West has the beautiful Yakima terminal building to itself.

Of the 22 agents at Yakima, 12 were either born and raised in the Yakima Valley or claim Washington as their home. Of those 12, eight were born in the valley. They include Clayton, senior agent Ron Gentry, senior agent Ron Kneifel, Elmer Hillstrom, Vern Martin, Lynn Maxwell, Ed Bailey and Ron Wilhelm. Four others, Walter Brink, Dick Wilkens, Janet Buchanan and Barbara Booth grew up in Washington.

Even the remaining agents seem to come from locations close to each other. Cal Ogden and Claudia Dixon are both from California, although Claudia was transplanted to Coeur d'Alene, Idaho. Rodney Cillo came originally from Klam-



Takeoff towards the Cascades

Like most of the West, Washington's Yakima Valley was first populated by Indians, among them the Yakima tribe. The traces of those early Americans are still very evident in the area.

Names like Toppenish and Ahtanum, Wapato and Cowiche, Naches and Selah, all point to the rich Indian heritage of Yakima.

The first white men came to the area at the beginning of the 19th Century when a group of men from the Lewis and Clark expedition broke away to bring back stories of rich, fertile volcanic soil and streams and lakes ripe for trappers.

The Indians were reluctant to give up their lands and even after a treaty was signed in the 1850s, they decided to go to war to repel the swarms of pioneers which came to the area. The Indian trouble was quelled and the area boomed even more following 1860.

The Northern Pacific Railroad built its main line through the Yakima Valley and even built a new city, North Yakima. That city became the third major city in the valley and eventually became what is now Yakima proper. By 1870, 432 persons lived in the valley, mostly on small farms. Ten years later, there were 3,000 residents and by the turn of the century, more than 15,000 lived in the area. The

population of Yakima County is now 160,000.

The early settlers depended on irrigation for survival since the valley accumulates less than eight inches of rainfall annually. It was the Indians who began the irrigation process in the valley, in 1853. In 1866, white men decided to try bringing water from a ditch to their fields. Since that time both private and governmental agencies have sponsored irrigation projects, without which the area would not have prospered as it has.

Yakima rests on the western edge of the Washington desert area, just about mid-way across the state. Within sight on a clear day are two mountain peaks, Mount Rainier and Mount Adams, both of which are more than 12,000 feet high.

The economy of Yakima Valley is based on agriculture. Yakima County ranks first in the nation in the number of fruit trees in production and first in the nation in the production of apples, hops and mint. Also of substantial value is the cattle industry, poultry and forage crops as well as many garden vegetables.

Yakima Valley is a simple, uncomplicated place, rich in tradition and strongly tied to the past. It is moving forward, using its traditions and heritage as a guide for the future.

ath Falls by way of Tacoma, Wash., and Milwaukee, Wis. Two agents were born in Idaho, Jan Bull and John Cullen.

Frank Walker is a native of Price, Utah, and the remaining three are from the Midwest. Betty Schlect was born at Orient, Iowa, Patrick Kopp at McIntosh, S.D., and Larry Booth at Caldwell, Kans.

The remaining agent, Larry Radka, is recovering from injuries suffered several months ago when a light plane in which he was learning to fly crashed during a practice landing. Fortunately Radka had taken no sick leave since 1957 and has the maximum amount of sick leave to take for his recovery.

Several prominent Yakima businesses are steady Air West customers, not the least of which is the U.S. government. On the day of my visit, a customs and immigration officer was escorting a Mexican national aboard a plane to be returned to Mexico. The fruit crops of the Yakima valley attract many illegal entrants wish-

ing to work during the busy season. Most of them are returned to their homes.

Another good customer is the Decoto Aircraft Co., a subcontractor on the Boeing 747 project. Officials of the company frequently travel to Seattle to visit the Boeing plant. Fruit packers are making more frequent use of the air service and Clayton believes the potential for freight business to be excellent in this area.

One of the most unusual items handled has been tropical fish. A local pet shop frequently receives shipments of the delicate creatures. Sporting goods are also shipped on Air West from Yakima with increasing frequency. Not just average sporting goods, but precision hunting bows and handmade shotguns selling for \$3,000 each. Each of these items is shipped worldwide from Yakima.

The station can only get busier. The pioneer spirit of the community and the growth potential of the area will see to that.



Senior agent Ron Kneifel



Yakima manager Bob Clayton, first officer Bill Critch, of Seattle



Elmer Hillstrom on towing mission



Ed Bailey and Jan Bull



Ticket counter agents Betty Schlect, Claudia Dixon and Janet Buchanan



Lead mechanic Allen Ng and Jim McManmon, district supervisor of maintenance, at San Francisco hanger



Loren Corlsen and Rudy Mayo rigging a propeller



Foster Ford, A&P mechanic



Gordon Mawson, radio and electronics mechanic



Scott Saxon, in a tight corner



You won't find McManmon Airlines listed in any airline guide but it is there, operating efficiently and safely.

It isn't really McManmon Airlines, but Jim McManmon, district manager of maintenance at San Francisco, watches over it like it was his own.

The 'airline' has only nine planes, all F-27s with Dart 6 Rolls-Royce engines. Since Jim was put in charge of their maintenance in January, things have been running very smoothly.

It was in January that Air West decided to base its Dart 6 Fairchild's at San Francisco because of problems in routing the planes to Phoenix for required maintenance and also to relieve the main base of some of its heavy work load.

The move was a good one. The planes have been meeting their scheduled maintenance checks at the assigned times, the work has been done according to schedule, and the planes have been getting back on the line without loss of passenger revenue.

Jim's check crew of 18 mechanics and 5 inspectors handle three airplanes every two weeks for maintenance inspection and overhaul.

All Air West aircraft are operated under a continuous maintenance program and none of them is subjected to prolonged grounding for overhaul.

During a typical check, a plane will come into the hangar at San Francisco late Monday evening. By Wednesday afternoon, all scheduled work will be completed. During its time in the hangar, it will have received a thorough going-over with emphasis on the areas scheduled for heavy inspection. A 'heavy' inspection zone will receive attention down to the finest detail. Every instrument, each control surface, the wiring, all structural sections, virtually every portion of the aircraft in that zone, undergoes careful inspection.

Two weeks prior to a plane's scheduled check, McManmon will receive a complete list of all parts which are required to be changed during the upcoming check.

He forwards the list to Jim Heaton,

supervisor of the supply section. An inventory is made by Heaton's stock clerks to determine which parts will have to be ordered, and by the time the plane enters the hangar, the parts are assembled on a cart ready to be installed.

Under the direction of four assistant managers, E. Royce 'Buck' Hilton, Wally Lee, Fred Moller and Jim Anderson, the work on the plane is then completed in four shifts of eight men each. During daytime, the ship goes back into scheduled service if needed.

'It makes sense to do the work this way,' says Jim, 'because almost any other way would require the plane to be off the line for excessive periods, thus costing the company money.'

The men who work for Jim are specialists in the entire aircraft rather than in just a single part or section of the plane. 'They might be working on a wing one day and an engine the next,' says Jim.

The men are experienced and know what they are doing. The assistant managers all have between 12 and 20 years with the company. The lead mechanics on the check crews, Allen Ng and Carl Vonderwall, have 20 years experience with Air West between them.

In all, the San Francisco maintenance sub-base personnel under McManmon's supervision number 95, including 7 inspectors, 9 radio and electronic mechanics, 46 airframe and powerplant mechanics, 1 communications mechanic, 6 fuelers, 18 cleaners, Jim Heaton and 6 supply clerks, and Frances Fleming, who is secretary for the group.

Before a man is hired by McManmon Airlines, he must meet rigid requirements. Most important is a mechanic's license. He must also have between two and five years of experience.

Jim first joined Air West in 1957 at Seattle as a mechanic after working several years with supplemental air carriers. He stayed until 1966 when he went to Laos as supervisor of maintenance for Air America. He returned to Air West last August in his present position.

The chief product of Jim's efforts is a safe airplane. He and his crews do their job well.

— Ken Jensen

Six clubs and one committee

The Air West Employees Association, which regulates the employe clubs within the company, has held its first formal meeting and elected its executive committee.

Joy Hyde, a director of the San Francisco employe club, was elected chairman of the executive committee, and Bill Gerrard, of the Seattle area club, was named vice chairman and secretary.

The committee established six regional clubs with the following boundaries:

Region one, Washington, Montana, Canada, Lewiston and Moscow/Pullman; Region two, Oregon and Idaho except Lewiston and Moscow/Pullman; Region three, California north from Paso Robles; Region four, Nevada, Utah and Kingman, Page and Grand Canyon, Ariz.; Region five, California south of Paso Robles except Blythe and El Centro; Region six, El Centro, Blythe, Yuma, Phoenix, Tucson, Prescott and Mexico.

The committee appointed Rick Steele, Seattle, Ron Gilmore, San Francisco, John Russell, Las Vegas, Gary Bolton, Los Angeles, and Lloyd Bleak, Phoenix, to establish a new set of by-laws to cover

all regions of the club. Each region will set up its own by-laws for special conditions.

It was decided that parties and special events sponsored by a regional club would be open to all Air West employes. Money from auctions and the sale of jewelry and other items will be divided into seven parts, each region receiving one part and the region which holds the auction or sells the item receiving two parts.

The sale of Air West jewelry and flight bags and other items will be the responsibility of each region and employes will be required to order the items from the outlet designated in their region. A catalog of the items will be published by the San Francisco region and made available to all employes.

The San Francisco region will hold its annual picnic July 12 at the Blackberry Farm on the San Francisco Peninsula. A golf tournament will be held in the morning and an auction of unclaimed luggage in the afternoon. A special drawing for prizes has been set for the evening with the grand prize probably a color television set. Picnic chairman is Don Ohler.

Press conference

Air West president G. Robert Henry has stumped the West recently, for a change bragging about a company which has received much criticism in the past year.

Henry held three news conferences in Air West cities in May, telling the communities that Air West now deserves their patronage because it is on-time and because its operations have become stable.

The conferences have taken place at Portland, Salt Lake City and Tucson. At each location, Henry was able to tell the local press about the latest developments within the company. Of major interest at each location was the on-time performance and Air West's new 'spaceship' concept.

Some of the editorial comment which appeared include these remarks:

From The Salt Lake City Deseret News: 'Air West has virtually recovered from its bad case of mergeritis . . .'

From the Portland Oregonian: 'Air West's love affair with Howard Hughes is about to be sanctified by marriage.'

From a United Press International story appearing in more than two dozen papers in the West: 'The president of Air West predicted flatly today the Civil Aeronautics Board and President Nixon will approve Howard Hughes' purchase of ailing Air West for \$94 million by the end of June.'

From the Del Norte Triplicate in Crescent City, Calif.: 'Air West is now offering operating reliability in which its employes, pilots and all who are responsible are justified in taking pride . . .'

From the Yakima Herald-Republic: 'We have taken our share of editorial whiffs at Air West, but it is with a great deal of admiration that we give the once-struggling airline a hearty pat on the back.'

And the list goes on and on.

Delivery flight

(From back cover)

been flown in formation.

Captain Shelby Tuttle, Air West assistant vice president for operations, was in the left seat of the lead aircraft. With him was Capt. Dave Hinson, director of flight safety. In command of the second ship was Capt. Lyle Peterson, manager of flight training. Capt. Gerry Felts, supervisor of DC-9 training, was with him. In the third plane was Capt. Bob Manning, regional flight manager, and Capt. Dick Tribe, supervisor of F-27 training.

The three planes were accompanied by an Aero Commander jet with Gordon Kent and Ken Jensen of Air West aboard along with two Douglas photographers.

The planes left the Long Beach Airport at one-minute intervals and rendezvoused over Catalina Island less than 10 minutes later. Meanwhile, FAA air traffic central had blocked off an air lane between 18,000-21,000-foot altitude all the way to Phoenix to eliminate any possibility of traffic interference.

From that point on, it was outwardly a very simple operation. The lead plane flew on autopilot and the other aircraft took a position from the leader.

From inside the Jet Commander, it appeared the bigger jets were just ambling along Sunday-driver style. The four planes were in constant voice contact and at no time did they come dangerously close to one another.

The skill of the pilots kept the planes in formation during the entire operation. When the formation finally broke up, that was also skillfully executed. The planes were heading west over the airport when Tuttle broke up and to the left. Peterson and Manning, in the trailing craft, followed suit in turn and the planes circled and landed in succession.

Hinson, a former Navy pilot, commented after the flight to the other captains that they had done a good job during the trip, 'considering you are all old Air Force pilots.'

Two days later the planes went into passenger service in formations of one, the only group flying being the kind organized by travel agents. — KJ



Delivery ceremonies at Long Beach were attended by Lyle Peterson, Dick Tribe, Jerry Felts, Dave Hinson, McDonnell Douglas vice-president G.B. Thomas, Air West vice president Art Taylor, Shelby G. Tuttle, Dick Manning and Bob Jorgensen



Forming up over California coast for start of formation flight to Phoenix



Triple delivery

When you spend \$70 million on 16 airplanes and the last three come to you all at one time, you no doubt will want to create a little commotion, sort of patting yourself on the back.

That's just what Air West did during

the first week of June. The last three Air West DC-9 Series 30 twinjets were delivered from the McDonnell Douglas Corporation plant at Long Beach to Phoenix. But not routinely and not without fanfare. The planes were flown in formation

(Continued inside back cover)

the entire 350-mile trip by Air West flight crews.

For McDonnell Douglas, it was the first time three airplanes had ever been delivered to a single customer in one day. It was also the first time three DC-9-30s had

