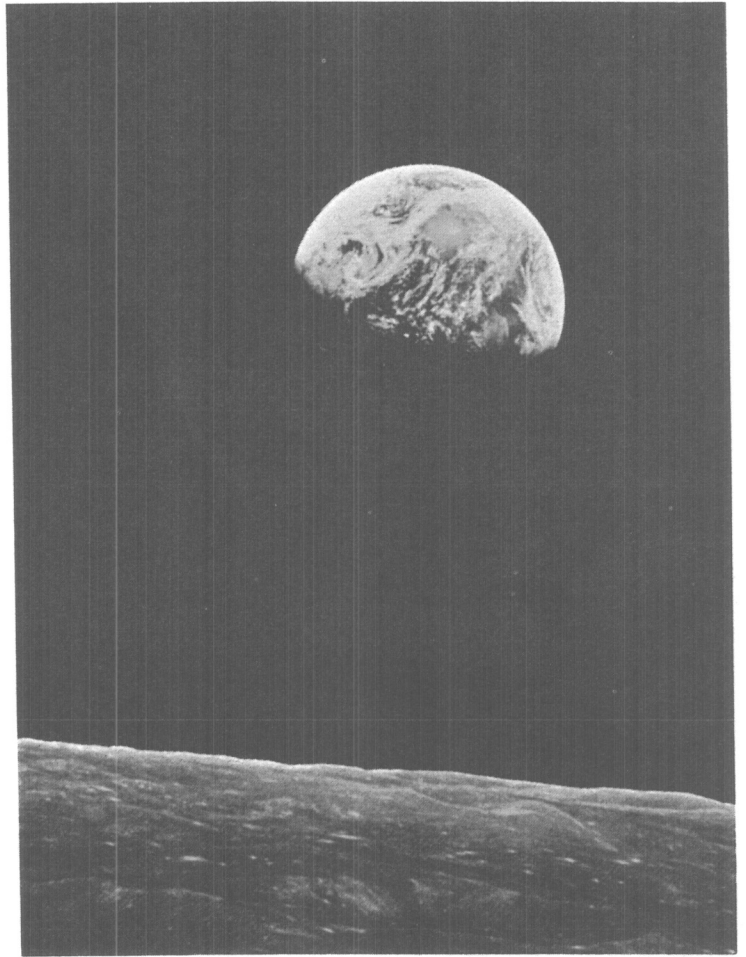
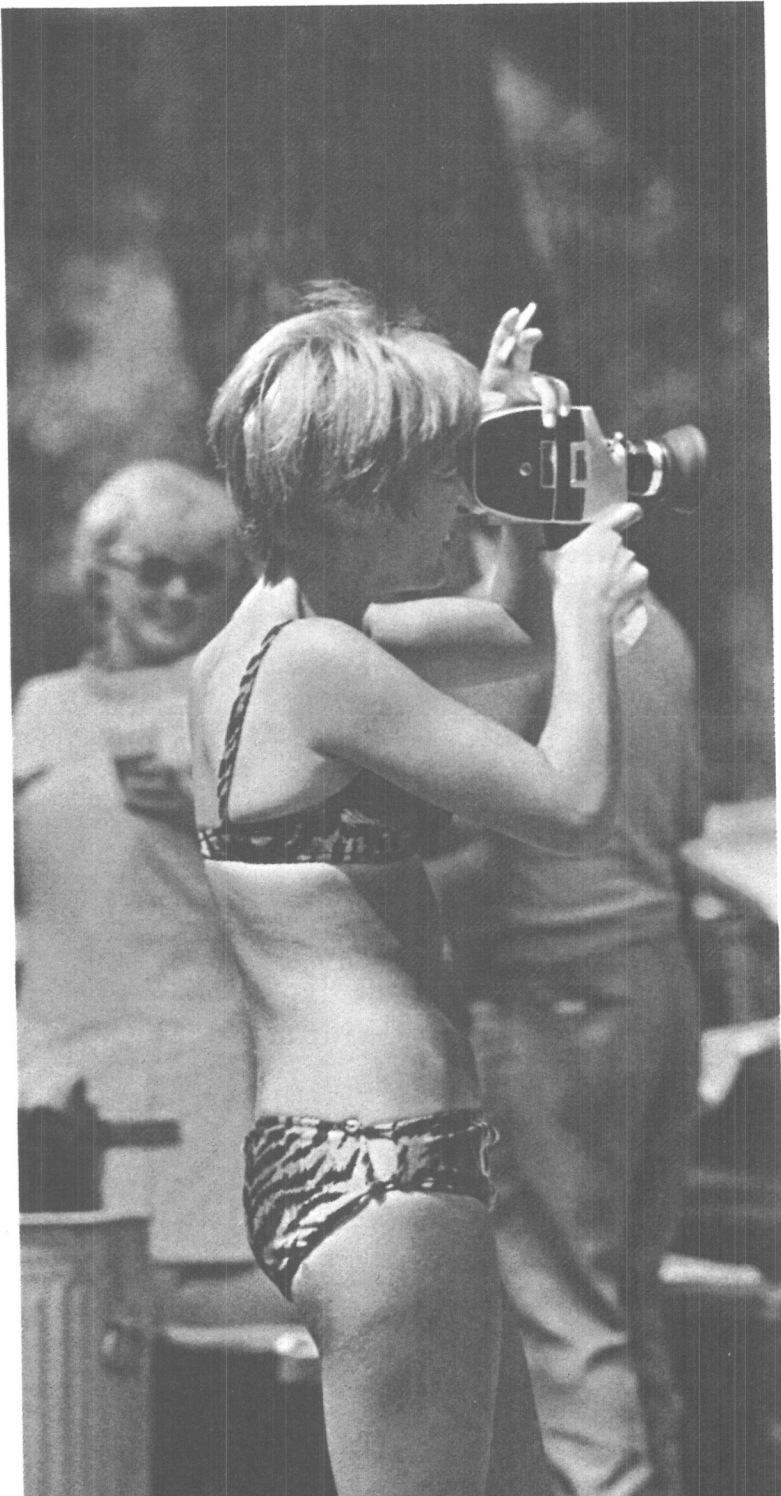


AIR WEST 69news

NO. 14



Christie Rolfe was born with airline blood in her veins and it appears the tradition is going to be carried out for a long time to come.

Christie, a Seattle-based hostess, plans to marry Seattle-based flight officer Don Tomlinson this month. That should assure perpetuation of the family airline tradition which began with her father. The senior Rolfe was a co-pilot for Empire Airlines and later became station manager at Spokane for the same company. He is now in the insurance business in Boise.

Christie is an extremely attractive blonde with a smile that would melt the angriest passenger. She has been flying for Air West since 1967 and even after her marriage, plans to continue flying for some time to come.

Her new mate had better like fishing and hunting because Christie is likely to take him fishing often.

'I love to fish,' she says. 'I caught a

20-pound salmon in Puget Sound in June and I grew up with three brothers and a



dad who loved to fish and hunt.'

She is also learning to ski, but, she says, 'who isn't?'

Her non-flying, non-fishing hours are taken up mostly by painting and reading. 'I have a living room studio where I paint and I have even sold a couple. I paint according to my mood. Sometimes I let my hair down and really let loose.'

Her favorite painting medium is abstract. 'If I painted realism, it would have to be scenic and not people or animals. I think sometimes you see things that are so beautiful that if you painted them as you saw them, no one would believe it.'

Before coming to Air West, Christie was a telephone operator and a department store clerk. In high school she decided she wanted to be an anthropologist so she could 'tromp off to Asia and discover something.' She even began studying anthropology at Washington State University but she dropped out of school before digging up any old bones.

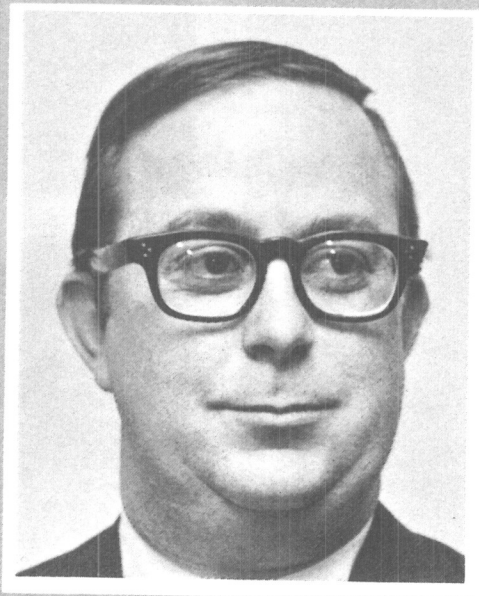
PROFILES by Ken Jensen

From vultures to live fish to strawberries to nuts and bolts to silver dollars, Los Angeles air freight agent Fred Vernon has seen just about every kind of cargo you can think of.

Fred says, 'We've had just about everything from A to Z through here at one time or another. I'd say we've shipped almost everything but an elephant out of Los Angeles.'

Fred has been with Air West since 1961 and the last seven of those years have been spent in the air freight office. He and Joe Namhie, who is now in charge of the office, were the first employees permanently assigned to air freight there seven years ago.

Fred works the midnight to 8 a.m. shift and doesn't seem to mind it as much as you might think. He is a family man with two children and that may be the only detractor from his liking the shift. He says, 'We get a lot of freight forwarder business during the night but it's really pretty quiet. Most important is, that even though it's quiet, we've seen a significant increase in freight since we've been open



all night.'

He is a native of Woodsboro, Texas, near Corpus Christi, and misses the open Texas countryside. 'I like to fish and hunt but around here you have to drive so far to get to any place it really isn't worth the effort. Back home it was nothing to just walk out the back door and drop a

line in the water or have enough room to fire a gun.'

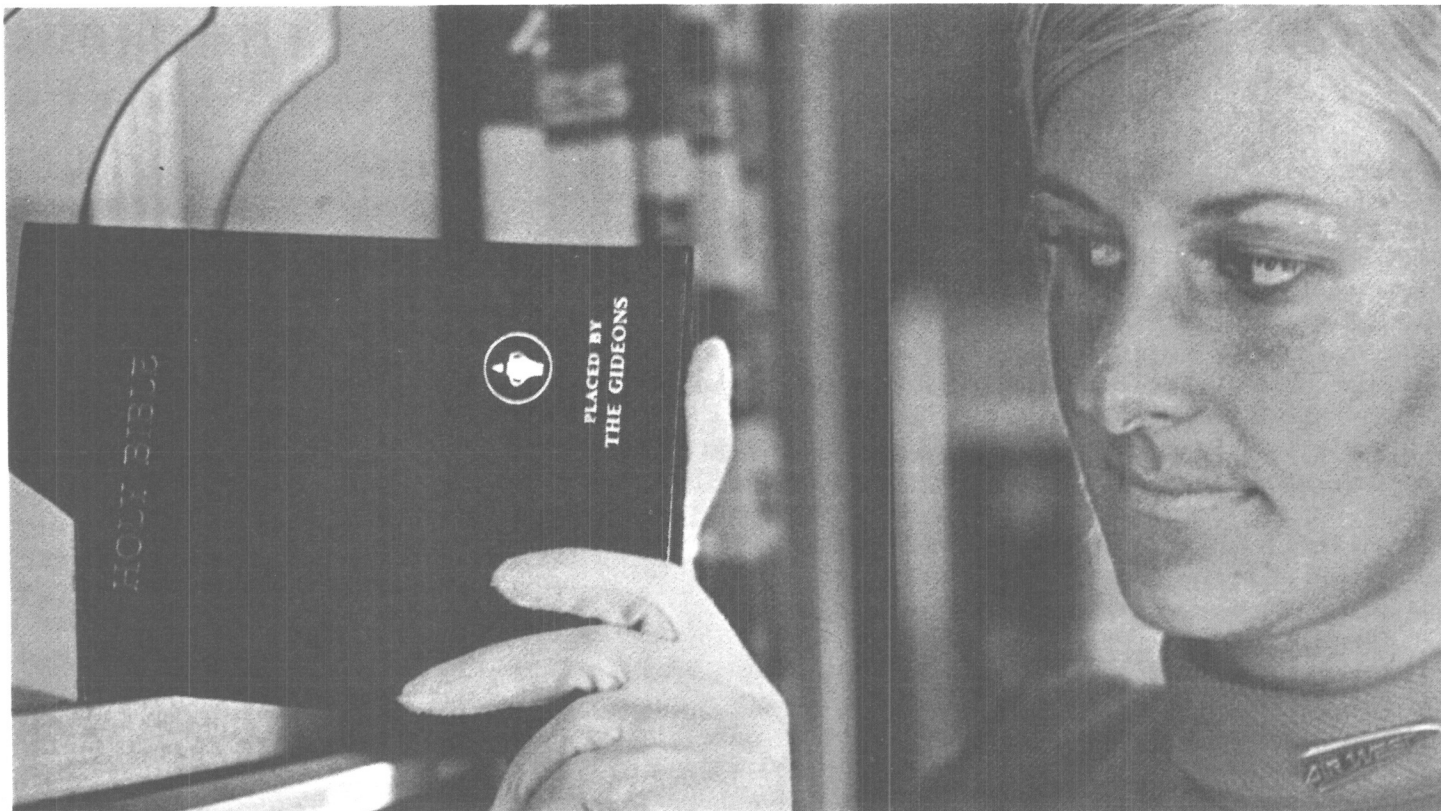
Fred is the current agent of the month for Los Angeles, which will give you some idea of his his peers think of him.

At least part of Fred's surroundings have rubbed off on him. He has become a die-hard fan of the Dodgers and the Rams. 'I try to get to the games as often as possible and I hardly ever miss a radio or TV broadcast of either team,' he says.

To back up his feeling toward the footballers, he says, 'I almost have a coronary erupt when something goes wrong with the Rams.'

His allegiance was rewarded recently when Deacon Jones of the Rams had to wait several hours for a late flight to pick up some freight. Jones and Fred spent the time talking about the former's occupation.

Fred is so used to shipping tropical fish that he has become an enthusiast himself and now has five aquariums in his home. He says shippers of the fish came in so often he got interested and took up the hobby.



BIBLE. Hostess Sandra Barrett displays one of the Bibles placed aboard Air West planes by Gideons International. Presentation of Bibles was made by Fred Allan, San Francisco Gideons secretary, with Larry Curns, Stan Goc and Gary Kidwell accepting for Air West.

SPACESHIP. Mayor Joseph Alioto of San Francisco accepts complimentary ticket to moon from district sales manager Ron Gilmore and hostess Sally Gorham. He also was given a DC-9 'spaceship' model commemorating the completion of Air West's first year of merged operations.



Remember August, '59?

August, 1969 service pins

Ten years

San Francisco — Allan R. Kennedy, Tommy A. Tinker, Richard M. Lieberman, captains; Deanna Deauville and Joan Prince, hostesses; Raymond D. Hulst, supervisor of programming.

Phoenix — Kit C. Eastin, check captain; Leon Kaine, supervisor-avionics; Charles I. Brodt, inspector; Harold F. Mussi and Robert A. Hurd, mechanics.

Astoria — Jack R. Hanke, sales/service manager

Boeing Field — John V. Lowman, captain; James R. Byrd, senior customer service agent; Cheryl R. Jacobson and John R. Pluyllaar, hostesses.

Boise — Leon W. Benson, crew chief; Jack Fordyce, James R. Draves, and William G. Kirk, customer service agents.

Las Vegas — Donald W. Trevey, captain; John A. Russell, chief passenger service agent; Stephen R. Qualey, lead mechanic; Ralph B. Krohne, mechanic.

Medford — Ross A. Smith, customer service agent. Pasco — Max P. Andrus, sales/service manager. Portland — Coleen

Georgeff, hostess, and Carl A. Winterfeld, customer service agent.

San Diego — John T. Crowley, senior customer service agent.

Salt Lake City — Michael Packer, senior customer service agent, and Gary T. Merrill, customer service agent.

Spokane — Maurice P. Kammers, mechanic. Tucson — Robert L. Scott, senior customer service agent. Twin Falls — Max A. Hatch, senior customer service agent. Walla Walla — Ellis C. Boyd, customer service agent.

Five years

Las Vegas — Charles Bradley, Jr., fueler, and Levi J. Adams, mechanic.

San Francisco — Sarah E. Sharp and Leona L. Berglund, hostesses.

Eugene — Gary J. Timms, customer service agent. Phoenix — Patricia C. Young, reservations agent. Portland — Martha Hughes, counter agent. Salt Lake City — Kent W. Lamb, customer service agent.

Modernizing the fleet

Air West's fleet of F-27s powered by Dart 7 Rolls-Royce engines will soon be one step closer to a completely standardized complement of equipment thanks to a recently enacted \$126,000 avionics modernization program.

Roy Lecker, director of avionics, says the program will bring nine Dart 7 jet props up to 'the current state of the art.' The program will mean the nine aircraft will receive an almost complete avionics replacement. All communications equipment, most of the navigational receivers, and the public address amplifiers in the nine planes are being replaced with the most modern equipment available.

Says Lecker, 'This will mean we will have less chance for avionics breakdowns in the Dart 7 fleet and will result in an even more on-time airline.'

Lecker's division will be responsible for the installation of the modification pack-

age. John Glenn, director of electronic engineering, designed the package, using Collins Radio components.

Lecker said the modification would require each aircraft to be out of service for five to six days.

'When we are finished,' he said, 'we will have a more standard fleet. This will mean we will require less training, we won't have to keep so many varieties of spare parts on hand, and pilots and technicians won't have to be familiar with so many different types of equipment. In the long run, it will mean we will get more out of our money.'

Air West presently operates 33 F-27s, nine of which are powered by the smaller Dart 6 Rolls-Royce turbine engine. Of the 24 Dart 7 types, 15 already have the standard avionics equipment. The San Francisco-based Dart 6s are not involved in the modification program.

The Real Bob Hayes

To Bob Hayes, marketing is planning while sales is the everyday work of his department. In his new position as regional manager of sales at Phoenix, he will have plenty of chances to work out his ideas.

'I want to get our people thinking about what we can do in the future to adjust to our customer's needs. We have to try to visualize what the company and the customer needs will be in six months or a year. As well as doing the everyday important sales work, we must do everything we can do to fill seats and cargo pits in the future.'



Hayes held his first regional sales meeting recently at Salt Lake City and he feels it was highly successful.

'I want to create a little different type of regional meeting. I am always interested in reports but I would rather have an active discussion of problems where we can share ideas and assist each other by our own experiences. If we can stimulate response and thought, we will be better off.'

A Born Loser

Air West has a greatly improved baggage tracing system, and one of its most grateful beneficiaries is Roy Shanks, Air West's manager of lost and found. It has just prevented him from having to spend a vacation in borrowed lingerie.

Roy didn't intend to become a proof of the pudding. It was something that just happened, like it could to any passenger.

His first mistake possibly was in selecting Cut Bank, Mont., for his vacation hideaway. He had been stationed there in

his West Coast Airlines days, and had more reason to go to Cut Bank than most people do these days.

Any baggage shipped to a place like Cut Bank is apt to arrive late, if ever, and Shanks' luggage was no exception. He should have smuggled it aboard hidden in a comic book.

As it was, he was fortunate to have a good backup system.

Summoned into action, the interline tracing network promptly found Roy's

suitcase in the hands of Northwest Airlines at Portland. It then was reshipped Air West to Great Falls, where it arrived on time but still 110 miles from home base.

It was the thought of Roy driving those 220 miles to retrieve his baggage, on his own time, that caused Larry Curns, Burt Pedersen and the lost and found crew to laugh so hard.

Not at the system — it worked beautifully. Just beautifully.

Jet contract

An exclusive jet engine maintenance contract with a guaranteed limit on costs has been negotiated with Pacific Airmotive Corporation of Burbank.

Jack Vidal, vice president-maintenance and engineering, said that the agreement sets up a maintenance partnership that will provide reliable engine support at a reasonable cost for its fleet of 18 Douglas DC-9s.

'Pacific Airmotive's sophisticated turbine control plan, when combined with a carrier's own engine reliability program, is the most comprehensive airline jet engine service in the world,' he said.

The contract specifically includes Pratt & Whitney JT8D engine maintenance and repair during planned shop visits at PAC's Burbank facilities; unscheduled engine removals; engine leasing; parts and component exchange, and in-flight monitoring.

Vidal said that Lewis E. Knerr, assistant vice president-engineering and technical services, will help direct the program.

Air West 69 News

No. 14 - Spokane

August 1, 1969

Don Gooding, editor, and Ken Jensen, staff writer and photographer. Cover: Photographer Jensen photographs a photographer, Wilma Seyd, at Air West picnic; Lower right, Spokane agents Gus Rose and Tim Anderson; earth seen from

Los Angeles Report

By Donn Anderson and Beverly Gear

Joann Klebe and her husband made good use of their vacation by going to Washington, D.C., New York, Buffalo, Toronto, Boston, and St. Louis, Donn Anderson flew to Florida to witness the launch of Apollo 11. Tommy Santrosa, Ann Shepard, and Patty Moriarty were invited to take part in a Continental Airlines tour of Chicago.

In baseball action winding up the season for the local reservation girls, LAX defeated LA Airways, 11 to 3. The Air West girls finished in fourth place in the league with a 5-4 record. Not half bad.

Roche Crosthwaite, res agent, was married to Burt Kelsay. Roche's new husband is training to be a policeman.

Denise Cary transferred from Los Angeles 'res' to Seattle, and Wilma Mullins came from Phoenix 'res' to Los Angeles.

During the historic TV transmission of man walking on the moon, the night gate shift provided some initiative to come up with that little extra that can mean so much in the area of passenger service.

A small portable TV with a little sign saying courtesy of Air West was set up near the information counter, and chairs were provided. Passengers used the TV to get Apollo updates all evening and during the actual moon walk itself some 75 peo-

If you ever need someone around the LAX/ATO to talk about baseball, Lee Serr is the man. Lee coaches the Cardinals of the major league division of the Stanton, Calif. Little League. This year Lee's team with 13-8 finished in third in a field of eight.

Lee is a member of the Stanton Little League executive board. This year he planned, designed, and produced the league yearbook.

Lee has four boys ranging in age from 13 to 3 years. As Lee says with a smile, 'This assures that there will be Serrs playing little league ball for 9 more years.'

Los Angeles employes now have a gun club. Activities will include shooting matches, film presentations, and sessions, concerning gun control and home defense.

Club members are Hans Andersen, Richard Bounds, Murphy Dennis, Gordon Kulseth, David Lang, Brian Lawrence, John Linkey, Michael Olson, Lewis Petre and Daniel Ward.

Taking advantage of their pass privileges recently have been Pat Conlan and Patty Moriarty who went to Jamaica; Mr. and Mrs. Charlotte Peters, and Sherry Graham and her husband who visited the New York area; Jeanne Bunch who traveled to Detroit, and Pat Bonner who flew

A Feather in their caps

By the end of this year I'll have traveled almost 500,000 miles. This is the second letter I've ever written to a company regarding a stewardess.

'Bonnie Anderson deserves a medal. She survived under the worst of circumstances and maintained a smile when I am sure others would have thrown up their hands. First an angry lady decided that she was being 'put upon' by being asked to place her luggage under the seat and berated the stewardess. Secondly, a mother with five children (all under 6) — one child had thrown up all over the seat and the mother just stood by and did nothing. The stewardess was forced to be nurse, janitor, mother et al. To make it unbelievable, after changing seats it happened again.

'Please be proud of your stewardess. She surely performed above the call of duty. (Field director, N.A.A.C.P., San Francisco)

'Having logged over 100,000 miles of air travel in the last four months, I find it least tiring when I am served by a stewardess who is cheerful, accommodating, solicitous and pleasant. Miss Patsy Wilkinson was such a stewardess. The Las Vegas plane was crowded to capacity, yet she performed her chores in a most pleasant manner.' (Air traveler, Beverly Hills, Cal.)

Men of distinction

To give recognition to outstanding Air West employes, the company has initiated a monthly incentive award program.

Beginning in August, one employe will be selected as 'employe of the month.' That person will receive space positive transportation to San Francisco, a luncheon in his (or her) honor hosted by Air West president Bob Henry, \$100 in cash and an engraved wristwatch.

Only non-management employes will

'This is a 'thank you' letter for the very able assistance of Eugene agent, Gary Kamisky in straightening out the mix-up on my parents' flights to and from San Francisco and Eugene on Memorial Day weekend.

His prompt and courteous assistance made their trip more pleasant.' (Architect, Albany, Ore.)

'In these days of speed and impersonality, it's truly rare to find a public service that merits praise.

'My husband and I just returned from a vacation which took us to Reno and San Francisco. Your planes were clean, comfortable, on time; your stewardesses were cheerful, extremely helpful and — especially for my husband's appreciation — cute! Tea sandwiches served on our return afternoon flight out of Los Angeles were delicious.' (Vacationer from Tucson)

'Mrs. Bernice Krueger of your Los Angeles reservations office did an excellent job on my reservations for your Flight 780 for Phoenix, connecting to St. Louis, and Indianapolis.' (Insurance secretary, Indianapolis, Ind.)

(These customer compliments were compiled by Harold E. Wallis, assistant vice president-special projects, and Russell E. Fields, manager-passenger services.)

assistant stations director Duke Briscoe, customer services director Larry Curns, general sales manager Dick Neal, personnel services manager Bill Company, and Kip Wharton, assistant to the vice president of marketing.

Dale Myers

Captain Dale Myers has been appointed assistant regional flight manager at Las

Summer Fun

Summer is traditionally the time for picnics, beach parties and golf tournaments, and Air West's employes' clubs have not been holding back.

The largest of the summer affairs was held at San Francisco in July with almost 800 picnickers participating from throughout the system. A picture essay of that picnic appears elsewhere in this issue.

Held in conjunction with the picnic was a golf tournament won by San Jose agent Gerald Bradley. He took low gross honors in a playoff with Ron Gilmore, San Francisco district sales manager, and Howard Parker, sales/service manager at Santa Barbara.

Low gross for the women was won by Bev Hallock, wife of Bernie Hallock, director of general accounting, who won the longest drive contest.

Low net for women ended in a tie between Patti Reynolds and Marcia Gilbert, of San Francisco reservations. The girls are roommates and decided to share the trophy instead of going through a playoff to determine a single winner. Perry Jackson, manager of military sales, won the closest to the hole contest by being the only one to hit the green with his tee shot.

Mary Koslosky, of San Francisco benefits and records, had two 'winners' in her family. Husband Walt took low net honors and son Keith was given the dubious title of 'high hacker' for being just that. Runners-up in the low net category were San Jose agent Don Lovett and Herb Gonsalves, of Phoenix maintenance.

Portland employes also had their summer picnic in July and more than 100 persons attended the affair at Roslyn Lake Park. It was a traditional picnic with only one unscheduled event. Portland agent Steve Golliglee and his wife, while canoeing, made the mistake of trying a hard right turn. The canoe overturned and the Golliglees went swimming.

Portland employes plan a western night and barbecue August 16 at Larrv West's



Tariff Manager Stan French, an expert in German language is asked the time of day in Arabic by secretary Odette Bonavita, who speaks French

Bulgarian and Tagalog spoken here

Que hace hoy por la noche? En thamlé shi il yome? Est-ce vous libre ce soir? Haben Sie heute abend zeit?

Unless you know Spanish, Arabic, French or German you won't know what those four questions are asking. If you don't know the language and really want to know what has been asked, we suggest you ask one of your fellow employees who speak these languages.

A recent questionnaire revealed that almost 100 Air West employees are bilingual in more than 20 languages and that some employees are able to speak or understand as many as four languages.

The languages other than French, German and Spanish, which were listed by the greatest number of people, included Arabic, Armenian, Bulgarian, two dialects of Chinese, Croatian, Italian, Dutch, Danish, Swedish, Tagalog, Philippine, Japanese, Polish, Portuguese, Norwegian, Russian and Serbian.

The survey was conducted by Kip

Wharton, assistant to the vice president of marketing, so that passengers who do not speak English will have a chance at being understood by someone within the company.

Wharton said the list would be revised and reissued semi-annually to include the names of new employees who are bilingual.

If you are still wondering about the questions at the top, check the following language list and find yourself an interpreter:

Arabic — Odette Bonavita. Armenian — Haig Medzegian. Bulgarian — Nina Jurjevic. Chinese — John Chan and Sherman Sheng. Croatian/Serbian — Nina Jurjevic. Danish — Norm Hansen and Rosie Merrill. Dutch — R. W. Dirks. Filipino — Odette Gustafson (Tagalog) and Jim Light.

French — Sherry Armstrong, Odette Bonavita, Ed Converse, Ann Eaves, Sandra Hathy, Rosemarie Lohrentz, James

McGill, Blanche Moore, Candy Restemayer, Christina Rindahl, Ray Roy, Cecile Russell and Rudy Zepeda.

German — Bill Allen, Helen Carrillo, Ed Converse, Stan French, Sandra Hathy, Dagmar Hoebich, Gordon Kent, Rosemarie Lohrentz, Rosie Merrill, Barbara Neff, Hildegard Scherlizin, Ann Watson, Helga Wolters.

Italian — Sherry Armstrong, Jan Cesari and Sandra Hathy. Japanese — John Chan. Norwegian — L. J. Hawkinson. Polish — Celia Orłowski and Tony Naumezik. Portuguese — Tony DeLoura. Russian — John Lindsay and Tony Naumezik.

Spanish — Carl Bailey, Margie Barber, Bill Boushelle, Willa Brown, Helen Carrillo, Robin Converse, Ann Eaves, Jim Garvin, Bill Gerrard, Sandra Hathy, Olga Jensen, Pat Keating, Jim Light, John Lindsay, Leroy Littlejohn, Helen Paez, Liberto Silva, Bill Solomon, Juan Sparhawk, Linda Suazo, Jim Wilson, Rudy Zepeda.

Swedish — Candy Restemayer.

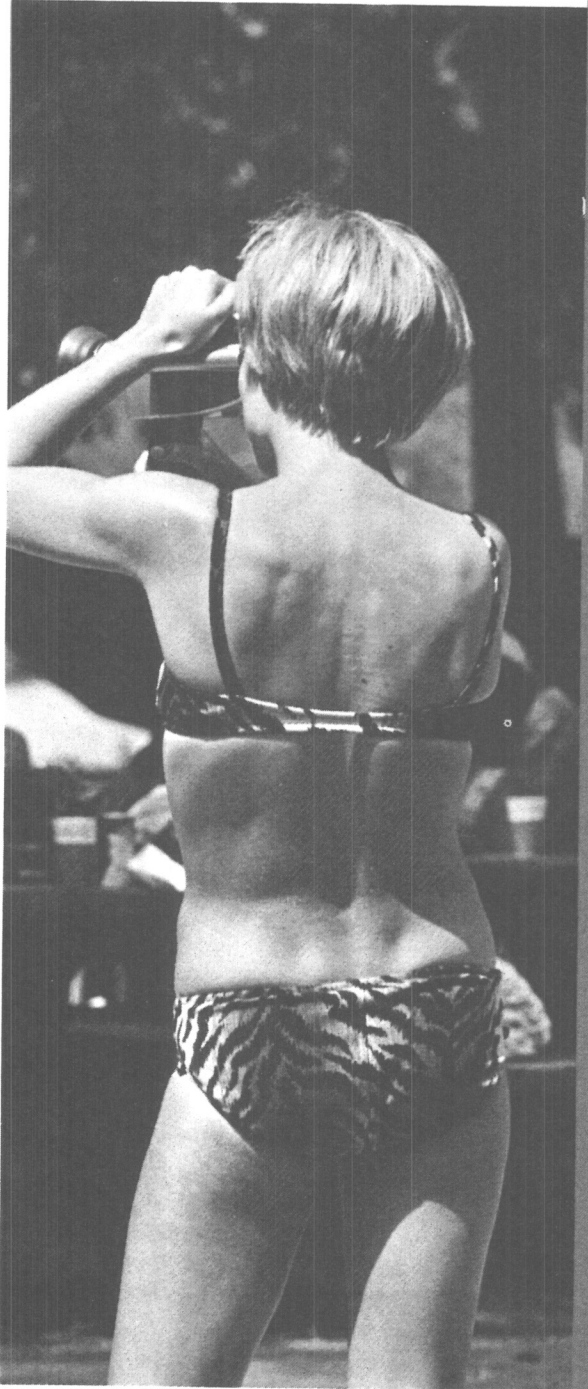


THE AUCTIONEER Don Boyle knocks down a frightful bargain

THE HORSEMAN Arch Miller tries galloping without the horse



THE PHOTOGRAPHER'S PHOTOGRAPHER



Wilma Seyd

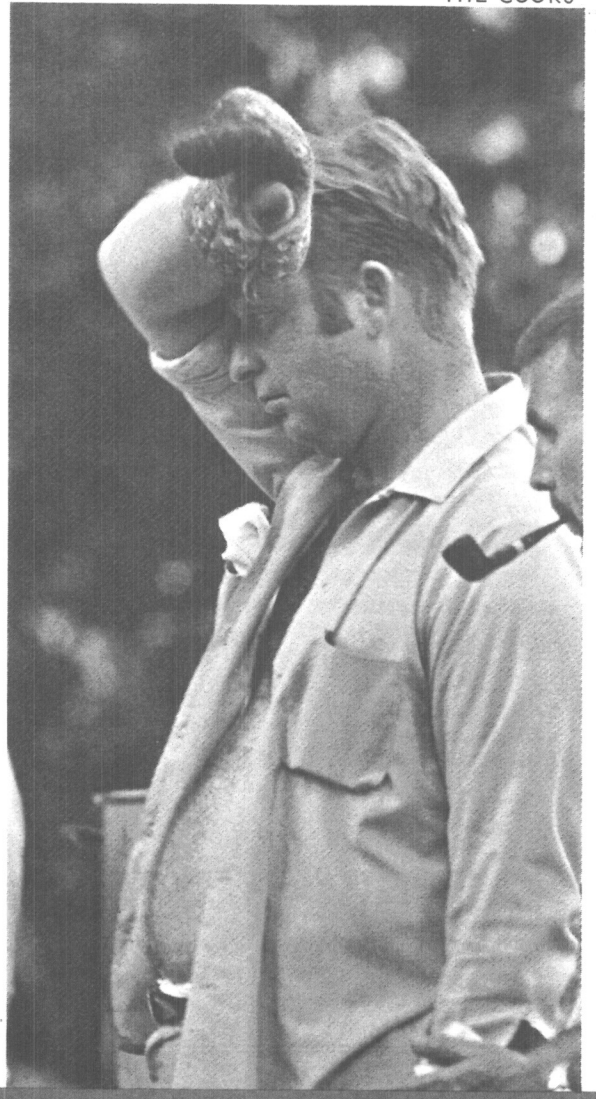
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Linda Suazo

SENORITA

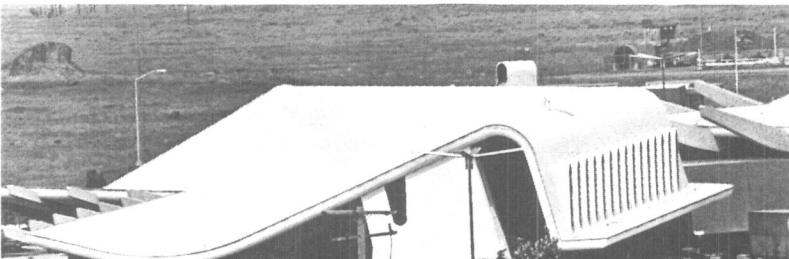
THE COOKS



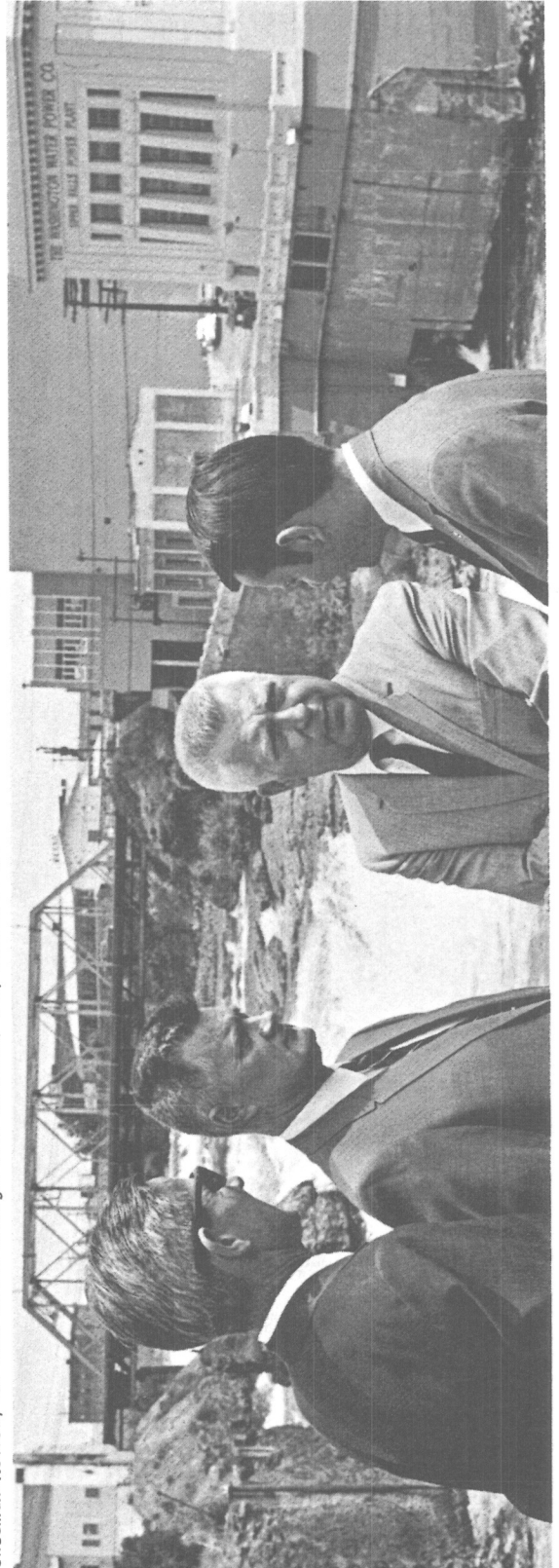
Gary Kidwell and Don Ohler



Air West jet passengers from Calgary are sped through customs. Spokane International Airport's graceful passenger terminal.



okesman-Review, Air West station manager Jack Whitehill; Tony Raiter, of Spokane Chamber of Commerce, and Jim Garvin, Air West sales manager, at Spokane Falls



Spokane is fast becoming one of the key stations on the Air West system. The July schedule is testimony to that.

From Spokane, travelers can now go directly or with a single connection to virtually any part of the West. The addition of nonstop jet flights between Salt Lake City and Spokane has eliminated the weak link in Spokane's air service, not only via Air West but by other carriers as well.

The connection means Spokane will be a gateway city for feeder flights from throughout the Northwest to all parts of the country and most parts of the world. Ed Beauvais, assistant vice president for research and development, believes the market potential at Spokane has just barely been tapped and that a major upswing in traffic can be expected in the near future.

Jack Whitehill, veteran sales/service manager at Spokane, agrees. Says Whitehill, 'We have always been looked on as a little brother airline. I think after we've had this July schedule in effect a while, we will no longer be a little brother, but a big brother, nose to nose and toe to toe.'

Spokane operates what Whitehill calls 'five bunches of flights a day when we go at it hammer and tongs.' It appears his crew of 18 agents, 6 mechanics, a groomer and an electrician will only get busier as the market develops.

Jim Garvin, district sales manager at Spokane, has been in eastern Washington since early this year but he has been converted to the gentle way of life in his new home.

Garvin bubbles with enthusiasm when he talks about Spokane and its potential. His sincerity and amiability were evident during my visit to the Inland Empire. Garvin took me to visit several of his client travel agents and they all received his call with warmth and with the same friendship and cordiality he carried with him.

With Garvin and Whitehill, I had lunch with Tony Raiter, of the Spokane Chamber of Commerce, and Joel Ream, business editor of the Spokane Review.

Raiter and Ream described Spokane as 'friendly.' With that, I had to agree. When I asked them if they considered the area 'progressive,' they hesitated before answering but they finally concluded the city was moving forward, but at a measured pace. They did not feel 'progressive' was the right word. A better word might have been 'cautious.'

They explained that Spokane was as interested in expansion as any other American city. But they said Spokane was not interested in the problems related to some large industries. They said there was no desire among community leaders to bring in industry which would cloud the air with impurities and pollute the water. It would seem other communities would do well to adopt Spokane's form of 'caution.'

Transportation always has been the key to Spokane's success. It has been, since its early days, a rail center. That factor is now one of the things which brings a touch of undesirability to the area. Railroad tracks and their connected facilities are not pleasing to the eye. Spokane is burdened with rail bridges and overcrossings at the heart of its spectacular beauty — the Spokane River Falls.

Raiter explained that plans are underway to eliminate the eyesores as soon as a proposed merger of railroads allows consolidation of rail tracks and terminals to a spot away from the falls. The plans also call for landscaping and generally 'fixing-up' of the falls area, near the center of the city, into an attractive park.

Almost half the complement at Air West's Spokane station is home-grown in Washington. Several are from Idaho and two were born in Alberta, Canada.

Whitehill is a former B-25 pilot schooled in Bellingham, who saw considerable action during World War II. He had been manager at Yakima and Walla Walla before coming to Spokane in 1961. He is a ruling elder of the Presbyterian Church and the executive board of the Inland Empire council of the Boy Scouts.

Senior agent Eldon Booher, the father of two and a Washington native, has been in the airline business since 1954. He worked at Clovis, N.M., with Continental Airlines and came to Spokane in 1957. Senior agent Don Mackey, another Washington native, began at Olympia in 1959 and moved to Spokane from Pullman.

Senior agent David Hunt, still another Washington native, began at Yakima in 1952. He is the father of three teen-age daughters.

Agents DeWayne Wilkinson and Ron Baltzell are both Minnesota products, although Baltzell spent many of his younger days in Idaho. Milt Morgenstern began in 1959 and for several years was relief agent in the Northwest before settling at Spokane. He came originally from North Dakota.

Fred Lee was born at Spokane and began his airline career there in 1963. Paul Sinclair began at Calgary in 1963 and moved to Spokane the following year. Wes Roberts has worked at Spokane and Wenatchee since he started in 1965. Ed Evans began with Frontier in 1956 and worked at five intermountain stations before going to Spokane in 1963.

Fred Primmer began in 1959 at Spokane. Mike Brown's career with airline work began at Seattle with Northwest Airlines in 1958. Earl Downing began in 1958 at Boise and moved to Spokane in 1968.

Douglas Dyché was born in Kansas but went to high school in Spokane. His career with Air West began in 1966. Tim Anderson began at Spokane in 1966, but since then has worked at Wenatchee, San Francisco, Idaho Falls and is now back where he started. He holds a bachelor's degree in history and geology from Whitworth College.

Crew chief Don Haynes is a 25-year airline veteran with Northwest, Empire and Air West and most of that time was spent at Spokane. Mechanic Jerald Dansereau was an electrician and line maintenance mechanic for American at Tulsa

(Continued Page 14)

No Better Spot

If a great mythical designer of cities were to sweep across a barren America looking for the ideal site on which to exploit his trade, he could not pick a better spot than that which Spokane, Washington, now occupies.

The geographic setting is breathtaking, rolling hills, heavily dotted with pine and fir, peaks of sufficient height to catch winter snows without hindering city life, streams and lakes in such abundance that it would take one man the better part of a lifetime to know them all, and air so clear and fresh the human sinews savor every breath.

Spokane is less than a century old, though some of the surrounding areas have been populated for a longer period. The selection of an elbow in the Spokane River for a town site was easy to make. Trails from the east had to cross the high Idaho peaks. Trappers and traders used the river for transportation and the hills surrounding the city were alive with game animals, and the lakes and streams overflowed with fish and fur-bearing animals.

The first permanent settlers came in 1871 and the Northern Pacific railroad followed ten years later. That road has since been joined by four others to make Spokane a major rail center of the Northwest. The addition of transcontinental highways and three major airlines has made the city of even greater import to industry and pleasure travel.

Pay very close attention the next time you fly into Spokane to the lush, green countryside beneath you.

You will see miles and miles of rich farm land, anchored to the mineral wealth of volcanic soil and the almost unlimited supply of water, not only from streams and lakes but also from vast underground supplies. You will see a patchwork of farm lands and forests, interspersed with an occasional road or decorated with a home or silo. You will see acre after acre of wheat, or apples, or peas or lentils. And you will see more of the color green than you ever imagined existed.

If your approach takes you into Geiger Field from the east, you will fly directly over the city of Spokane. You will see a well-organized system of streets, all tree-lined and directed toward the heart of the town. You will see houses with well-kept yards and just before touchdown, you may catch a glimpse of Indian Canyon golf course, which has won recognition as one of the finest municipal

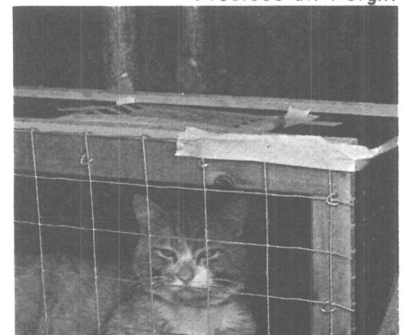


Spokane mechanics Neil McLain and Gale Briggs (r)

Pilot Arnold Glotz checks in

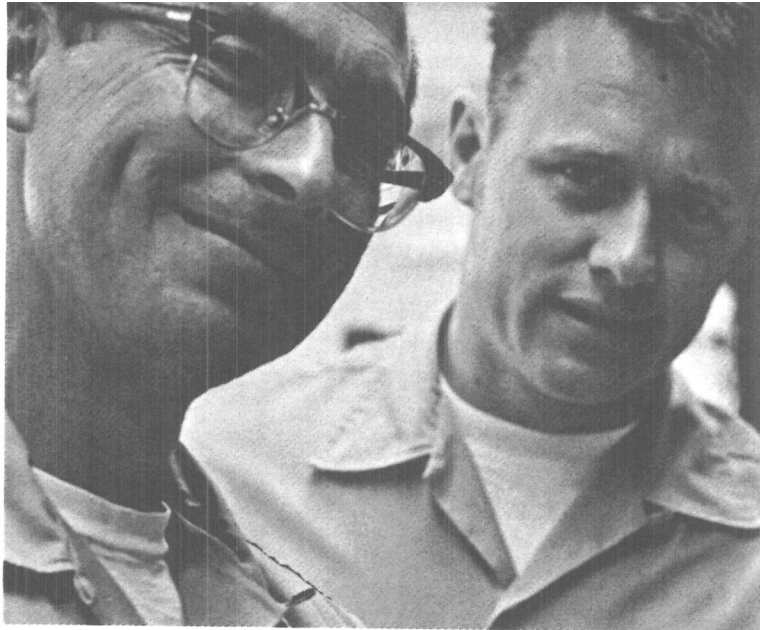


Precious air freight





Gale Briggs takes a turn as fueler



Senior agent Eldon Booher and agent DeWayne Wilkinson
Agent and basketball ace Wes Roberts



ly get to know Spokane as these men do, it may not be such a surprise after all.

tor miles. Smoke fills the air like an explosion from a giant bomb. Slowly the the Apollo 11 moon shot. I will never forget it.

35 Trainees

Thirty-five Air West employees, 24 of them brand new to the family, completed training at Phoenix during July.

Eleven of the employees completed the supervisory training program under training director Gene Neavitt:

Las Vegas — Earl Dieffenbaugh, George Gragg, Bob Jewell and Duane Styck, stations; Robert Pirisky, maintenance.

Phoenix — Leroy Littlejohn, training; Shirley Salazar, reservations.

San Francisco — Amelia Olivas and Margie Rose, both reservations control.

Seattle — Carol Madren, hostess; Ray Primm, reservations.

John R. Palmer, manager of customer service training, said that 24 reservation agents were graduated and assigned to domiciles in July:

Phoenix — Linda Knoll, Bonnie Koontz, Carol McIntire, Marie Miller and Sharon Yeager.

San Francisco — Kathy Mayer, Charlotte Byers, Patricia Crabtree, Shana Jarrett, Judy Kirkland, Evelyn Montoya, Susan Poraczky, Mary Slater, Judy Nelson, Karen Williams, and Jayne Thormann.

Seattle — Peggy Price, Laurie Lockhart, Paula Wallace, Kathleen Floyd, Lyndell Brown, Glenna Rudolph and Ruth Yoder.

Big Brother

(From page 11)

before starting with Air West at Seattle. Gale Briggs has been an airline mechanic since 1950. Clinton Jarrett, Spokane's radio and electronics mechanic, has been in the airline business since 1959 with Delta and Air West. Samuel Brown began

As Dave Hinson saw it

(From back page)

able to see quite clearly the activity surrounding the Saturn V.

Several hundred cars were now parked along the road. NASA had set up mobile canteens and portable rest rooms — much more comfortable than those they provided for the astronauts, I thought. We were surrounded by people from all parts of the U.S. The car behind belonged to a gentleman named Fred who was from Houston. The car ahead belonged to a man from Washington, D.C. Almost every car contained children. But it was quiet. No loud voices, no yelling, the children not running.

Although the cars were air-conditioned, no one could use this modern convenience. With hundreds of cars bumper to bumper, all engines idling, asphyxiation would have been the order of the day. So, we just stayed hot (remember the sun wasn't up yet). At 6 o'clock the horizon turned to gray and our neighbor, Fred, came over with two cans of beer and suggested we toast the safe flight of Apollo II.

At 7 a.m. the sun was up and tension was building. Everybody had a radio, many had portable televisions (watching Walter Cronkite tell them about what they were a part of). Loudspeakers along the road kept us advised of events via the voice of Mission Control.

By 9 a.m. everyone had picked 'his' place from which to watch the take-off.

No one seemed to notice the heat now; there was very little conversation. At T minus 5 minutes people began to move from foot to foot, or turn around, or just move in an attempt to dissipate the nervous energy being accumulated.

At T minus 1 minute all conversation in the crowd seemed to stop.

No one moved. Cameras clicked, the only sound except for the voice of Mission Control.

Then at T minus 10 seconds a very interesting thing happened. People began clapping, cheering, yelling — **before** ignition. When the red flame belched beneath the rocket the noise from the crowd was similar to that at a championship football game when the winning touchdown is scored.

There was still no noise from the rocket. That noise didn't travel those three miles until the astronauts had been pushed some 150 feet into space. And some noise it was, the loudest man-made noise ever created.

Suddenly it was over. The rocket was gone, the launch pad was empty. Smoke rose around the gantry, like some trick where the magician makes an object disappear behind his cloak, leaving only a wisp of smoke.

'I will never forget it'

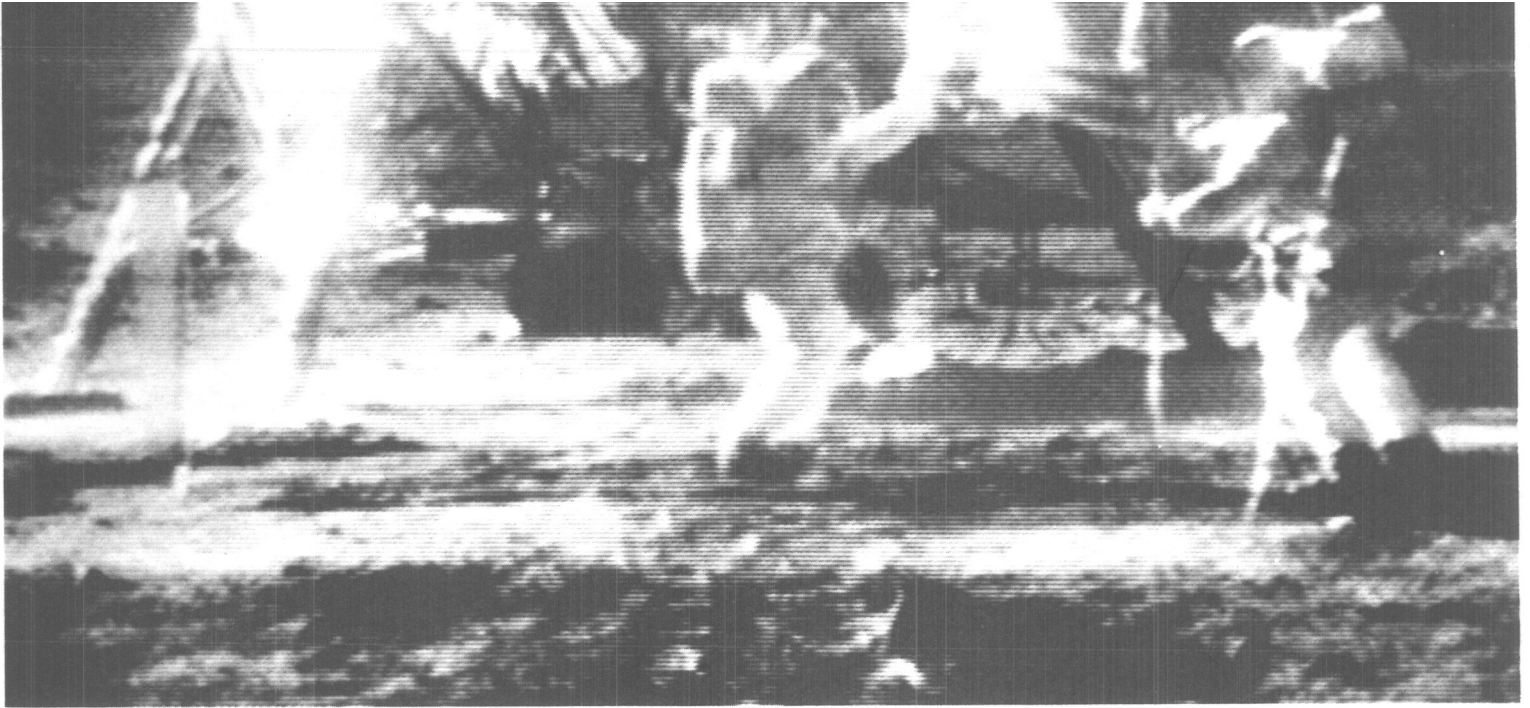
pointing of fingers and raising of binoculars would be great comedy except for the sincerity of it all. The bond between us grows.

Birdwatchers, we are called.

Some have radios and some TVs. All

rocket lifts from the pad. Cheers split the silence. Tears flow. Articles are thrown into the air. Couples hug each other and children jump up and down. I shout, over and over, 'It's beautiful . . . beautiful . . .

As the rocket disappears into the



Astronauts Neil Armstrong and Edwin Aldrin deploy American flag on surface of moon

Lunar and Apollo photos from NASA

The Moon Landing:

By Dave Hinson

At 5 a.m. Cape Kennedy was completely dark. There was no trace of sunrise on the horizon. And it was hot, very hot. Native Floridians told us that this is the hottest summer in 20 years.

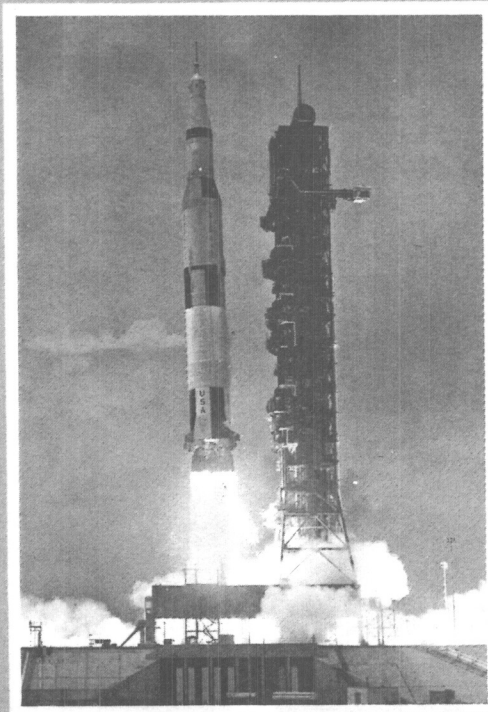
Our first view of Apollo 11 came as we topped a slight rise in the causeway leading to the entrance of the cape.

It appeared as a slim, white pencil outlined against a black background — the lights sending out spokes of reflection that gave the picture a feeling of some mystical presence, no doubt highlighted and emphasized by our anticipation.

We parked on the road adjacent to the Vertical Assembly Building some three miles from Pad 39 and 300 yards from the empty stands where NASA would entertain the attending dignitaries.

By 5:30 a.m. I had set up my camera and attached a 400 mm lens. As the lens focused and the picture cleared, I was

(Continued inside back cover)



Two viewpoints

By Donn Anderson

There it is, silhouetted against the darkness; a white tower stabbing into the muggy Florida night. I am about to witness the most monumental historic event of my lifetime.

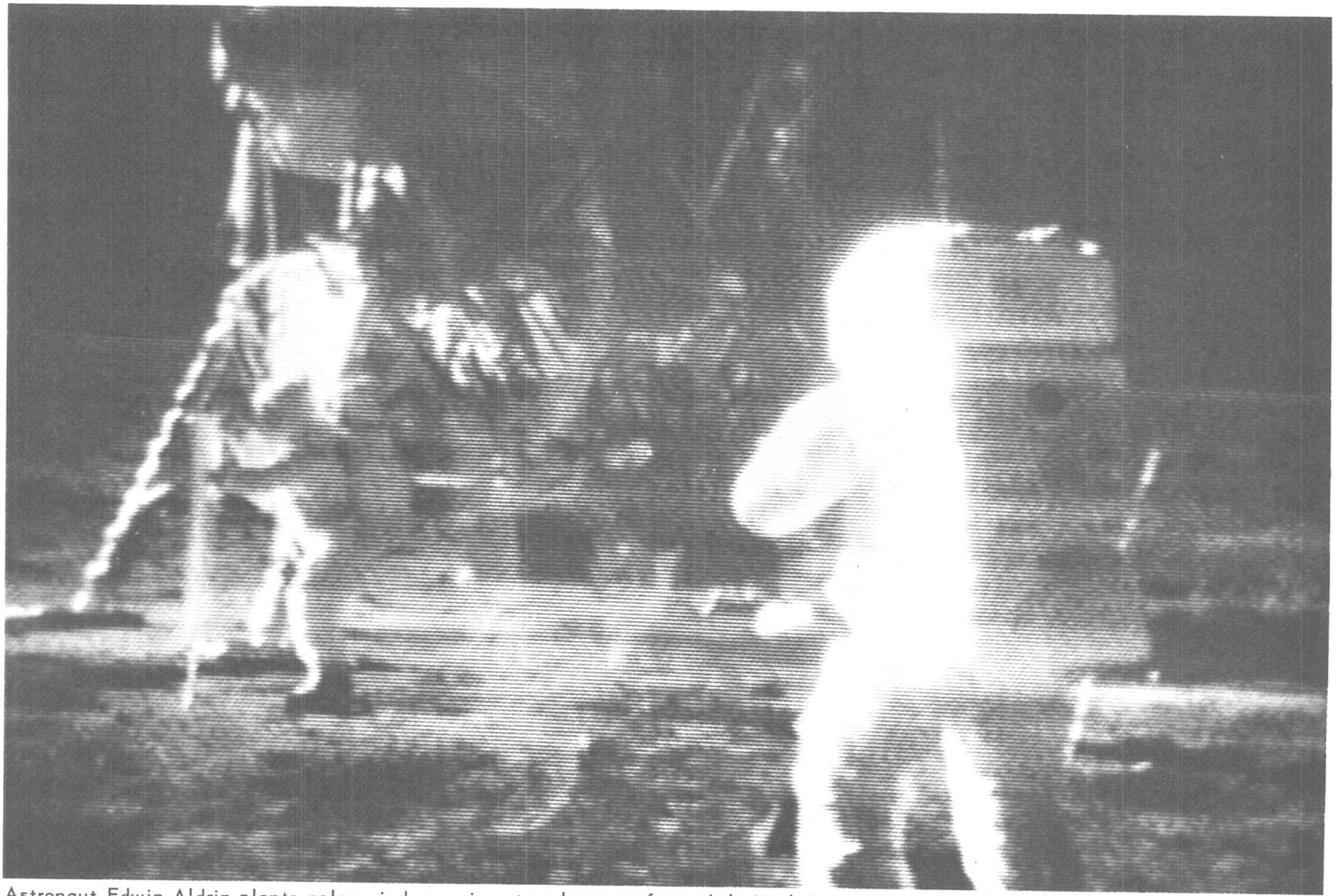
They said a million people would be here to watch the blastoff. They are all here. I am one of the thousands on the shores of the Indian River in Titusville, directly across from the cape. We have come from all America. From Indiana, California, Georgia and New York, to see with our own eyes what men have done.

Cars and people everywhere. Campers, tents, sleeping bags by the road. People lined up at every restaurant. Children hanging from trees and sleeping in the damp grass. Parents looking cool and calm but feeling the excitement.

The sun rises. Saturn V disappears into the haze around its pad. Each new arrival asks where the rocket is. An instant

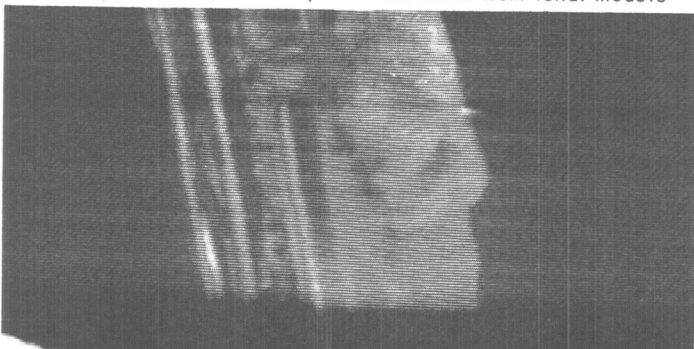
(Continued inside back cover)





Astronaut Edwin Aldrin plants solar wind experiment on lunar surface while Neil Armstrong (r) glides towards him

Armstrong takes the first step onto the moon from lunar module



The other side of the moon, viewed from the Apollo

