

HUGHES AIR WEST

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HUGHES AIR CORP.

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Cargo, Passenger Increases Go On

Hughes Air West continued increases in passenger and cargo traffic for the first three months of 1971, compared with the same period a year ago.

Irving Tague, general manager, said that traffic performance for the quarter exceeded nearly all forecasts.

In the first quarter this year revenue passenger miles flown by the regional carrier climbed to 219,754,000, or 7.1 per cent more than the 205,126,000 miles reported in the similar 1970 period.

A total of 676,200 passengers flew aboard the airline's fleet of 45 DC-9 jets and F-27 propjets in the quarter — 1.5 per cent more than the 666,307 passengers that were boarded in the year-ago period.

The load factor (percentage of seats filled) reached 45.6 per cent, compared with 43.9 per cent in the first three months of 1970. This represents a gain of 3.9 per cent.

Some 4,902 tons of cargo were boarded in the quarter, a 33.4 per cent increase over the 3,674 tons in the same 1970 period. Cargo ton miles flown by the airline in the first quarter totaled 1,664,641, compared with 1,249,842 in the like year-ago period. This is a boost of 33.2 per cent.

Busiest Day/Week

The busiest day and the busiest week of the year for the airline were recorded earlier this month.

The week ending April 4, with 57,843 passengers boarded, was the busiest of 1971. Friday, April 2, with 11,538 passengers boarded, was the busiest day this year.



EYES OF GUADALAJARA — The beautiful women of Guadalajara are renowned for their haunting almond-shaped eyes. The "senorita" (above) holds a bouquet of fragrant roses symbolic of the more than one million rose bushes that bloom profusely in the mild climate of Guadalajara, known as the "City of Flowers."

Guadalajara Flights Begin

Hughes Air West is the first U.S. scheduled airline to fly to Guadalajara — birthplace of mariachi troubadors, tequila, and the Mexican hat dance.

The new jet service to the 441-year-old city, second largest in Mexico, began April 25 from Phoenix.

Guadalajara, with a population of 1.5 million, is the cultural hub of western Mexico and the country's leading manufacturing center.

"It is an exciting addition," said

Irving Tague, general manager. "We are looking forward to serving this great city, its residents and many visitors it attracts from throughout the world."

Generate Closer Ties

Tague said the new air link will generate closer cultural and economic ties between the two nations.

The western Mexico route also will provide the first non-stop service to a

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On-time Station Winners Named

Portland retained. Sacramento regained. Pullman/Moscow reigned. And Apple Valley maintained.

Results of the stations department's on-time performance contest for March show Portland retained its first-place status in the Class A ranks.

Sacramento, which last month gave up the Class B trophy to Santa Ana, got it back.

Pullman/Moscow edged out North Bend/Coos Bay by .7 per cent for the Class C award.

Apple Valley was given the first quarterly Class D award.

Portland kept the award after only 32, or 4.7 per cent, of its 683 flights in March suffered controllable delays.

Sacramento won when only 8, or 2.4 per cent, of its 328 flights were delayed at the station. Yakima was close behind with 9, or 2.6 per cent, of its 344 flights delayed.

At Pullman/Moscow, 3, or 1 per cent, of its 295 flights, were delayed for the winning mark. North Bend/Coos Bay, last month's winner, was only .7 per cent behind and Santa Barbara only .9 per cent back.

Nine Class D stations had perfect records in the quarter with no flights delayed at the station. Apple Valley was given the award because the 46 flights during the period were the most handled by any of the stations. The other stations with no delays were Astoria, Baker, Santa



REPEAT PERFORMANCE — Gene Martin (left foreground), Sacramento station manager, gets back the trophy he gave up a month ago from Tom Chandler (right foreground), Santa Ana station manager. As the original challenger in the Class B station competition in February, Sacramento lost the trophy to Santa Ana. Chandler reluctantly gave the trophy back when Sacramento took top honors in March.

Rosa, La Paz, Great Falls, Ontario (Ore.), Tahoe Valley and Roseberg.

The awards are given monthly (quarterly in Class D because of the small number of flights) to the station that has the lowest percentage of controllable delays.

A controllable delay includes time lost because of aircraft servicing, cargo and passenger boarding, catering, and oversales. Gate congestion, passenger connections, air traffic control and weather do not count against a station's record.

Two Mechanics Get Suggestion Cash

Two suggestion award program cash prizes, including the largest amount paid so far, have been won by two Phoenix employees.

Adam Van Vugt, sheet metal worker, received \$175 for suggesting that replacements for the forward main landing gear strut door on F-27 aircraft be manufactured by the company instead of being

purchased from an outside firm.

Richard King received \$50 for devising a way to prevent broken power cables on the forward passenger stairs of DC-9 aircraft.

Van Vugt's award was based on a \$1,700 annual saving to the company. It was estimated that five of these doors are replaced annually at a cost of \$2,240.

Manufacturing the doors in the company's sheet metal shop would reduce their cost to \$119 each.

King's suggestion involved repositioning a clamp and screw assembly to prevent the stairs' main power cable from chafing against the part. The chafing caused some of the cables to part, rendering the stairs inoperable.

Management Club Expansion Told

The Hughes Air West management club has been expanded to include all non-contract personnel, Howard Parker, club president, said.

The club will continue to be divided into six groups of about 55 members each. Each group will meet twice a year at various locations around the system. Members will be notified about their group assignment and the date and location of their next meeting.

Other club officers are: Tom Chandler, secretary; John Malloy, treasurer; Nickie Nick, Jim Zamensky, Paul Shoaff and Ed LeShane, board members.

Merger Planned

Allegheny and Mohawk airlines have announced their intentions to merge, with Allegheny as the surviving carrier.

Mohawk reported a 1970 net loss of \$11.9 million while Allegheny had a net profit of \$565,248 in the same period.

Mohawk president Russell Stephenson said the merger appeared to be the "best economic alternative at this time."

The merged carrier would serve 170 cities, 19 of which are now served by both carriers.

The surviving carrier would be the sixth largest domestic airline in terms of passengers boarded.

Scoreboard

HUGHES AIR WEST TRAFFIC

March

	Mar. '71	Mar. '70	% change
PAX	235,444	233,087	+ 1
RPM	76.6 mil	72.6 mil	+ 5.5
Load Factor	45.4	45	
On-Time	80.4	87.0	
Cargo Ton Miles	615,872	426,843	+ 44.3
Cargo Tons Brd.	1,798	1,231	+ 46.1

FIRST QUARTER

	1971	1970	% Change
PAX	676,200	666,307	+ 1.5
RPM	219.7mil	205.1mil	+ 7.1
Load Factor	45.6	43.9	
On-Time	79.4	84.3	
Cargo Ton Miles	1.6mil	1.2mil	+ 33.2
Cargo Tons Brd.	4,902	3,674	+ 33.4



OUTSTANDING — Marilyn Fiscalini and Verne Roenfeldt were named Outstanding Employees for March.

Legislative Work Brings Praise

Mike Murphy, special assistant for public affairs in the northwest, has received special commendations for his work with the Idaho Legislature.

Murphy worked not as a politician — but as a legislative representative for the airline industry.

He provided the legislators with factual information on bills that would affect the industry and the traveling public. In at least two major cases, the body voted in favor of the airlines. One measure, that was defeated, would have raised the tax on aviation fuel one cent a gallon. Another bill, that was approved, granted a special appropriation of \$300,000 to expand airline-served public airports in the state.

One letter from a major trunk carrier said, "We sent a freshman to Idaho as legislative coordinator and he has already accomplished more than many of us have in many years."

Obituary

Funeral services were held March 31 for Donald E. Gould, station agent at Chico, who was killed in a motorcycle accident.

Gould joined the company in 1959. He was not married.

Outstanding Employees For March Are Named

Marilyn Fiscalini and Verne Roenfeldt have been named outstanding employees for March.

Each received \$250 and became eligible for the annual outstanding employee award to be presented in August. The annual award will be \$500, a week's time off and trip passes anywhere in the world.

Marilyn is secretary to the California Regional sales office, military sales office, cargo sales office, San Francisco district sales office and Oakland district sales office. All these responsibilities were listed among the reasons for her selection. In all, she works for 13 men and one woman.

One letter nominating her said "she is a highly efficient secretary just in the way she keeps track of all the people she works for."

She joined the company in 1966 as a secretary in the sales department.

Roefeldt joined the company in 1960 as station agent at Ontario (Calif.) and subsequently served as station agent and acting station manager at Apple Valley. He moved to Yuma in 1966 and was named chief agent in 1969.

Letters nominating him emphasized his professionalism and his ability to solve problems with a minimum of supervision. One letter said, "He either knows the answer or where to find it." Another said, "He is fair and honest and a pleasure to work with. He treats the customers in an outstanding manner."

CTO Robbed Again

The San Francisco city ticket office was robbed April 6 of \$201, the second time in two months it has been held up.

Margaret Phillips, ticket agent on duty in place of Bea Cloward, who normally works in the office, said a man with a gun walked in and demanded all the money.

The CTO was last robbed on Feb. 17 when two men got away with \$325. Miss Cloward was on duty at that time.

Runway Repairs Alter Service

Hughes Air West will continue to provide air service at Medford-Jackson County Airport when repair of the longest runway forced cancellation of all jet traffic for six weeks April 19.

Four daily 40-passenger F-27 propjet flights will be added to the Medford schedule during the period to accommodate "grounded" jet travelers, Terry Ashton, director of planning, said.

The new service pattern, brings to six the number of daily propjet flights serving Medford.

All air service, including the interim F-27 flights, will be suspended May 3-15, when the repair work is scheduled to reach the junction of the two runways. During that period the shorter runway will be closed as well.

Capps, Mickelson Win Golf Honors

First Officer Gary Capps and Capt. Phil Mickelson, both of Las Vegas, were the top company employe finishers in the Hughes Air West/Orange County golf tournament.

Capps won low gross honors with a 77 in the tournament, which was held at the Fallbrook Country Club. Mickelson was a runnerup in the low net category with a 74.

Eddie Feighner Sr., famous for his King and His Court softball team, and his son, Eddie Jr., who were guests, were also top finishers. Eddie Jr. finished behind Capps in the low gross category with an 80, while Eddie Sr., who shot 71, took first place in the low net class ahead of Mickelson.

EDITOR'S NOTE — The April and May issues of Hughes Air West are being combined into one publication because of the size and volume of news about the beginning of service into Guadalajara. The next issue will be published in early June.



SHARP IMAGE — Good grooming by employes dealing with the public is essential to the image of any company. For this reason, Hughes Air West has placed mirrors near the entrance to all its ticket counter spaces. Duane Styck, chief agent at Las Vegas, makes use of the mirror before beginning his shift.

Misplaced Baggage Problems Could End With New Luggage Referral System

Hughes Air West is participating in a new world-wide luggage identification and referral program that would almost eliminate lost and misplaced baggage.

It works like this:

International Luggage Registry, at Reno, Nev., will register baggage, sporting goods, cameras, hats, coats, or just about anything a person wishes to list, in its computer. The person receives permanent identification labels that he may place on any article he chooses.

If a registered article becomes lost, the person calls a toll-free number to report it. A computer specialist will search the computer's memory banks to see if the article has been reported found. If it has, the specialist calls the finder with instructions on how to return the article to the owner. If the article has not been found, the specialist records the loss with the

owner's current location for future reference.

When an airline, bus company, railroad, hotel or police agency finds the registered article, it is reported, via a toll-free telephone number, to another computer specialist. This specialist matches the found item with the loss report or the owner's registration number if a loss has not been reported, and the article is returned to the owner.

The new service is available for a charge of \$5 annually. There is no charge to airlines or other agencies using the service to receive or return lost articles.

Kip Wharton, director of stations, said the service will be a great aid to the company's lost and found offices. "With this Plan," he said, "we can make instant identification of missing articles — up to now one of our most serious problems."

Bienvenidos a Guadalajara

This Is Guadalajara

- A 441-year-old city.
- Second largest city in Mexico, with a population of 1.5 million.
- One-time capital of both northern Mexico and the southwest United States.
- Capital of Jalisco State, known as the "land of friendship." Total population 3.5 million.
- Lying on a fertile highland plain in the western plateau of Mexico.
- A city with more than 1,000,000 rose bushes.
- Birthplace of mariachis, tequila, and the "Jarabe" Mexican Hat Dance.
- 367 miles from Mexico City. 127 miles from Puerto Vallarta and 1,037 miles from Phoenix, Hughes Air West's gateway to Guadalajara.
- With government offices holding Jalisco's Governor Alberto Orozco Romero and Guadalajara's Mayor Guillermo Coseo Vidaurri.
- A perfect semi-tropical climate; not too hot, not too cold, with only three months of evening thundershowers.
- Average temperature 70-75 degrees.
- The clean air of a mile-high altitude and clean water.
- One million tourists and businessmen yearly — of which 55 per cent are Mexican citizens.
- More than 100 fountains.
- 300 soccer teams and a new soccer stadium.
- Jet aircraft landing at its \$10 million modern airport.
- Mexico's loveliest churches.
- An annual population growth of 9.3 per cent.
- Three television stations.
- The October Fiesta, which attracts more than half-a-million spectators.

GUADALAJARA "LE PERLA DE OCCIDENTE"

Guadalajara, also called "the pearl of the west," is considered the most Mexican of Mexican cities. The religious, family-loving citizens of Guadalajara are conservative in everything but business.

A unique "patronato" system combines labor, government, and industry in what is called a "Consejo de Colaboracion," or Council of Collaboration. These groups contribute a percentage (not tax deductible) toward projects that will benefit them.

Local businessmen under this system paid 10 per cent of the cost of the new airport.

Guadalajara is considered Mexico's leading manufacturing center. It is well located for business expansion as it is the westernmost population center of Mexico, or truly, "la perla de occidente."

A TOAST TO THE GOOD LIFE

Jalisco farmers cultivate one of Mexico's richest farm areas.

Corn, for tortillas, is the area's leading crop, bringing in some 90 million U.S. dollars yearly. This is one-half the estimated annual agricultural income of the area.

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DAYS OF OLD — Visitors to Mexico's second largest city ride by the Degollado Theater in horse-drawn taxi carriages, or "calandrias," which are found throughout Guadalajara's city center. The theater (rear), located on Liberation Plaza, is a perfect example of Grecian architecture. It was completed in 1866 and is used for concerts, operas, plays and conventions. Its interior is richly appointed with crystal chandeliers, carvings and beautifully executed murals.



GUADALAJARA A NOCHE – Guadalajara at night is a muted blend of old and 20th Century Mexico. The majestic Cathedral of Guadalajara (left), reigning at the end of Liberation Plaza opposite the Degollado Theater, reaches into the evening sky with its twin 220-foot spires. The cathedral, magnificently lit

at night, complements modern office buildings and hundreds of dancing fountains to illuminate Mexico's second largest city after dark. Guadalajara, the country's leading industrial center, is the cultural center of western Mexico with a population of 1.5 million.

Much of the nation's frijol beans – about \$11 million annually – come from Jalisco with sugar cane, peanuts and wheat following.

Jalisco has 3.5 million head of cattle which provide leather to be used in Guadalajara at the largest shoe factory in Latin America.

Miners dig in Jalisco's mountains for iron, lead, zinc, silver, gold and manganese.

!TEQUILA!

Guadalajarans can toast to the good

life – the glamour of their women and the gallantry of their men – in Jalisco's own tequila . . . the national drink.

Mexico produces nearly 10 million quarts of tequila annually – nearly all in the Guadalajara region.

The town of Tequila, 40 miles from Guadalajara, employs about 75,000 people in plantations and distilleries.

National Distillers & Chemical Corp., in partnership with Tequila Sauza, accounts for half of Mexico's entire tequila sales.

Heublein, Inc., associated with Tequila Cuervo, is number two in the field.

Seagrams buys from independent sources and markets tequila in Mexico.

A HISTORY – IN BRIEF

Guadalajara, even from the beginning, has known many influences. The region was located on the only north-south route linking Central America and the western United States. Thus the region saw many migrating tribes.

In the year 567 the Toltecs, on their

way to Tenochtitlan (Mexico City), founded Chimalhuacan and a group of villas in western Mexico. When the Spanish conquistadors arrived, they found the Chapala Indians — ruled by a peace-loving queen — and the Huichol Indians — who lived as they live today — taking orders from their head men and ignoring the central government.

Spain granted permission in 1529 to Captain Nuno de Guzman to settle the northwestern frontier. He conquered the region in a single campaign in 1530-31. His conquests were cheaply won as he met no resistance and was, in fact, welcomed openly by the Indians. Nevertheless, he ravaged the countryside burning homes, killing, and looting.

Surviving Indians became serfs for Guzman and his generals.

Guzman's tactics were frowned upon and he ended his military career in a Spanish jail.

Meanwhile tension, aroused by Guzman's representation, created what is considered the most formidable Indian uprising in New Spain's history: the Mixton War of 1541.

The Mixton country was the jagged promontory of high Indian culture jutting north from Guadalajara. There civilized Indians were neighbors to barbarians.

Guadalajara's normally docile Indians joined the barbaric mountain tribes in a new religion, defying Christianity and preaching war against the Spaniards.

A smallpox epidemic and Spanish victory through weaponry finally ended this four-year war.

Back to the fields. And the mines.

Spanish domination continued until 1810 when an aging parish priest urged his fellow Mexicans to stand up against Spain. Father Hidalgo's cry launched his nation's independence. He signed the decree in Guadalajara's Government Palace freeing all Indian slaves. This same Government Palace has also seen:

- The headquarters for colonial government (including northern Mexico and what is now the southwestern United States) from 1643 until 1774.
- The exiled government of President Benito Juarez who, with his troops, was fleeing a northwestern invasion of the French army. It was here, in 1858, that a speech by Don Guillermo Prieto saved



FEATHERED BIRD MERCHANT — A Mexican youth in Tlaquepaque (pronounced tlāk-y-pāk-y) — a suburb of Guadalajara — is surrounded by miniature hand-crafted birds as he sits in a picturesque portico leading to quaint shops that offer visitors a wide selection of regional Indian crafts. Tlaquepaque is noted for its glass factories and a ceramic museum featuring artifacts from the Guadalajara area.

the president's life from mutineering troops.

- French rule — when, during the U.S. Civil War, Emperor Napoleon set up Maximilian as a puppet monarch on the Mexican throne.
- And a short residence by Pancho Villa during the Mexican Revolution of 1915.

EL TAPATIO

You will hear this word often. Tapatiol is the smallest unit of Indian money (three cacao beans). This name was shortened to tapatio and today applies to anything or anyone Guadalupean.

Especially tapatio are . . .

El Charro — An elite horseman of Mexico who donates his time and talent in horsemanship to star in rodeos and fiestas. Of some 20,000 charros, half are residents of Jalisco. The charro is the essence of "Machismo" (translated "super-masculinity") and is set far above the working cowboy, el vaquero, not only by expensive costumes and the finest horses, but by a spirit of Guadalupean swagger.

El Mariachi — The roving musician seen on the streets of Guadalajara. Until the recent introduction of the trumpet

this was a string and percussion sound, native to Guadalajara.

The word "mariachi" comes from the French word, "mariage" meaning marriage. And well it should, as these minstrels have historically been the sound of marriage and fiestas, dancing and festivity.

The mariachi became the Mexican national symbol in the 1920s when he was introduced to Mexico City.

In Guadalajara the best place to find mariachis is in the Plaza de los Mariachis, or Mariachi Plaza, where they constantly audition for weddings or fiestas.

El Jarabe Tapatio "the hat dance" — Although the music and steps are of Spanish origin, its soul is Guadalajaran. The hat dance is a colorful spectacle and should not be missed in Guadalajara.

SHOPPING IN GUADALAJARA

Each village around Guadalajara has its own craft specialty. Artisans bring their wares to Guadalajara's markets:

- La Casa de las Artesanias de Jalisco (House of the Artisans of Jalisco) is a state-sponsored showplace featuring the

best work of glass blowers, weavers, potters, silversmiths, jewelers, basket makers and other craftsmen from the state.

- El Mercado Libertad (Liberty Market) is a huge merchandise mart where you can buy pottery, jewelry, metal work, ceramics, leather goods, clothes, food, flowers, huaraches, woodwork and on top of this, an Indian cure for any malady.

Bargaining is due process. But never run down a seller's product. Praise it. You love it, but it's soooo expensive. Once you get the swing of it, you'll find it hard to stop.

From Guadalajara's enduring Indian culture you will find handicrafts to decorate your home and to give to friends. You have to know what to look for, like . . .

Woven white serapes from Jocotepec . . . And carved bone chess sets from Teocaltiche. Pottery from Tlaquepaque and Tonalá. And you may even find a ceramic Nahual from Tonalá. You'll recognize him immediately. He's a bearded, horned animal carrying pots and household pottery on his back. He's an

ancient Indian bogeyman who steals things from people who don't put them away properly.

ART AND ARCHITECTURE

"Wa-da-la-hara" is how you pronounce it (all the "a"s are soft). It means "rock strewn river" in Arabic. Yes, Arabic. For the city Guadalajara takes its name from a Moorish city in Spain.

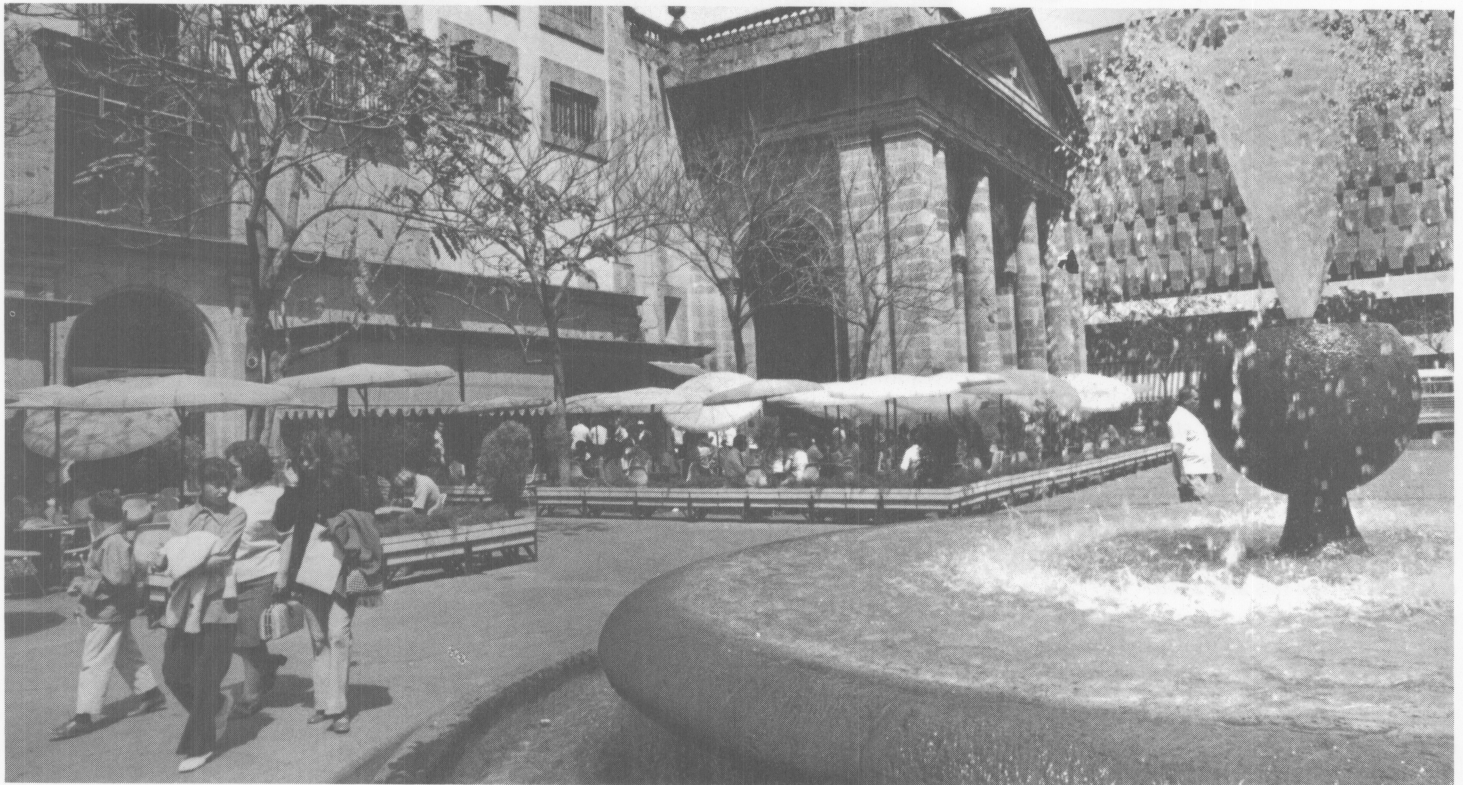
In Guadalajara you will find the Arabic influence as well as the Spanish, the French, the Indian, and the modern. Such as . . .

The Guadalajara Cathedral — a building dating from 1751 — enfolds eight different architectural styles.

Through the centuries it's been molded and remodeled. An earthquake in 1818 destroyed the main towers. And they were rebuilt.

During French rule, in the 1860s, one of the French generals removed the silver altar and melted it down to pay his troops.

The scars only add to the rich legacy of the building and add character to one of Mexico's loveliest churches.



LITTLE PLAZA OF THE UNIVERSITY — This plaza, one of a hundred found throughout Guadalajara, got its name from the University of Guadalajara, which was located here many years

ago. The umbrella-covered tables beyond the fountain are a favorite meeting place for Americans visiting Mexico's second largest city.



SHOPPER'S PARADISE — One of the many market places in Guadalajara is this state-sponsored House of the Artisans of Jalisco where craftsmen from throughout the state display for sale such items as glassware, woven cloth goods, pottery, silver, jewelry and baskets. It is located downtown in Agua Azul Park.

Jose Clemente Orozco — This artist, who lived and died in Guadalajara, captured in his work the violent history of the area.

Orozco is famed for the work "The Four Horsemen of the Apocalypse." Many of his paintings can be seen in public buildings throughout Guadalajara.

His **HIDALGO** decorates the vault of the stairway in the Government Palace. His **MAN OF FIRE** is in the dome of the cabanas Orphanage.

The Cabanas Orphanage — "El Hospicio Cabanas" occupies a building with 26 flowered patios linked by pink-tiled corridors. The chapel has frescoes by Orozco.

The Degollado Theatre — inaugurated September 13, 1866, houses the Guadalajara Symphonic Orchestra, operas and plays. In the interior a classic fresco by Galvez and Suarez, depicts Dante's Divine Comedy.

The State Museum — houses a rich history of Tapatío and Mexican art. Showrooms house colonial and modern art and artifacts.

FROM THE CITY TO THE SUBURBS

San Pedro Tlaquepaque — pronounced tləky-pəky, is a festive suburb of Guadalajara which is the summer home for many Tapatío families. Noted for their fine ceramic and pottery work, Tlaquepaque's natives once painted bathtubs for Spanish nobility. They now decorate giant jars. A ceramic museum, featuring different styles of ceramics from the Guadalajara region, is a "must" for visitors to Tlaquepaque. Blown glass from the glass factory, cut crystal, silver and gold work and beautiful ceramics are good shopping buys in this town.

Zapopan — another suburb, where daily hundreds of pilgrims visit the basilica that houses the Patroness of Guadalajara, "Our Lady of Zapopan." The church was constructed in the late 1600s and from this point Franciscan missionaries started on their evangelical missions to California.

Near the entrance to the church is a museum of Huichol-Cora Indian handi-

crafts. This art is easily recognized by brilliant colored yarns which are woven into gigantic eyes depicting the eyes of their gods.

Lake Chapala — only a half hour away from Guadalajara is Mexico's largest lake. It's 50 miles long and 12 miles wide.

Here you can eat the famous "white-fish" that are found only in this lake. Beaches, cabanas, and several villages line its shores.

Chapala and Ajijic — small resort towns on the lake shore, are favorite retirement spots for Guadalajara's American and Canadian population; some 17,000 people.

Juanacatlan Falls — a waterfall on the road from Guadalajara to Chapala. At full volume (June through September) this is one of the largest waterfalls in Mexico.

Barranca de Oblatos — called the "little Grand Canyon" is a 2,000-foot canyon cut by Rios Santiago and Verde. Papayas, zapotes, oranges and other tropical canyon-grown fruit are marketed in Guadalajara, just minutes away.



The girls lined up with eager anticipation

170 Mexican Orphans Take First Plane Ride

(Editor's Note: On Saturday, April 17, two special flights were held in Guadalajara. While the press group toured the city and public officials visited Mexican government officers, Hughes Air West flew more than 170 orphans from the Cabana Orphanage in Guadalajara. The following is a report by a staff member who participated on both flights.)

Their eyes suddenly widened. Little hands tightly gripped the arm rests.

Ah! Ooo! Wheee! Then giggles and laughter.

Their scrubbed faces sparkled with the thrill and wonderment of flight. It was their first.

This was the cabin scene during take-off. It was filled with small squirming children, each craning for a better view of the ground zipping by.

The first flight was for little girls only. They ranged in age from 6 to 13. Earlier, they patiently waited in the terminal for captains **Bill Baughman** and **Woody Reynolds** to ready the aircraft.

These candid photos were taken aboard special "kids only" flights at Guadalajara. They tell the story of the children's reaction to their first flying experience.

Finally, the word came. It's time to board. The children cheered. The elderly gray-haired orphanage director shushed them down. She asked them to form two lines. The smallest were first. As the double line grew longer, it also became higher.

Wearing a neatly-pressed white dress, each child clutched a partner's hand as they were escorted into the DC-9 jet and seated. Some were nervous. It was in anticipation of their first adventure into the Guadalajara skies.

Traffic to the bathroom was heavy.

At last they settled down. The DC-9 was soon airborne. The pilots gently leveled off at 12,000 feet. But there was turbulence.

Hostesses **Vangie Casillas**, **Ruth Jor-**

dan, **Angie Ladomato**, and **Susan Johnson** patrolled the aisles. Soon, each was equipped with a wet towel and paper bag.

About 10 of the youngsters became ill. They were embarrassed. A few teased them with a "haw, haw." But nearly all kept their noses pressed against the windows for a better look . . . pointing to familiar landmarks.

After a 40-minute ride above the city, the aircraft landed. Carefully, the children marched down the steps. This time as veteran jet travelers. Each was handed a Hughes Air West balloon and a small certificate with a picture of a DC-9.

The next flight was for the boys, all about the same ages as the girls.

They were more active, more curious. They peeked into the seat pockets, played with the ash trays, pushed light buttons, changed seats, and kept buckling and unbuckling seat belts. The gray-haired director tried to calm them down. She developed a few more gray hairs.

(Continued page 12)



Most were happy



Some were not



12,000 feet above home



First the girls, then the boys

Again, the "Ooos!" and "Ahs!" as the jet took off. This time the pilots flew higher. The DC-9 leveled off at 14,000 feet where the air was calmer.

Even so, the hostesses were ready. The white-bag brigade went back into action.

About three boys became ill. A few turned very pale. They were teased, too.

Then came the landing and the boys marched off with similar mementoes of their first airplane ride.

In all, the children were well behaved. They were proud and eager to learn. They

screamed with delight at every bank of the aircraft. It seemed like they would have liked to remain airborne forever.

Equally impressive was the reaction of the crew. They got a bigger kick out of it than the kids.



Balloons and pictures were given as mementos

Pre-inaugural Flight Hosts Newsmen, Public Officials

Aboard Hughes Air West's pre-inaugural flight to Guadalajara were 51 representatives of magazines, newspapers, television and radio stations and 29 public officials. They are:

PRESS REPRESENTATIVES

John Alba, Phoenix Gazette; Maxine Bartlett, Los Angeles Herald-Examiner; Joel Baugh, Pomona Progress-Bulletin; Ken Blase, KXRK, San Jose; Buff Bradley, Sunset Magazine, Menlo Park; Ted Capener, KSL-TV/Radio, Salt Lake City; Duane Cardall, KCPX, Salt Lake City; Keith Carew, Arizona Citizen, Tucson; Bill Close, KOOL-TV, Phoenix; Tyrus Cobb, Nevada State Journal; Ernie Cox, Oakland Tribune; Dave Dutton, Westways Magazine, L.A.; Jim Fendell, TravelAge West, San Francisco; Orien Fifer, Gazette, Phoenix; Frank Freeman, San Jose Mercury; Al Friendenthal, Glendale News-Press; Dick Gaither, KTAR-TV, Phoenix; Harry Graham, Santa Ana Register.

George Haddaway, Flight Magazine, Dallas; Bob Haulman, KNTV, San Jose; Thomas Hilton, Republic, Phoenix; Gus Kelker, Twin Falls Times-News; Mike Korologos, Tribune, Salt Lake City; Warren Lerude, Reno Gazette; Neil Lever, Las Vegas Review-Journal; Dori Lundy, Los Angeles Times; Jean Lunzer, Seattle Post-Intelligencer; Bob Lyhne, Peninsula Living, Redwood City; John McWilliam, Oregon-Journal, Portland; Maxine Martz, Deseret News, Salt Lake City; Don Martin, Motorland, San Francisco; Everett Messick, Peninsula Herald, Monterey; Dick Moody, Seattle Times; Bill Neubauer, Santa Cruz Sentinel; Jack Oglesby, Sacramento Bee; Dick O'Lone, Aviation Week, San Francisco; Sara Pacher, Better Homes & Gardens, San Francisco; Bob Parish, Aviation Daily, Beverly Hills; Larry Paulson, KLOK, San Jose; Betty Penson, Idaho Statesman, Boise; Ron Robertson, KRLA, Pasadena; Steve Snell, KEEN, San Jose; Al Stahl, San Jose News; Bob Stoldal, KLAS-TV, Las Vegas; Ansel Talbert, Air Transport World, Washington, D.C.; Don Tutt, KTVK, Phoenix; Mike Ward, San Gabriel Valley

Tribune; Bill Waters, Arizona Star, Tucson; Kenneth A. Welch and Anita Welch, Phoenix Magazine; George Whitesell, San Mateo Times; Carl Winston, The Examiner-Chronicle, San Francisco; Terry Wood, KUTV, Salt Lake City.

PUBLIC OFFICIALS

Harold Ashton, Tucson Airport Authority; Rep. Timothy A. Barrow, Speaker of the House, Phoenix; James E. Barry, Great Western Bank & Trust, Phoenix; Andy Baumert, Assistant City Attorney, Phoenix; Henry Bordensen, Phoenix Chamber of Commerce; Charles N. Broman, Tucson Airport Authority; Richard Campbell, Sierra Pacific Power Company, Reno; Thomas H. Childers, Arizona Department of Aeronautics, Tucson; Noel A. Clark, Nevada Public Service Commission, Carson City; Norman W. Contreras, Mexican Tourism Department, Phoenix;

Edmund Converse, Phoenix; Mayor James Corbett, Tucson; Lieutenant General Joseph Foss, Scottsdale; Sen. Harold Giss, Phoenix; Albert F. Grisard, Washington, D.C.; Richard Houseworth, Tucson Chamber of Commerce; Leonard Kilgore, Asst. to Senator Barry Goldwater, Washington, D.C.; Mayor Max Klass, Glendale; Roger O'Mara, City Manager, Tucson.

Rafael Meza, Mexican Consul, Tucson; Frank Middleton, Phoenix Municipal Aeronautics Board; Joseph Purcell, City Attorney, Phoenix; William J. Ralston, Airports Director, Phoenix; Rafael Reyes Spindola, Mexican Consul, Phoenix; Ronald J. Swenson, Asst. to Governor Calvin L. Rampton, Salt Lake City; Mayor Bud Tims, Scottsdale; James Vercellino, Arizona Department of Aeronautics, Phoenix; Milton L. Weilenmann, Department of Development Services, Salt Lake City; Rudy Zepeda, Phoenix.



MARIACHI GREETING — Guests were met by the sound of the song "Guadalajara" as then deplaned.



MINERVA FOUNTAIN — This large fountain, named after the Greek goddess of wisdom, stands in a colorfully landscaped traffic circle just outside the arches that form the western entrance to Guadalajara. It is one of more than 100 fountains found throughout the city.

The 'Happening' That Happened

Hughes Air West's pre-inaugural flight to Guadalajara was a three-day, letter-perfect "happening."

It started when the wheels of a sparkling DC-9 jet gently left the runway at Phoenix Sky Harbor International Airport.

And it was right on schedule at 2 p.m., Friday, April 16.

Aboard the gaily decorated jet were 51 newsmen and 29 public officials — all VIPs in every sense — and a small handful of Hughes Air West hosts led by General Manager **Irving Tague**.

Once airborne, the passengers were treated to refreshments — topped off with a steak lunch — and then busied

themselves getting to know one another, looking out the windows or studying background material on their destination city, Mexico's second largest and Hughes Air West's newest.

Into High Gear

The happening shifted into high gear 2½ hours after takeoff as the newly-paint-

ed jet taxied up to the gate at Guadalajara's Aeropuerto Internacional Las Animas under the bluest of skies.

Deplaning guests were met by a large government reception committee and brassy strains of "Guadalajara" offered by an enthusiastic mariachi band, snappily attired in bold yellow costumes.

Greetings were exchanged, reporters from Guadalajara newspapers and radio and television stations got their stories and pictures and the pre-inaugural participants were whisked to waiting buses for the 20-minute ride to the Guadalajara Hilton, one of the city's finest.

They passed beneath a large sign reading "Bienvenidos al (Welcome to the) Guadalajara Hilton — Hughes Air West Pre-Inaugural Flight" and entered the spacious lobby through a double line of applauding and cheering members of the hotel's work force — chefs, maids, waiters and the management staff.

It was an impromptu, but impressive, gesture.

Poolside Fiesta

An hour or so later the group was once again aboard the buses for a short ride across town to the plush Camino Real Hotel and a poolside fiesta-buffet dinner.

There they were treated to an array of 37 different exotic Mexican dishes — salads, meats, chicken, fruits, vegetables, desserts — and a pottery cauldron of steaming coffee flavored with cinnamon.

During dinner colorful Mexican performers stepped smartly to native rhythms, including the Mexican Hat Dance, which had its origin in Guadalajara.

The evening ended after a half-hour display of fireworks that would have put many stateside Fourth of July spectacles to shame.

Musical Gyration

Later that night many guests chose to visit the lounge atop the Hilton where gyrating musical groups performed and the bilingual audience joined in song and wildly cheered their unanimous approval.

Saturday morning started early for the group with a buffet breakfast in the Hilton. The agenda for the day was to be relaxed and loose.

Two buses, each containing ample cold

cerveza (beer) and soft drinks, departed at 8:45 for a tour of the city.

An English-speaking guide on each told of Guadalajara — its history and customs — and then led the group on walks through the majestic Cathedral of Guadalajara, the Degollado Theater, the Cabanas Orphanage with its famous Orozco murals, the sprawling Liberty Market and the nearby town of Tlaquepaque, noted for its artisan shops.

Many purchases were made that morning.

Back at the airport, the jet was being prepared to give first airplane rides to two groups of Guadalajara orphans (see related story in this issue).

Mid-day Saturday the group congregated in the charming Hilton courtyard-patio for a poolside cocktail reception and tasty buffet luncheon.

The afternoon schedule featured a bus tour of picturesque Lake Chapala — Mexico's largest — and the towns of Chapala and Ajijic.

The bucket of cold drinks was aboard as was a tour guide.

Upon their return the Chapala-goers

were firmly sold on rural Guadalajara.

Some of the guests chose not to visit Chapala and, instead, departed the hotel in twos and threes to shop, browse or simply walk the streets and plazas of Guadalajara.

The pre-inaugural guests dressed up Saturday night for a formal cocktail reception and dinner in the Hilton, hosted by the hotel's management. Colorful singers — 24 students from the University of Guadalajara — provided musical entertainment.

A head table of 16 was speedily introduced in Spanish and English by Hughes Air West's Raul Fernandez, general manager of Mexico. There were no speeches and they weren't really missed.

The rest of Saturday night was "open time" and the guests used it for one last glimpse of Guadalajara at night. Most went to Mariachi Plaza where more than 50 musical groups cram into the 100-meter-long plaza. The sound is staggering. All are playing different songs at the same time — like stereo in tandem.

Sunday morning the group arose early to check out and load onto the by-now-

familiar buses for the return to the airport and the second leg of the pre-inaugural flight.

The all-important Mexican tourist cards had to be signed one last time.

Once aboard the shiny jet, sleepy eyes were turned to the windows for a last look at Guadalajara.

Enroute back to Phoenix the aircraft swung past cloud-shrouded Puerto Vallarta and then landed in Mazatlan for fuel.

Leaving Mazatlan, Pilot **Bill Baughman** and Co-pilot **Woody Reynolds** flew low enough for the group to see the resort seacoast city's silver beaches and snug harbor.

Next stop would be Phoenix.

After refreshments and a gourmet lobster thermidor dinner, staff members passed out the last souvenir of the pre-inaugural flight — giant Mexican sombreros.

And barely before landing, too.

The inside of the aircraft literally was a "sea of sombreros," bobbing and weaving atop the heads of the guests.

(Continued page 16)



LAKE CHAPALA — Mexico's largest lake — 50 miles long and 12 miles wide — is only a half hour away from Guadalajara. Some

17,000 Americans and Canadians live in small resort towns dotting its shoreline.



HOME AGAIN — A weary but happy guest deplanes at Phoenix at the completion of the three-day Guadalajara trip. He is

greeted by a staff member and hostess Susan Johnson. His next stop — customs and immigration.

Hostesses Vangie Casillas, Ruth Jordan, Angie Lodomato and Susan Johnson maneuvered expertly — and carefully — up and down the aisles preparing their passengers for the touchdown.

The on-time Phoenix landing was feather-gentle.

Test for Customs

It was the first test of the new customs facility in Phoenix and guests pouring through it with baggage and packages — the sombreros, too — presented quite a sight . . . and a challenge to customs officials.

Spirits still were high. But the pre-inaugural was ending.

Farewells were made as Hughes Air West agents in Phoenix capably helped the guests check through to their return flights back home.

The happening had happened.



LAST STOP — A U.S. Customs officer completes the last entrance check for this pre-inaugural guest — one of about 80 passengers who provided the first “business” for the new customs

and immigration center at Phoenix. After the pre-inaugural passengers cleared customs they went on their way to destinations as distant as Washington, D.C.

Thirteen Get New Management Positions

Thirteen persons have been named to management positions by Hughes Air West. They are:

Rob Priest moved to district sales manager at Spokane. He joined the company in 1967 as station agent at Monterey. He moved to Las Vegas in 1970 as sales representative.

Julio Laguna was appointed district sales manager and acting station manager at Guadalajara. He joined the company in 1968 as station manager at Mazatlan.

Dan Real joined the company as district sales representative at Oakland. He came to the company from the Lockheed Shipbuilding Co. in Seattle. He has previous airline experience with Trans World, Overseas National and Northwest Orient airlines.

Gerry Griffith moved to Santa Ana as sales representative. He joined the company in 1968 as station agent at Reno. He has also worked for National Airlines.

Jim Jenks became manager of customer service standards at San Francisco. He had been district sales manager at Sacramento since joining the company in 1970.

Bill Allen was promoted to regional cargo manager for the southwest. He had been district sales manager at Ontario. He joined the company in 19xx and has since worked in various station and sales positions.

Ken Black moved to Pullman/Moscow as station manager. He had been ramp service manager at San Francisco. He joined the company in 1957 as station agent at San Jose.

Charles Coe transferred to Boise as station manager. He had been station

manager at Pullman/Moscow. He joined the company in 1956 as part-time station agent at Lewiston.

John Long was named supervisor of payroll at San Mateo. He joined the company in 1965 as station agent and subsequently worked in various accounting and financial positions.

Charles Hom was promoted to assistant controller in San Mateo. He joined the company in 1970 as airline systems planner.

Tony Naumezik became manager of

general ledger at San Mateo. He joined the company in 1969 as senior accountant. He also served as manager of property accounting.

Mike Conroy moved to Ontario as district sales manager. He had been district sales manager at Spokane and prior to that, district sales representative at Portland. He joined the company in 1965.

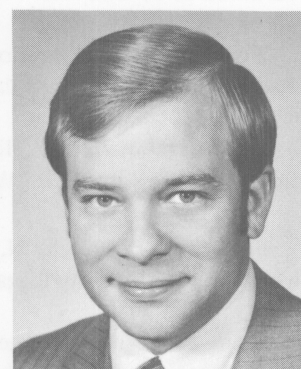
Jean Brown became manager of statistics at San Mateo. She had been manager of ticket sales reporting and statistics clerk since joining the company in 1960.



Charles Hom



Jean Brown



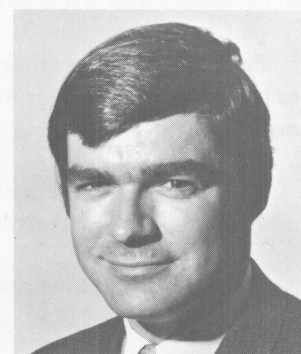
Rob Priest



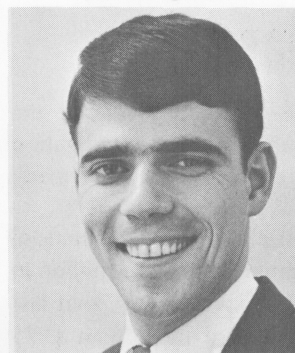
Julio Laguna



Charles Coe



Gerry Griffith



Mike Conroy



Ken Black



Dan Real

HUGHES AIR WEST

Published for employes and families of Hughes Air West by the Public Relations Department International Airport San Francisco, Ca. 94128 Ken Jensen, editor

We Get Letters...

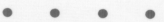
From a travel representative of the state of California. "It has been my pleasure to deal with two examples of the perfect reservation agents, who just happen to work for you. I am referring to **Sharon Simpson** and **Carol Domingo** (both San Francisco). Never have I received such outstanding service. They are to be highly commended. These two women are polite, courteous, efficient, and above all, have a sense of humor. The airline deserves praise, too. I am sure the training program they underwent played a large portion of their success."



From a Bigfork, Mont., traveler. "I had just flown in from Scotland the night before and I can easily say that the service I received on the Air West flight to Kalispell outranks the service I received on Pan American and United on the trans-Atlantic and New York-Seattle flights respectively. The hostess informed me she had been on the job only two days."



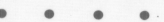
From Phoenix grandparents whose "happy little boy" was delivered to his parents at the terminal in Burbank, thanks to **Ernie Logerquist** (Phoenix reservations agent) who volunteered to look after him in flight.



From a pleased Ontario couple: "Los Angeles information desk was outstanding. Keep it up and may every day be a good day!"



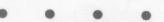
From an American Airlines employe traveling from San Francisco to Yakima and Spokane to Los Angeles: "We received the best of care."



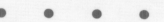
From a Great Neck, N.Y. passenger: "Thank you for the expeditious manner in which you repaired my luggage."



From a Eugene passenger traveling to San Francisco: "I received excellent service from your hostess. In one hour and 10 minutes those girls served drinks and dinners to all passengers with tremendous efficiency and poise."



From a Seattle passenger: "The man behind the desk was most prompt in helping me to locate my bag. When it was found, another man brought it out to Edmonds that same night."



From an Anchorage passenger flying Seattle to Phoenix: "Your hostesses were the nicest I have ever been served by."



From a Seattle passenger: "Your hostesses did an excellent job of brightening up our early grey morning."

CAB Grants Airline Fare Increase

The Civil Aeronautics board has granted 20 trunk and regional airlines — including Hughes Air West — permission to increase most passenger fares six per cent.

The CAB also tentatively agreed to an additional three per cent increase to become effective in about 90 days. The initial increase is effective May 7.

The increase is the outcome of the Domestic Passenger Fare Investigation that has been before the board for many months.

The CAB estimated the fare increase would add a minimum of \$115 million in revenues to the airline industry, that last year reported a loss of more than \$175 million.

Service Anniversaries Celebrated by Employees

These employes celebrate service anniversaries during April:

TWENTY YEARS

Phoenix — Captains **J. E. Ardy**, **Bill Baughman** and **H. R. Fitzsimmons**. San Francisco — Captains **Mel Silvera** and **Wayne Voigts**; **J. W. Amos**, dispatcher. Seattle — Captain **E. R. Snider**.

FIFTEEN YEARS

San Francisco — **Bill Levings**, director of industrial relations; and **J. G. Anderson**, assistant district manager of maintenance. San Jose — **E. R. Schnuelle**, station agent. Phoenix — Captain **E. J. Lawlus**. Monterey — **Fred Hykal**, station manager. Burbank — **F. M. Ochotzki**, chief agent.

TEN YEARS

Phoenix — **L. O. Duncan**, station agent; and **G. Dipippa**, parts expediter. Fresno — **J. P. Donaghy**, chief station agent. Ontario — **J. W. McWilliams**, chief station agent. San Diego — **J. L. Barros**, station agent. Reno — **H. D. Donham**, station agent. San Francisco — **S. A. Gill**, reservation agent.

FIVE YEARS

Las Vegas — **J. L. Bingham** and **N. D. Onstot**, flight officers; **S. E. Pepe**, hostess. Phoenix — **R. W. Boyd**, **Bill Lea**, **D. L. Turner** and **J. H. Hudspeth**, flight officers; **P. E. Foutz**, **J. K. Frasier** and **K. L. Vercellino**, hostesses; **M. L. Smith**, ground service; and **J. G. Vietri**, senior analyst. San Francisco — **V. L. Paulsen**, mechanic; **E. B. Humphreys**, senior accounting clerk; **C. A. Howarth**, transcription operator; and **Jules Rossi**, supervisor of statistics. Seattle — **V. L. Paulsen**, mechanic; **M. A. Maus**, hostess; and **H. W. Conklin**, First Officer. Portland — Captain **D. R. Leatham** and **H. E. Prosch** and **W. J. Roll**, flight officers. Spokane — **A. T. Anderson**, station agent. Medford — **F. L. Mcray**, station agent. Eureka — **R. A. Jensen**, station agent.



TRAVEL CENTER — Hughes Air West's travel center at the Seattle/Tacoma International Airport replaces the ticket counter with an added bonus. Included in the center is a special area for counseling passengers having particular travel problems. Agent

John Lievero (above) manned the counter on its first morning of operation. In addition to the travel center, travelers may make use of a curbside facility at the entrance to the terminal for baggage check-in and ticket purchase.

Service to Boeing Field Ends: SEA/TAC Flights Begin

An era spanning nearly a half century ended in Seattle April 24.

It was logged at 10:10 p.m. when a Hughes Air West passenger aircraft departed from Boeing Field International.

The take-off marked the last flight from the 45-year-old airport by a scheduled passenger airline certificated by the Civil Aeronautics Board.

After that, Hughes Air West joined 11 other commercial airlines when it officially moved April 25 to Seattle-Tacoma International Airport.

Other certificated airlines, such as United, Northwest and Pan American, also moved to Sea-Tac after serving Boeing Field for many years. Among the first to provide passenger service was Boeing

Air Transport, now United, in late 1927.

Saturday night's epochal departure was captained by **Joe Rutherford**, a Hughes Air West pilot based in Seattle. He'll be flying a 40-passenger Hughes Air West F-27 propjet, flight 442, to Yakima.

The last DC-9 jet to leave Boeing Field will be Hughes Air West's flight 775, departing at 4:50 p.m. Saturday to Portland. The pilot will be **Ivan Dorey**.

The regional airline's first air service from Boeing Field was in 1946 with a DC-3 flight to Portland, via Olympia, Hoquiam/Aberdeen and Astoria/Seaside by West Coast Airlines, a predecessor company.

Hughes Air West moved to Sea-Tac —

after operating for 25 years at Boeing Field — to better fill passenger needs, said **Rusty Rostad**, regional sales manager.

"We had many requests from customers to put passengers closer to connecting airlines," Rostad said. At Sea-Tac, the connecting time will be reduced to 30 minutes or less compared with 1½ hours at Boeing Field.

Hughes Air West's first flight out of Sea-Tac was a DC-9 jet departure at 7 a.m. April 25 to Portland, Boise, Salt Lake City and Phoenix. The airline's first arriving flight at Sea-Tac was an F-27 at 8:32 a.m. from Yakima.

At Sea-Tac, the regional carrier will have use of five gate positions on concourse C for passenger boardings.



SIGHTSEER'S MECCA — An American traveler pauses on the steps of an iron bandstand in the Plaza de Armas (Arms), the central square of the city of 1.5 million, adjacent to the Cathedral of Guadalajara (rear). The cathedral, with its two 220-foot spires, dates back to 1571. The structure, incorporating eight different architectural styles, houses 11 altars and many rich paintings, including Murillo's "The Assumption."

Guadalajara Service

(From page 1)

foreign country from the metropolitan gateway city of Phoenix. In addition, Guadalajara will become the fourth Mexican city to be served by Hughes Air West; more than any other U.S. carrier.

Guadalajara, 367 miles west of Mexico City, is often called the "City of Flowers" because of the more than one million rose bushes that bloom profusely in the mild climate.

From the Phoenix gateway, the airline will be providing direct, single plane service to all four Mexican cities, utilizing its Super DC-9-30 jets that are capable of carrying up to 93 passengers.

Six Flights Weekly

Six flights a week are currently scheduled between Phoenix and Guadalajara's new \$10-million Aeropuerto Internacional Las Animas.

Bill Schafer, director of marketing, said the carrier plans to increase its flight frequency to Guadalajara as the area becomes more popular with tourists and businessmen.

Hughes Air West fares between Phoenix and Guadalajara will be competitive with foreign carriers now serving the same markets, he said.

The new Phoenix-to-Guadalajara jet schedule will be:

- A Friday departure at 10:25 a.m., arriving in Guadalajara at 3:03 p.m. via Mazatlan and Puerto Vallarta.
- A Saturday departure at 3:50 p.m., arriving at 7:58 p.m. via Puerto Vallarta.
- A Sunday departure at 1:45 p.m., arriving at 7:48 p.m. via Tucson, La Paz, Mazatlan and Puerto Vallarta.

Return Schedule

The new Guadalajara-to-Phoenix return schedule will be:

- A Friday departure at 3:35 p.m., arriving in Phoenix at 5:34 p.m. via Mazatlan.
- A Sunday departure at 8 a.m., arriving at 10:11 a.m. via Puerto Vallarta.
- A Monday departure at 11:40 a.m., arriving at 4:15 p.m. via Puerto Vallarta, Mazatlan, La Paz and Tucson.