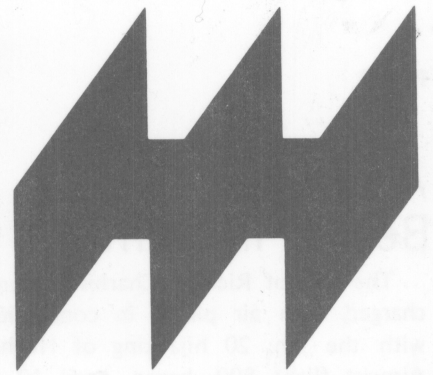


# HUGHES AIRWEST



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HUGHES AIR CORP.

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**WINE FLIGHT** — Hughes Airwest's California Wine Taster Flights got a test run prior to inauguration of the service March 23. Two of the "testers" were Stan Goc, manager of hostesses, and Leona Berglund, check hostess. (See story page 3.)

## Strike Ends

Hughes Airwest's four-month labor dispute is over.

The Aircraft Mechanics' Fraternal Association notified the company April 10 that its membership had ratified the contract and back-to-work agreement.

Letters recalling 70 per cent of the association's membership were mailed immediately. These employees will return to work before April 17. The remainder will be recalled within 30 days, **Art Brennan**, staff vice president of industrial relations, said.

**Russ Stephenson**, vice president of marketing, said the mechanics' return to work will allow the airline to add 303 additional F-27 flight segments weekly beginning April 17. The additional flights bring the airline's total service to 87.9 per cent of the pre-strike level. DC-9 service has been at full capacity since March 13.

The contract for the 545 mechanics requires approval of the Federal Pay Board.

## Texas Route Sought In CAB Application

Hughes Airwest has filed an application with the Civil Aeronautics Board to provide air service between Las Vegas and Dallas/Ft. Worth, with a stop in Albuquerque.

**Dick Fitzgerald**, senior director of regulatory affairs, said the request, if approved, would provide direct air service for the first time to Albuquerque and Dallas/Ft. Worth from many cities in the West.

Those cities include Reno, Sacra-  
(Continued Page 5)

## Air Piracy Trial Begins in Denver

The trial of Richard Charles LaPoint, charged with air piracy in connection with the Jan. 20 hijacking of Hughes Airwest flight 800, began April 10 in United States District Court in Denver.

Five Hughes Airwest employes are expected to testify at the trial. They are flight crew members Capt. Don Burkhard, Capt. Frank McDonald, and hostess Trudy Hunt, all of Seattle; and station manager Herb Chesney and station agent John Russell, both of Las Vegas.

Flight 800 was hijacked at Las Vegas by a man demanding \$50,000. The man directed the aircraft to fly to Denver. The hijacker parachuted from the plane northeast of that city. LaPoint was arrested a short time later.

The other two crew members, Delores Wilson and Teri Dalton, both of Las Vegas, and the flight's 56 passengers were released unharmed before the hijacked plane left Las Vegas.

## FBI Charges Merced Man

A 29-year-old Merced, Calif. travel agent has been arrested on charges of extortion, violation of the Hobbs Act and for sending explosives through the mail in connection with an extortion plot against Hughes Airwest.

Agents of the Federal Bureau of Investigation arrested Talbert Gregory of Merced, Calif. on March 30.

In an affidavit filed in United States District Court in San Francisco, the FBI said Gregory used threats of violence against Hughes Airwest over a period of 19 months in an attempt to extort money from the company.

Over the 19-month period, the company received mail and telephone threats demanding amounts of money up to \$125,000. No money was paid.

**HUGHES AIRWEST**

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**TRAVEL CARD** — Hughes Airwest employes will soon be receiving new travel authority cards. Drinda Haagensen, secretary in the customer service department, is holding a sample of the card, changed to reflect recent changes in the company's logo and mark.

## New Uniform Day Will Be May 15

May 15 will be "U-Day" for Hughes Airwest public contact employes.

On that day all hostesses and most station agents will don their new uniforms — both designed around the company's corporate colors, Sundance Yellow and Universe Blue.

The hostess and female ticket agent uniforms are of a Sundance Yellow polyester material called Ponte de Roma.

The male public contact uniform is a Universe Blue suit made of 65 per cent wool and 35 per cent Dacron — a material similar to the current agent jacket.

Uniforms for ramp agents and public contact agents in small stations who normally wear only the ramp uniform, will be introduced later.

The company's mark will appear in Sundance Yellow on the breast pocket of the men's uniform. Accessories will include Sundance Yellow shirts, Universe Blue ties and black belts and shoes.

Like all good suits, the new uniform will come with two pair of pants.

## Minden Flights Earn CAB Nod

Hughes Airwest has received Civil Aeronautics Board approval to serve South Lake Tahoe through the Douglas County Airport at Minden, Nev.

Service will begin in the fall of 1973, pending completion of airport expansion at Minden.

Switching service to Minden will offer new advantages for Hughes Airwest passengers. Jet flights, now restricted by DC-9 aircraft at the Lake Tahoe Airport, will be possible at Minden. This will permit added service to passengers because the CAB approval includes authority to operate flights to San Francisco and Los Angeles. Also, the Douglas County Airport, while slightly farther in miles, will actually be closer in driving time to the resort center than the Lake Tahoe Airport.

Nevada State Highway 19 between Minden and Stateline is being rebuilt into an all-weather road that will provide year-round access from the airport to the resort center.

Travelers from Carson City will have closer access to air transportation when the service is inaugurated.

Terry Ashton, Hughes Airwest's senior director of planning, said the inauguration of jet service will allow the airline to market packages for skiers and summer vacationers featuring highly attractive fares.

## Board Takes Action On Company Requests

The Civil Aeronautics Board has consolidated two Hughes Airwest applications and set a hearing date for a third.

The CAB said it would make one case out of a company application to discontinue service at Ontario and Baker, Ore. and a second application to discontinue service at Roseburg, Ore. Hearing dates have not been set.

A hearing has been set for May before the board on another application by the company to serve Tacoma, Wash. through the Seattle-Tacoma International Airport. Tacoma is currently served by Hughes Airwest through the Tacoma Industrial Airport.



Nelda Williams

## Nelda Williams Gets New Hostess Spot

Nelda Williams has been named to the newly created position of hostess appearance counselor. She will be based in San Francisco.

Miss Williams will counsel all Hughes Airwest hostesses on personal appearance, grooming, diet, hair and skin care and cosmetics. The counseling will be on a voluntary basis either in classroom sessions or privately.

She also will be responsible for hostess uniform standards. She will instruct hostesses on the regulations for wearing the new uniform and give advice on its care and cleaning.

Miss Williams was formerly a check Hostess at Las Vegas. She joined Hughes Airwest in 1970 after six years as a hostess with Eastern Airlines. She has taught modeling and worked as a professional model.

## Pilots Sign Pact

Hughes Airwest and the Air Line Pilots' Association have signed a one-year contract agreement.

The contract became effective April 1. Details were not released.

## California Wine Taster Takes Off; A First for the Airline Industry

The airline industry's first high-flying wine-tasting club — the Stellar Wine Cellar — has taken to the air aboard Hughes Airwest.

For the first time, passengers aboard an aircraft can participate in an authentic wine-tasting experience while on the way to their destinations.

The unique passenger service began March 23 on the company's Wine Taster jet flights operating Non-stop between San Francisco and Eugene, Ore.

Subsequent service is planned for other routes beginning April 30, including those between Los Angeles and Arcata/Eureka and between Phoenix and San Jose.

The wine-tasting will feature fine California wines from four different vineyards, all located near San Francisco. They are Beaulieu, Christian Brothers, Mirassou and Sebastiani.

The featured vineyards, to be rotated monthly, each will offer four types of wine for passenger tasting — white dry, rose, table wine and a sherry or dessert

wine. The first vineyard in the program will be Beaulieu.

Passengers will be served each type of wine in stemmed wine glasses. A basket of cheese, crackers and fruit also will be served.

"The California Wine Taster will offer a unique-in-flight experience to our passengers," Larry Curns, director of customer service, said.

"It seems appropriate to offer our passengers California's finest wine products, which are among the best in the world," he said.

The wine-tasting service is planned as a major marketing tool on the routes where it is featured.

Curns said he expected the new wine-tasting service to be as well received as the popular wine and cheese baskets, which will continue to be served on selected segments throughout the system.

Each participating passenger will receive a parchment certificate of membership in the Stellar Wine Cellar from Hughes Airwest's own vintage "cellar-master."

## Reduced Air Fare Plans Told

Special reduced fares for Hughes Airwest passengers in Southern California, Las Vegas and Tucson will be in effect April 30.

Passengers traveling between Ontario and Las Vegas will pay only \$34 (tax included) for a round-trip by using the company's new excursion fare, Bob Hill, director of traffic administration, said. There are no restrictions on the day of travel but the passenger must return with-

in 10 days. This is a 32 per cent reduction in the regular \$50 fare. The fare is good only on F-27 service.

Travelers between Tucson and Los Angeles area airports — Los Angeles International, Orange County, Burbank and Ontario — will enjoy an \$8 reduction in the regular \$80 fare. The new \$72 excursion fare requires a return within 10 days. There are no restrictions on the day of travel.

## Routine Act Helps Sick Servicemen

A routine assistance gesture by Hughes Airwest has resulted in an easier trip for some sick and disabled military men.

An Air Force C-9 Nightingale ambulance aircraft, (a converted DC-9-30) experienced tire trouble at Fairchild Air Force Base near Spokane on Feb. 8. The aircraft was enroute to St. Louis with 16 military patients on board. No replacement tire was available at the base and

shipping one in from another base would have meant many hours delay for the patients.

Air Force personnel asked if Hughes Airwest had spare tires on hand at Spokane, and if so, could one be borrowed. The tire was available and was loaned. As a result, the plane and its sick and injured patients were on their way with a minimum of delay.

# We Get Letters...

From a Eugene, Ore., radio executive who was on a flight where a passenger suffered a heart attack. "It was just recently we learned that the gentleman who was ill had an apparent heart attack just outside of San Jose. The hostesses on duty, **Beverly Howard** and **Angie Ladomato**, were very thorough in seeing that everything possible was done that could be done during that last portion of the flight. Our family would like to take this moment to say thanks for having such fine and competent people on your staff in the air and on the ground."

• • • •

From a soft drink company executive commending hostess **Pam Foutz**: "She impressed me as really caring about her passengers . . . people that really care are few and far between."

• • • •

From our Redding station manager, **Bill Hicks**, praising hostess **Rene Folks** for her "extra special job" in handling two invalid passengers. "People like her make this a fine airline."

• • • •

From a traveling businessman who comments that his trip was "most interesting" because the captain pointed out landmarks and towns. He added that although most airlines are becoming impersonal, "somehow, I believe you people CARE."

• • • •

From the Phoenix field service director of the Boy Scouts of America commending hostess **Lois Payne** for "an outstanding job" in giving the girls of their Explorer Post an insight into the career of airline hostessing. "For an hour and a half she literally kept these girls on the edges of their seats . . . she's truly a dedicated and outstanding young lady."

• • • •

From an interline passenger commending **Mrs. C. Atkinson** (ground hostess, Los Angeles) who "went out of her way to be helpful when I was unable to get on one of your flights due to space limitations."

• • • •

From a member of the board of directors of the California Nurses' Association who travels frequently from Chico to San Francisco: "my appreciation for the courteous service I've received."

• • • •

From an Oakland minister who had to get his daughter from a hospital in Arizona back home to Oakland: He writes that he was helped by **Charles Campbell** (chief agent, Tucson) . . . "one of the most competent, polite, friendly, helpful and reliable employes that I have ever met on any airline."

• • • •

From a passenger aboard a Los Angeles-to-Palm Springs flight that was forced to land at Ontario due to a bomb threat: "Compliments to the hostesses aboard for their calm efficient manner during evacuation and for staying with us at the airport offering coffee and reassurement."

• • • •

From a New York insurance executive called suddenly to Eureka because of his grandson's death: "Because our flight was held up, we couldn't make connections, but **Mary Ann Spencer** had the captain radio ahead. The plane was held for us and a car was waiting . . . we made our connections thanks to this wonderful effort."

• • • •

From a mathematical statistician at the U.S. Department of Agriculture who had tight connections between flights from San Francisco to Kansas City: "The hostesses let us get off first, we found a waiting car to take us to the connecting plane, and the car went back and transferred our luggage . . . the extra service was greatly appreciated."

## Pilot Ejects From Crippled Aircraft

**Ron Weinert**, a Las Vegas-based Hughes Airwest pilot, escaped injury March 20 when the Idaho Air National Guard F102 fighter plane he was flying crashed near Boise.

Weinert, a colonel in the Idaho Air National Guard, ejected from the plane about 300 feet above the ground. The aircraft crashed in an open field near the Boise Airport. Weinert was attempting to return to the airport after reporting problems with the aircraft's hydraulic and electrical systems.

Weinert joined Hughes Airwest in 1959.

## Board Proposes Fare Posting

The Civil Aeronautics Board is proposing to require airlines to post public notice of fare changes at least 30 days before they take effect.

The CAB said its proposal would alert travelers to changes in fares so they can learn the details of the fares in which they're interested.

The proposed plan would also require posting of passenger tariffs at all ticket offices and cargo tariffs at all freight offices. Currently, airlines are required to post a tariff only at the locations to which the tariffs apply.

Airlines have until April 21 to submit comments, after which the CAB will decide on the rule's final form.

## Company, Cochise Sign Agreement

Hughes Airwest and four other airlines have signed an interline ticketing and baggage agreement with Cochise Airlines.

The agreement means that Hughes Airwest and Cochise may issue tickets, check baggage and book reservations on the scheduled service of the other carrier. It does not include the interline movement of air freight.

The other airlines that signed the agreement were American, Continental, Delta and Frontier.



**NEW ARRIVAL** — Jesse James, Hughes Airwest's Las Vegas district manager of marketing, is a new father. A friend in the advertising business decided to announce the birth with a billboard. The sign was up for three weeks, leading Jesse to comment that having a billboard sure beats sending out announcements. Mother and daughter are doing fine.

## Notice Paycheck Reductions? Blame it on New Tax Schedule

Changes in the Revenue Act of 1971, which went into effect for wages and salaries paid after Jan. 16, 1972, may result in changes in employe paychecks.

For 1972, the value of a personal exemption is increased to \$750 and the standard deduction and the low-income allowance also are increased. Also, employes can claim an additional personal exemption under the special withholding allowance.

Wayne Wiggins, director of personnel, said to claim the special withholding allowance, employes must file a new exemption certificate (Form W-4). There are restrictions for this allowance for employes with working spouses and for those with more than one employer.

In spite of the exemption increases, some employes still will end up with a smaller paycheck. This is because the withholding table rates also were increased.

In the past, many persons did not have enough money withheld from their paychecks simply because of the way the tables were computed. At income tax time, they found they still had to pay a substantial sum with their returns.

By using the new tables, enough money is withheld during the year so that taxpayers will not have to pay so much with their returns in April, 1973. Many employes, of course, did not have this problem in the past, and so they will have less withheld, not more, when the new tables are used.

On top of all this, California-based employes have further deductions from their checks to coincide with that state's new personal income tax withholding program.

For further information and to determine if you qualify for the special withholding allowance, contact the personnel department in San Francisco.

## Continental Favored

Continental Airlines has been recommended to operate non-stop service between San Diego and Denver, a route that Hughes Airwest had sought.

Civil Aeronautics Board Examiner Hyman Goldberg supported Continental's bid over those of Hughes Airwest, Trans World Airlines and United Airlines.

The final decision rests with the CAB.

## Stephenson Named To DATO Directors

Russ Stephenson, Hughes Airwest's vice president of marketing, has been appointed to the board of directors of the Discover America Travel Organizations (DATO).

DATO is an association of companies from every aspect of the travel industry dedicated to promoting travel within the United States.

Stephenson will be one of four executives from the airline industry on the board. The others are T. M. Miller of Delta Airlines, J. D. Brock of National Airlines, and George Buchanan of the Air Transport Association.

Stephenson was one of DATO's founding directors in 1965.

## Texas Route Sought In CAB Application

(From Page 1)

mento, San Jose, Santa Ana and Fresno. All currently are served by Hughes Airwest from Las Vegas.

In addition, he said, the airline would be able to provide direct flights for the first time between San Diego and Albuquerque.

"We feel the route to Albuquerque and Dallas/Ft. Worth holds great potential for air travelers throughout the West in providing more convenient and direct connections to major cities in the East and Southeast," Fitzgerald said.

"If our pending application for authority to fly between Reno and Seattle/Portland is approved by the board as recommended by a CAB examiner," he said, "single plane service would then be available to Albuquerque and Dallas/Ft. Worth from Seattle and Portland and other cities in the Pacific Northwest."

Service between Las Vegas and Dallas/Ft. Worth, formerly provided by Frontier Airlines, recently was suspended by the CAB at Frontier's request.

Non-stop service currently is available on Delta Airlines between Dallas and Las Vegas, on Trans World Airlines between Las Vegas and Albuquerque and by Continental Air Lines and Texas International Airlines between Dallas and Albuquerque.



**NON-SMOKER** — Hughes Airwest's program to reduce visible smoke emissions from its jet engines is 90 per cent complete. There is almost no trace of smoke from the engines of this DC-9-30 jet on its take-off climb, one of the "dirtiest" parts of its flight.

## Smoking Habit Soon To Be Kicked

Nearly 90 per cent of Hughes Airwest's jet fleet has been converted to smokeless engines.

Of the 40 engines in the company inventory, 35 have been equipped with smokeless burner cans — device that cuts down the visible smoke emissions from the engines.

The \$500,000 project is scheduled for completion in November. It would have been completed sooner but reduced flight hours during the strike caused the aircraft to log insufficient hours to require normal engine maintenance. The anti-smoke combustion chambers are installed during routine maintenance checks.



**WILL THE REAL** — A Hughes Airwest DC-9-30 on lease to Allegheny Airlines has drawn considerable attention throughout the East. The aircraft, to be returned to Hughes Airwest in July, has been the subject of television news items and written stories. The aircraft was one of the first painted in the company's new colors. Allegheny placed its own identification on the plane to assure passengers they were on the right flight. An Allegheny employe said the plane really stands out against the East's bleak winter skies.

## Two Have Retired

Two Hughes Airwest maintenance personnel have retired.

**Maxine Alexander**, a Seattle-based aircraft cleaner, requested early retirement effective Jan. 1, 1972. She joined the company in 1957.

**Ralph E. Taylor**, a portland-based mechanic, retired at age 65 on Feb. 23. He joined the company in 1964.

## Obituaries

**Vorris C. Moore**, 37, Klamath Falls, Ore. station agent, died April 5 following a heart attack. Moore joined the company in 1966. He had been on medical leave of absence since August, 1971.

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**Jack Mills**, 38, Phoenix mechanic, died March 29 following a short illness. He joined the company in 1959.

• • • •

**David Trafton**, 34, a furloughed Hughes Airwest pilot, was killed March 10 in the crash of a light plane at the Tacoma, Wash. airport. He joined the company in 1968.

• • • •

**Harvey W. Mohr**, 41, Los Angeles mechanic, was killed March 26 in the crash of a light plane near Santa Ana. He joined the company in 1969.

## Scoreboard

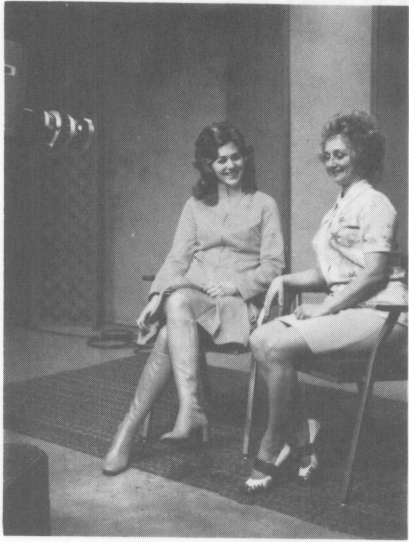
HUGHES AIRWEST TRAFFIC

	Mar. '72	Mar. '71	% Change
PAX	160,993	235,444	- 31.6
RPM	56.5 mil.	76.6 mil.	- 26.4
Load Factor	46.8%	45.4%	
PAX Density	41.3	33	+ 25.2
Cargo Ton Miles	296,132	615,872	- 51.9
Cargo Tons Brd.	812	1,810	- 54.9
On-Time	88.1%	83.1%	

Year to Date

	1972*	1971	% Change
PAX	228,517	676,159	- 66.2
RPM	80.8 mil.	219.8 mil.	- 63.2
Load Factor	49.3	45.6	
PAX Density	43.6	33.2	31.3
Cargo Ton Miles	347,482	1.7 mil.	- 79.1
Cargo Tons Brd.	957	4,916	- 80.5
On-time	87.8%	79.4%	

\* All 1972 figures are the result of a restricted flight schedule.



**TV SHOW** — Pam Graber (left), a Seattle reservation agent, made a guest appearance in March on Eureka (Calif.) television station KIEM's "Date Book" program with host Vee Sorenson. Pam modeled the company's new ground hostess uniform. In recent months Pam has toured reservation offices of other airlines in the eastern and mid-western United States modeling our new hostess uniform.

## New York Interline Position Is Filled

Catherine DeMartin, a 15-year veteran of the airline industry with experience in marketing and reservations, has been appointed interline and agency manager in the East for Hughes Airwest.

She will be based at the airline's new sales offices in New York (250 Park Avenue) and will be responsible for interline agency sales along the entire East Coast of the United States.

Miss DeMartin most recently was ticket counter manager and city sales supervisor for Mohawk Airlines. Before that she was supervisor of special accounts and ticket-by-mail for the New York-based carrier.

She is a native of Gossau, Switzerland, and was educated in that country.

Miss DeMartin lives in Flushing, N.Y.

In her new post, Miss DeMartin will report to Dick Neal, director of sales for the airline, in San Francisco.

## Interline Revenues Jump 30% Greater Annual Growth Seen

Revenue from interline sales has climbed nearly 30 per cent in the last three years for Hughes Airwest — from \$20.5 million in 1969 to \$26.6 million in 1971.

Jim Garvin, manager of the carrier's interline and offline agency sales, attributes this growth to several factors, including Hughes Airwest's route structure and an increase in the airline's revenue passenger miles while, at the same time, maintaining convenient interline connections.

"Practically every community in the West relies on our service," he said, "including competitive and non-competitive cities. We are carrying a larger number of other airline's passengers to their ultimate destinations from points throughout the United States as well as from Europe and the Far East. And this growth is expected to continue."

The success of Hughes Airwest's interline program, Garvin said, is based on careful flight scheduling and top notch passenger service. The schedule first must be implemented to assure ease of connections before other tools of the interline trade can be used, he said.

Hughes Airwest relies heavily on travel agents, the Official Airline Guide and other airline computers and programs to inform the traveling public of the many

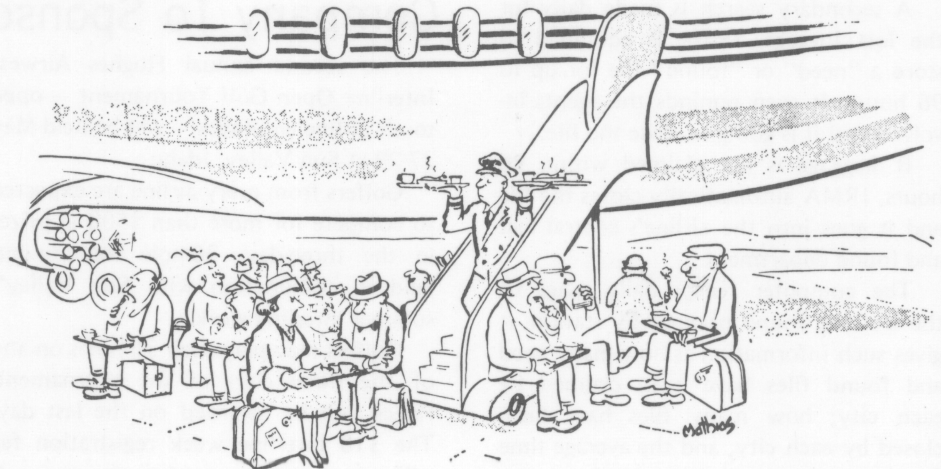
schedules and destinations available throughout its system. Carrier image — the opinion of the traveling public toward the airline — also plays a major role in interline program selection, he said.

Hughes Airwest joined with Mexicana Airlines last fall in offering a special excursion fare linking four U.S. cities with two resort cities served by Hughes Airwest in Western Mexico — Guadalajara and Puerto Vallarta. The fare included a required routing through Mexico City, in one direction, aboard Mexicana. The joint fare successfully increased passenger travel between the U.S. and Mexican resort cities and benefited both carriers.

Another example of a successful interline campaign was when the carrier joined in a program with Western Airlines — one of Hughes Airwest's biggest competitors, but also one of the biggest contributors to its interline revenue.

The campaign, inaugurated in Denver, Minneapolis and other communities outside of Hughes Airwest's system, reached the Mexico-bound traveler through mail-outs and joint promotion by both carriers.

As a result of the Western project, Hughes Airwest was able to double its passenger volume in a single season to the Mexican resort cities from the midwest, Garvin said.



"Sometimes I wonder why they bother to serve meals on these short jet flights!"

Reprinted courtesy of Air Canada

# IRMA's 'Bag' Is Finding Lost Luggage

Hughes Airwest implemented a new lost and found system March 16 using IRMA II, the company's high-speed computer, to locate lost passenger baggage.

"Last year, the airline handled more than 4½ million pieces of luggage," said Arch Miller, director of reservations and passengers systems for the company. "Errors occasionally occur. They amount to a fraction of one percent."

In order to overcome this inconvenience to passengers, the computer is designed to locate lost baggage quickly and efficiently. "In one test last month, IRMA located a stray bag in one second," Miller said.

When a bag is either unclaimed or has not been properly shipped to its destination, it is considered a "found" article. Information is entered into IRMA from the station as to bag type, bag color, claim check number, brand of luggage, and, if available, owner's initials or name.

IRMA can identify 99 different bag types and every different bag color.

When a passenger advises an agent his baggage has been lost, the agent will create an open "need" file. The agent feeds IRMA the same information that was put into the "found" file.

IRMA then attempts to locate the article. The response to the agent will consist of a description and present location of unclaimed luggage which exactly or closely matches the description entered.

A secondary search is made daily for the lost luggage. IRMA is equipped to store a "need" or "found" file for up to 96 hours. It even reminds the agents involved that it is going to close the file.

If baggage is not claimed within 96 hours, IRMA automatically closes the file and it goes into the airline's central lost and found department.

The computer recaps daily usage of the lost and found package by station. It gives such information as how many need and found files have been claimed by each city; how many files have been closed by each city, and the average time per city for finding lost bags.

Hughes Airwest has computer equipment that relays information into IRMA at each of its 72 airport city stations.



*"I found your bag, Mam."*

## Company To Sponsor Airline Golf Meet

The second annual Hughes Airwest Interline Open Golf Tournament — open to all airline employees — will be held May 27-29 at Sun Valley, Idaho.

Golfers from every airline are expected to compete for more than \$500 in prizes in the three-day, 36-hole tournament, held in conjunction with Sun Valley's summer interline week.

Golfers may play their 36 holes on any of the three days of the tournament. Prizes will be awarded on the last day. The \$10 interline week registration fee will cover the greens fees for the golf tournament.

Special rental car rates will be available. Sun Valley Stage Lines busses will

meet Hughes Airwest flights 702 and 725 at Twin Falls — the gateway to Sun Valley. Daily room rates will be \$13 for a single and \$16 for a double.

Other interline week activities will include tennis and trap and skeet shooting tournaments, horseback riding, swimming, bowling, ice skating, bicycling and hiking.

To register for the golf tournament, write: Don Cooper, Hughes Airwest, Owyhee Plaza, Boise, Idaho 83702. Separate reservations must be made for rooms at Sun Valley. Write: 1972 Summer Interline Party, Sun Valley Reservations, Sun Valley, Idaho 83353. A \$20 deposit is necessary to hold rooms.