

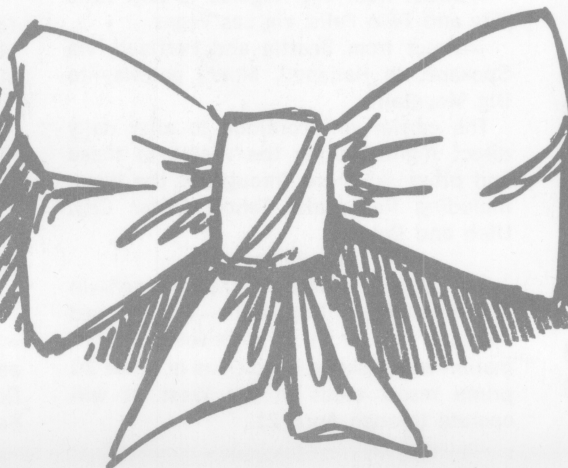
Season's Greetings



I hope this Christmas will be a joyous one for you and your family and that the New Year will bring peace and happiness to all.

Irving T. Tague

Irving T. Tague
Vice President and
General Manager



New Assignments Listed for Twelve

Twelve persons have been named to management positions with Hughes Airwest. They are:

Virginia Shane rejoined the company as sales representative in Reno. She previously was regional manager of agencies and special programs. She has worked in the travel industry for 17 years.

Mary-Jean Hackwood joined the company as manager of pension and insurance programs. She had been administrator of retirement and insurance programs for the state of Alaska.

Jose Luis Hernandez was named sales and service manager at Puerto Vallarta. He joined the company in 1968 and was station supervisor at La Paz prior to his appointment.

Vicki Hawkins, the reigning Miss Idaho, joined the company as part time sales representative. She will travel within Idaho promoting the company on various sales activities.

Dave Millerburg joined the company as assistant manager of sales promotion. He came to Hughes Airwest from a San Francisco advertising firm where he was special projects coordinator for marketing activities.

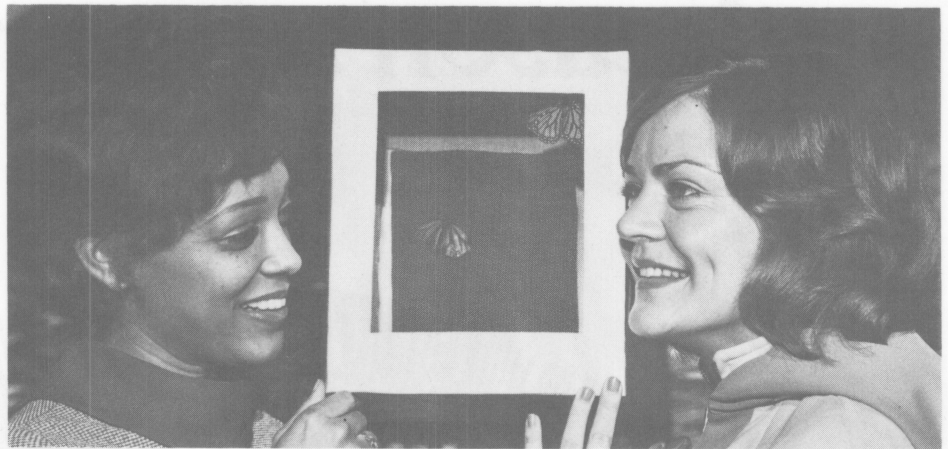
Hal Holmes was named director of project development in a reorganization of the management information services department. Other changes include: **Darrel Waite**, to manager of programming; **Bruce Cox**, to manager of technical support; **Norm O'Donnell**, to director of data processing; **Terry O'Donnell**, to manager of transcription; and **Bob Forsman**, to manager of computer operations.

John Gorder, a 14-year company veteran, was named station manager in Kalispell.

Financial Results

	Oct. '72*	Oct. '71*
Operating revenue	\$9,746	\$8,613
Operating expense	9,366	8,503
Operating profit (loss)	380	110
Non-operating profit (loss)	(141)	(189)
Net profit (loss)	239	(79)
Year-to-Date		
	1972	1971
Operating revenue	\$77,384	\$82,357
Operating expense	75,023	83,366
Operating profit (loss)	2,361	(1,009)
Non-operating profit (loss)	(1,506)	(2,249)
Net profit (loss)	855	(3,258)

*All data in thousands.



MERCY MISSION—Two Monarch butterflies are free in the Monterey Peninsula's famed Butterfly Tree following a combined effort by Hughes Airwest and Western Air Lines. Hostess Mary Glass (left), of Western, transferred the delicate insects to hostess Ruth Rietveld of Hughes Airwest at the San Francisco International Airport. Ruth escorted the butterflies to Monterey where she turned them over to first-grade students who released them.

MERCY MISSION

Aircraft Wings Aid Insect Flight

The world's first Monarch mercy mission to Monterey ended happily Dec. 7.

It involved a joint effort by Hughes Airwest and Western Air Lines to fly two maturing Monarch butterflies—a female named Bingo and a male named Banjo—from Seattle to their winter breeding grounds on the Monterey Peninsula.

The colorful insects were raised from cocoons as a science project by a first-grade class at Cedar Valley Elementary School in Kent, Wash. (near Seattle).

Migration South

The youngsters had hoped to release the butterflies in time for them to join the annual migration south.

But the insects apparently didn't grow fast enough and when the weather conditions forced them to miss the mass exodus, the concerned children turned to the airlines for help.

The Monarchs, sharing a small box, were placed aboard a Western flight in Seattle. At San Francisco they were handed to Hughes Airwest stewardess **Ruth Rietveld**, Phoenix, for the short flight to Monterey.

Monterey Students

The butterflies were met at Monterey by four first-grade pupils and their teacher, Mrs. Patricia Kelley, from Monterey's Monte Vista Elementary School.

The students took the Monarchs back to their school. The next day the entire first-grade class released the butterflies near the famed Butterfly Tree in Pacific Grove.

Ski Jet Flights Begin To 2 Mountain Areas

Hughes Airwest's new Saturday-only "ski jets" began Dec. 16 to two of the West's best ski resort areas—Idaho's famed Sun Valley and Big Mountain in Whitefish, Mont.

The weekly round-trip jets will continue at least through March.

They will serve the following cities:

Sun Valley

—Non-stop from San Francisco to Twin Falls, Idaho, gateway to Sun Valley.

—Direct from Los Angeles to Salt Lake City and Twin Falls, via Las Vegas.

—Direct from Seattle and Portland, via Spokane, to Kalispell, Mont., gateway to Big Mountain.

The carrier will continue to offer daily direct flights during the winter to these and other ski areas throughout the West, including Reno/Lake Tahoe, Cedar City, Utah and Calgary.

Snow Phone

The carrier's exclusive "snow phone"—in its second week of operation—has handled scores of calls from ski buffs seeking information about skiing conditions at some 20 prime resort areas in the West. It will operate through April 21.

Miller Wins Golf Title

Johnny Miller, the professional golfer who also is a Hughes Airwest marketing associate, was the winner of the Heritage Golf Tournament, played in Hilton Head, South Carolina.

MAJOR EXPANSION

12 Jets To Be Added to Company Fleet

Hughes Airwest will add 12 DC-9 jets to its fleet in the next two years as part of its goal to become an all-jet airline.

Irving Tague, vice president and general manager, said an agreement had been reached to buy 10 of the jets and extra equipment from Continental Airlines at a cost of more than \$21 million. The other two are being purchased from Korean Airlines.

Available for Delivery

Tague said the added aircraft will increase the Hughes Airwest fleet by more than 50 per cent.

The Korean aircraft will be delivered to Hughes Airwest this month and next. The Continental planes will be available for delivery on the following schedule: in 1973, one in April, one in June and two in September. In 1974, three in April and three in May.

"It's too early to tell the effect of this

Suggestion Earns Cash For San Mateo Clerk

Three more Hughes Airwest employees have earned extra cash for suggestions they made to the company's employee suggestion award program.

The big winner was **Dorothy Smith**, intermediate accounting clerk in the passenger interline accounting department, who won \$287.56. She suggested changes in the methods used for calculating and pro-rating joint fares.



Dorothy Smith

Two station agents, **Ron Ness** of Eugene, and **Tom Barry** of San Diego, received \$25 U.S. Saving Bonds.

Ness suggested that air freight arrival notices be printed on postcards with company aircraft pictured on the other side.

Barry's idea was modification of the air freight transfer form so that it can also be used as a lot label document.

Tucson Sets Record

November was a record month for the Tucson station.

Some 10,342 passengers boarded Hughes Airwest flights there last month, said **Ray Vaughan**, station manager. It was the first time the station exceeded 10,000 boardings for a month.

major expansion on employees," Tague said. "I won't make any attempt to look into the crystal ball at this time.

Growth Is Key

"From the company point of view, growth is the key to our future. These jets will not only be used as eventual replacements for F-27 aircraft, but also will be used as the company grows. We have to anticipate increased frequency on existing routes and the addition of possible new routes to the system," he said.

Spare Parts

The purchase also includes four extra jet engines, three auxiliary power units, spare parts and a DC-9 training simulator.

Tague said the F-27s will be sold as the additional DC-9 jets are brought into the airline's operation during the next few years.

Airline Boardings Up

Passenger traffic on scheduled airlines in the United States was up 13.1 per cent for the first nine months of the year, compared with the same period of 1971, according to a report by the Air Transport Association.

The 23 trunk, international, regional, helicopter and territorial air carriers flew 114.1 billion revenue passenger miles during the period, up from 100.8 billion a year earlier. Available seat miles gained 2.6 per cent to 211.6 billion from 206.2 billion. Load factor averaged 54.4 per cent.

Passenger boardings increased 10.9 per cent, to 88.1 billion.

Company Knows Score

Football fans who find themselves traveling on Hughes Airwest during the holiday period will not be far from the latest scores of their favorite post-season bowl games.

Station personnel will relay the latest scores to flights where they will be announced to passengers.

The idea was given a trial run during the Thanksgiving period with enthusiastic response from passengers.

Effort By Employees Means First Profit

A profit of more than \$1.5 million for 1972 was predicted Nov. 30 for Hughes Airwest by **Irving Tague**, vice president and general manager.

It will be the first profitable year in the company's history.

In a letter to all employees, Tague said the profit was the result of extraordinary efforts by employees.

"I want to thank you for your personal

Hughes Airwest's November Traffic Up Over Year Ago

Hughes Airwest's systemwide traffic performance last month continued its upward spiral over levels achieved a year ago.

Available seat miles rose 23 per cent, miles flown by fare-paying passengers increased nearly 22.7 per cent and the number of passengers boarded climbed nearly 12 per cent.

Gratifying Performance

"In all, November's performance was most gratifying and reflects the airline's precise assessment of increased fall passenger volume," said **Irving Tague**, vice president and general manager.

"Based on this forecast—and despite an industry trend to cut back fall service—we expanded our jet operations nearly 30 per cent over the fall of 1971 and boosted service by our entire Sundance fleet by more than 25 per cent."

Seat Miles

Tague said this reallocation of available seat miles to increase service to Mexico, Arizona and Southern California is reflected in many of November's traffic results.

Available seat miles rose to 192,087,000 last month from 156,178,000 in November, 1971.

Revenue passenger miles (one passenger traveling one mile) jumped to 89,877,000 from last November's 73,272,000.

Passengers Boarded

The total number of passengers boarded at the airline's 74 cities in the Western United States, Canada and Mexico rose to nearly 253,000 from 226,500.

Passenger density (the average number of passengers flying one mile) increased 4.5 per cent to 37.5 from 35.9.

Load factor (the percentage of seats filled) dipped only two-tenths of one percentage point to 46.8, while the carrier's average on-time performance remained at 84 per cent for the month.

Cargo ton miles were up nearly 8 per cent to 646,905 from 600,000. Tons of cargo boarded rose 1.6 per cent to 1,733 from 1,705.

efforts," Tague said. "For some time we have repeatedly pointed out that profits, not prophets, will play an important role in determining the future growth of this airline.

"As in any large group or company, there will always be a small percentage of pessimists and detractors. They are not important to us because they do not contribute much.



THE VOLUNTEERS — A group of Hughes Airwest employes and their spouses are volunteering their spare time to escort ski tours to three prime ski areas in the West. Some of them assembled in Seattle for a planning session. They are (from left), Gene White, first officer; Joyce Harris, stewardess; Capt. Marshall Smith; Jackie Smith; Carol West; Capt. Larry West; Polly Grove, stewardess; and Nancy Soukup, stewardess.

Employes Give Time to Aid Company

A group of Hughes Airwest employes is volunteering its time to offer personally escorted ski tours to the public.

It's one of the largest employe-originated and administered programs of its type in the company's history.

The volunteers will use their own time to set up, sell and escort groups of skiers to three prime ski areas in the West. More volunteers are needed.

First officer **Roy Thompson**, Seattle, originator of the program, said, "We felt that an escorted tour, especially one by a flight crew member or other airline employe, would be a big attraction to the public. We need help now in selling the program."

Aid Company

Thompson said the tours are something that employes can do individually to directly help the company. Employes that sell the tour program to 15 persons will receive the same tour themselves free.

The week-long packages—that are to Salt Lake City, Sun Valley and Big Mountain, Mont.—include most ground arrangements, hotel accommodations, most meals, ski lift passes, fondue parties and transportation to the areas via Huhes Airwest.

Public Only

He emphasized that the tour packages are for sale to the public only. "We won't do the company much good selling tour packages to people that get their air transportation free," Thompson said.

Hughes Airwest's advertising department is preparing sales brochures for use with the program.

Interested persons should contact Thompson through the Seattle flight office.

Volunteers

Others who volunteered are **Capt. Larry West**, first officer **Boyd Lyle**, station agent **Tim Adderson**, first officer **Gene White**, and

hostesses **Joyce Harris**, **Polly Grove**, **Susan Sargent**, **Sandy Furness**, **Sue Robinson** and **Nancy Soukup**, all of Seattle; **Bob Brown**, station agent, Los Angeles; first officer **Jim Reedman** and hostesses **Martha Jo Policastro** and **Helen Butler** of San Francisco; **Capt. Marshall Smith** and **Capt. John Turner**, of Las Vegas.

STATIONERY SUPPLIES

Easy Ordering, Faster Delivery Promised

Ordering stationery supplies is easier and faster now because of a new system recently instituted by the company.

Supplies are now ordered directly from an outside vendor. The supplies are shipped by U.S. Mail to all stations and offices except San Francisco and San Mateo, said **John Huffman**, director of purchasing.

Direct Order

Department heads will continue to order supplies on a company furnished request form. The form is sent directly to Redwood Stationers in San Mateo. Redwood delivers the supplies to the company mail room at the airport where they are mailed directly to the ordering department or station.

"We can now give faster service to stations at distant ends of the system. Supplies can now be ordered as they are

Why A Stewardess

By Polly Grove

*Years of dreaming, one day came true.
Received my wings and took off for the blue.
Sometimes I ponder and wonder why
It's always more beautiful, each time I fly.*



Polly Grove

*There are so many reasons, it's hard to explain,
What is so special about an airplane.
Is it the traveling, opportunities, places we see?
All of this and much more to me.*

*It's two little boys sitting in row nine,
Visiting grandparents for the first time.
The soldier has been away quite awhile,
Heading home now, look at him smile.*

*School kids going home for the holiday.
The little baby who wants to play.
People all ages, from all different nations.
Not only a job, it's an education.*

*Fasten your seatbelts, we're taking off.
Hear the roar of the engines? We'll soon be aloft.*

*Look at the mountains, the land, the sea,
All in one picture, so much beauty.*

Now shoot for the clouds and when that's done,

*On the other side you'll see the sun.
When above the clouds, if you'll look below,
A glorious sight, The Pilot's Cross and Halo.*

*I've spent many hours soaring the blue,
Along with my passengers and crew.
I'll spend many more before I die,
There is nowhere on Earth like God's clear blue sky.*

needed, rather than having to wait for a specified ordering date.

"Also, by sending the supplies through the U.S. Mail, we are eliminating much of the COMAT traveling the system."

Supply clerks will now have more time to spend on other projects.

Hughes Airwest was able to dispose of a \$5,000 inventory of stationery supplies.

Obvious Advantage

"This has an obvious advantage to the company," Huffman said. "We don't have a lot of money tied up in inventory, we are able to use the storage space for other uses and we still get the same price break on individually ordered supplies."

Huffman estimates that the reduction of paperwork and processing of orders will result in a \$10,000 annual saving.



HOT ITEM—More than 100 orders for Hughes Airwest DC-9 model aircraft were received in the first four days after it was made available to employees. Linda Cano, secretary in the purchasing department, San Mateo, will send you one of the 9-inch models for \$14. The supply of models is short. Linda will hold your check until new models become available.

Travel Bargains

Japan Air Lines has announced the availability of its \$89 positive space Arigato Fare from Los Angeles, San Francisco and Vancouver to Tokyo. Fare is valid until Feb. 28, 1973 except during Christmas holiday. Contact nearest Japan Air Lines ticket office for tickets and reservations.

The Eighth Annual Interline Ski Party in Salt Lake City will be held Feb. 11-16. A three day, three night package is available for \$46.50 for double occupancy (\$52 single) that includes hotel, transportation to ski area, lift tickets, cocktail parties and gifts. Fee payable in advance to: Interline Ski Party, Salt Palace Suite 200, Salt Lake City, 84101. Deadline for reservations is Feb. 1.

American International Rent-A-Car offers 20 per cent discount to airline employees. Their offices are located near San Francisco, San Jose, Oakland and Los Angeles airports.

Continental Airlines has extended the validity period of its passes to 90 days. It has discontinued its policy of refunding service charges and first class surcharges and of allowing circle trips. All trips must now be taken by direct routing.

BIG BUSINESS

Extra Flying Brings New Revenue

Extra flying is big business for Hughes Airwest.

This year's Christmas and Thanksgiving holidays are proof of that.

During the Christmas holiday period, the largest group movement—in revenue passenger miles—in the company's history, will be flown from Calgary to Santa Ana and back.

Twelve extra section flights have been set up to accommodate the 525 people in the group.

Additional Revenue

When the aircraft are flown to Calgary to accommodate the group, some will be set up as extra sections to serve passengers on other routes. This extra flying also will mean additional revenue.

Rob Priest, Spokane district sales manager, and **Dave Ferguson**, sales representative in Calgary, were responsible for attracting the group away from Western Air Lines, which had handled them in past years.

The tour operator, Chinook Tours of Calgary, selected Hughes Airwest because they wanted better service.

Aircraft Positioning

Jim Rylander, manager of central seat control, is coordinating the positioning of aircraft for the extra flying.

"It's important that we treat this kind of group in the best possible manner," Rylander said. "It could mean a great deal of new business from Calgary in the future."

In another charter movement, Hughes Airwest operated five extra section flights from San Diego to Las Vegas on Nov. 15

to accommodate more than 500 conventioners and regular passengers. It was the most passengers boarded in one day in the station's history, said **Darrell Zickafoose**, San Diego station manager.

The request for extra seats was phoned to **Mary Ellen Geiger** of the Los Angeles group sales desk. She passed the request to San Diego district sales manager **John Chan** and to Rylander. From there it was a matter of locating aircraft and confirming their availability. This function, and scheduling crew members for the flights, was Rylander's responsibility.

Jerry Griffith, Santa Ana district sales manager, and **Jack Stoops**, Southern California marketing manager, assisted with the flights.

Football Charters

In a third large scale charter operation, the airline logged nearly 3,000 miles between Salt Lake City and Southern California on Thanksgiving day shuttling some 500 youngsters who decided they'd rather play football than gobble home cooked turkey.

The boys, members of the National Youth Football League, ranged in age from 12 to 18.

The charter jet operation involved two round-trip flights between Long Beach and Salt Lake City and a one-way hop from Pt. Mugu Naval Air Station near Oxnard to the Utah capital.

Return Trip

Another 3,000 miles were logged three days later to get the junior gridgers back home.

In all, some 250 youngsters from each region were flown to the other for holiday playoffs and bowl games. They represented teams from eight communities in Southern California and seven in the Salt Lake City area.

Walt Kupper, manager of charter sales, said this was the second year the airline has flown NYFL players.

"The shuttle project represented the largest single movement of youngsters by the carrier in such a short period of time," he said.

Revenue Production

"We are able to accommodate groups like these by converting temporarily idle equipment into revenue producing units," Rylander said. "It's good business for us."

He stressed the importance of good service on extra section and charter flights.

"Groups must be made to feel important. They deserve the best we can give them, the same as our regular passengers," he said.

Obituaries

Duke Johnson, 52, station manager at Inyokern, died Nov. 20 of a heart attack. He joined the company in 1962.

Perry A. Wilkey, a Hughes Airwest pilot on furlough, was killed Oct. 29 in an aircraft accident. He was on military reserve duty at the time.

Charles Emerick, father of **Jane Emerick**, San Francisco-based hostess, died Oct. 30.

Clifford Clark, father of **Capt. Robert Cansdale**, Seattle, died Dec. 6.

Nancy May Keele, mother of **Ralph Keele**, dispatcher in San Francisco flight control, died Nov. 22 of a heart attack.

Orson Spencer, father of **Wayne Spencer**, Salt Lake City station agent, died Dec. 12.

Hostess Volunteers For Asian Assignment

Ruth Becker is about to give up her hostess duties, temporarily at least, for a new assignment in Southeast Asia.

Ruth is a San Francisco-based stewardess. She has been flying for the company since 1960. In February she will begin a three-month tour of service with the Thomas A. Dooley Foundation.



Ruth Becker

She will serve as a medical assistant on a medicine boat traveling on the Mekong River in Laos. The work includes teaching local residents about first aid, personal hygiene, child care and nutrition.

"We will be helping people to learn about things that are very apparent to us but not so familiar to those people," Ruth said. "I think it will be a nice experience for me because it will be difficult.

"We will try to teach people to take care of themselves."

The Thomas A. Dooley Foundation is a non-profit group that provides assistance to residents of Southeast Asia. Its field workers are mostly volunteers, like Ruth.

Installation Complete: Magnetometers In

All Hughes Airwest stations now are equipped with at least one type of electronic metal detection device.

Installation of the final walk-through magnetometers was completed Dec. 8. These units are located at all but the lowest boarding stations. However, all stations have hand-held magnetometers that may be used in conjunction with the personal screening profile, Bob Bauter, director of security, said.



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TIME FOR SALE — The San Francisco branch of the employes' association is selling wrist and pendant watches and travel and bedroom alarm clocks with a special Hughes Airwest message on the face. The clocks and watches are available to employes for \$10. Contact Walt Kupper, manager of charter sales, San Francisco; Candy Bidman, data processing, San Francisco; or Marlene Hultz, revenue accounting, San Mateo. The message on the face states "Love is flying Hughes Airwest."

Fast Action By Agent

Fast action by a Hughes Airwest station agent averted possible disaster Nov. 26.

Wayne Theiss was loading baggage into a DC-9 aircraft when he smelled sulfur. He began a search of the cargo pit and found a bag that felt hot. He took the bag from the plane and notified chief agent Gene Pepper.

The owner of the bag was asked to step from the plane and open the bag. Inside were several books of smoldering matches.

CAB Hearing Officer Recommends Deletion

Roseburg, Ontario and Baker, Ore. will be deleted from the Hughes Airwest route system if the Civil Aeronautics Board follows the recommendation of its hearing officer.

Administrative Law Judge John Falk made his recommendation Dec. 11. Interested parties have 20 days to file objections. Final CAB decision is expected within six months.

Stricken Passenger Aided by Quick Crew

Quick action by three Hughes Airwest flight attendants may have saved the life of a stricken passenger.

The incident occurred Oct. 27 on flight 785 from San Francisco to Portland. Flight attendants were **Patti Walker, Marlene Davis** and **Audrey Wright**, all of Phoenix.

During the meal service, one of the girls noticed that a male passenger appeared to be ill. She followed the normal emergency procedures, administering oxygen to the stricken man. A doctor on board examined the man and recommended that he be taken to the nearest hospital because it appeared he was suffering from a heart attack.

Eugene Landing

Capt. Paul Boyer landed the plane at Eugene where an ambulance was standing by.

Capt. Boyer wrote the following about the performance of the flight attendants:

"I honestly feel that their quick work may very well have saved the gentleman's life.

"Needless to say, it took top-notch teamwork to gather up trays and prepare the cabin for early landing.

Professional Dedication

"The high quality of Hughes Airwest training was certainly reflected in their performance as was their dedication to their profession."

An Oregon City, Ore. attorney on the flight, also wrote to the company about the incident.

"I fly a good deal but I have never seen a cabin crew perform better than yours tonight. They were really efficient, concerned and expert."

The stricken passenger spent several days in a Eugene hospital and was released.

Holiday Traffic Heaviest Ever

Did you have any trouble traveling as a non-revenue passenger over the Thanksgiving weekend?

You were lucky if you didn't.

It was the biggest weekend in the airline's history.

Passenger boardings throughout the system totaled 44,075 from Wednesday (Nov. 22) through Sunday (Nov. 26), compared with 33,488 during the similar five-day holiday in 1971. That's a 14.5 per cent increase.

The all-time boarding record for a single day was achieved on Wednesday with 13,126 passengers—8 per cent greater than the day before Thanksgiving last year.

TRAVEL BENEFITS

Pass Abuse a Bummer; Ask J. H. Doe

John Henry Doe is a guy with problems. Serious problems.

First of all, he's not too bright. Second, he's known to fib a little. And third, he gets caught almost every time he tries to pull a fast one.

John Henry Doe is a mythical character who will be used here to describe all the ways some Hughes Airwest employees abuse their free and reduced rate travel benefits.

Stand-In

The persons that John Henry Doe represents here were caught more than a dozen times last year for some violation of pass travel regulations.

Some typical violations John Henry Doe committed included getting passes for persons who were not airline employees. One was his mother-in-law. She tried to use the pass for a trip abroad and was caught when the name on the ticket did not match the name on her passport. See what I mean about John Henry Doe being a dummy. He said later that he never thought about the passport. (Most airlines, including Hughes Airwest, now require positive identification before boarding pass riders.)

Another time, John Henry Doe, on this occasion not a public contact employee, tried to take advantage of one of those special deals for public contact people. He

certified that he met the requirements but was caught in the middle of the trip.

He tried to get passes for his sisters. He tried to get passes for his friends. (On one occasion, a policeman, no less.) He tried to get passes using fictitious names. He tried to buy reduced rate tickets for other ineligible persons. He even tried selling passes.

Go to Jail

Now then, what happens to a guy like John Henry Doe? He could be fired. He could lose all pass benefits. He could be fined up to \$5,000. He could be made to pay for all the tickets he obtained illegally. He could be charged with a misdemeanor and, if found guilty, sent to jail. Or, he could face all these penalties.

Some of the times when John Henry Doe was caught, he said he didn't understand the rules. The rules are not complicated. They're listed in section 160 of the Master Manual.

Eligibility

Typical of the most frequently violated rules are the qualification regulations. To travel on a pass, a person must be an employee, an employee's eligible dependent, or other designated person. All are listed in the manual.

An eligible dependent child must be unmarried and under 21. Any other eligible person must qualify as a dependent under the same general qualifications listed by the Internal Revenue Service for tax purposes. The dependent must live with the employee. He must be related naturally or by marriage and he must be wholly dependent on the employee for his support.

Certification

In addition, the employee must give written certification to the pass bureau that the person is qualified. The dependent must also be listed in the employee's personnel records.

John Henry Doe is a mythical person. The acts attributed to him are not. Of the dozen or so caught for various violations last year, some were fired. Some lost pay. Some lost their travel benefits. Some made retribution. And some were reprimanded.

If you are in doubt about your pass benefits, check the Master Manual or talk it over with your supervisor.

Aeromexico Discount

Aeromexico offers 75 per cent space available fares to Hughes Airwest employees, spouses and dependent children under 21 years. Obtain tickets at any Hughes Airwest ticket counter.



Pssst . . . Wanna buy a pass?

Employees Celebrate Service Anniversaries

These employees celebrate service anniversaries with the company during December.

TWENTY-FIVE YEARS

PHOENIX—**Roy Leedom**, technician. SAN FRANCISCO—**Johnnie Walton**, cleaner.

TWENTY YEARS

SAN FRANCISCO—**Tom Horan**, technician.

FIFTEEN YEARS

SALT LAKE CITY—**Calvin Robbins**, lead technician; **Blaine Barney**, station manager. PHOENIX—**Richard Gerber**, supervisor of supply; **Capt. Hector Guzman**; **Capt. John Patterson**; **Ed Teague**, first officer; **Clyde Barnes**, lead technician. LAS VEGAS—**Capt. Don McCraven**; **Capt. Duane Dyas**; **Capt. Jack Brasher**, regional flight manager; **Capt. Gene Swarner**. SEATTLE — **Capt. Paul Burrows**.

TEN YEARS

LOS ANGELES—**Anna Bridge**, chief reservation agent. PHOENIX—**John Bennett**, station agent. SAN FRANCISCO — **Trudy Parashis**, reservation agent. SAN JOSE — **Gerald Bradley**, station agent. SANTA BARBARA—**George Biggins**, station agent. CORVALLIS — **Lawrence Harper**, station agent.

FIVE YEARS

SAN FRANCISCO—**Bonnie Kimbrell**, reservation agent; **Betty MacDougall**, intermediate accounting clerk; **Esther Cesari**, senior transcription operator. YAKIMA — **Janet Buchanan**, ticket agent. SEATTLE — **Mona Pearson**, reservation agent; **Renate Kolb**, **Maureen Murphy** and **Susan Perry**, hostesses.

Scoreboard

Hughes Airwest Traffic

	Nov. '72	Nov. '71	% Change
PAX	252,782	226,528	+11.6
RPM	89.9 mil.	73.3 mil.	+22.7
ASM	192 mil.	156.2 mil.	+23
Load Factor	46.8%	46.9%	
PAX Density	37.5	35.9	+4.5
Cargo Ton Miles	646,905	599,937	+7.8
Cargo Tons Brd.	1,733	1,705	+1.6
On-time	84%	84.5%	

Year-to-Date*

	1972	1971	% Change
PAX	2.3 mil.	2.6 mil.	-12.7
RPM	792.5 mil.	849.3 mil.	-6.7
ASM	1.7 bil.	1.8 bil.	-8.7
Load Factor	47.3%	46.2%	
PAX Density	38.6	34.4	+12.2
Cargo Ton Miles	5.2 mil.	6.6 mil.	-20.5
Cargo Tons Brd.	14,304	19,264	-25.4
On-time	84.9%	85.4%	

* All 1972 year-to-date data is the result of a severely restricted flight schedule caused by a three-month strike.



THE GRADUATES—Hughes Airwest's newest Sundance Kids are (front row, from left) Valerie Brdar, Susie Bowen, Nancy Armstrong, Marcia Montague, Joyce Haines, Diane Vaccaro and Carmen McCall; (2nd row, from left) Ruth Yoder, Sheila Hooper, Debbie Hoverson, Sandra Hoke, Sally Lee, Tara Clark and Nancy Nelson. (Back row, from left) Gil Nyerges, Linda Otteson, Diane Rabaino, Bob Ailes, Brooke Larrouy, Beverly Hanson and Gary Whitsett.

YEAR'S LAST CLASS

New Flight Attendants Begin Duties

Only the brassy sound of Pomp and Circumstance was missing last month when Hughes Airwest graduated the year's final—and largest—class of new flight attendants.

The group, numbering 21, included three stewards to increase the total number of male flight attendants now on line to seven.

A total of 75 students have been graduated in five classes this year, bringing to more than 450 the number of flight attendants currently employed systemwide.

Weather Girl

Terry Lowry, weekend weather reporter and public service show hostess on San Francisco's Channel 4 (KRON-TV), pinned wings on each graduate and planted a kiss on three surprised stewards. The traditional cake and champagne toast followed.

The new flight attendants are:

From California—**Robert Ailes**, Pacifica; **Nancy Armstrong**, Lagunitas; **Susan Bowen**, Menlo Park; **Mariann Brdar**, San Bruno; **Tara Clark**, Chatsworth; **Beverly Hanson**, Long Beach; **Sandra Hoke**, Eureka; **Sheila Hooper**, Roseville; **Sally Lee**, San Francisco; **Marla Montague**, San Carlos; **Nancy Nelson**, Newport Beach; **Gilbert Nyerges**, San Mateo; **Linda Otteson**, Foster City; **Diane Rabaino**, Campbell; **Diane Vaccaro**, Menlo Park; and **Gary Whitsett**, San Mateo.

From other states—**Joyce Haines**, Salem, Ore.; **Deborah Hoverson**, Everett, Wash.; **Brooke Larrouy**, Salt Lake City; and **Ruth Yoder**, Seattle.

Outstanding Graduate

Carmen McCall of Tucson was the outstanding graduate, finishing the training

period with the highest academic score in the class.

Ed Altman, vice president of operations, congratulated the group on successfully completing the four-week course, which, he said, is the best in the industry.

"You are the airline's showcase," Altman said. "The opinion that our passengers hold for us reflects their contact with you. And we recognize this important responsibility you have."

The next flight attendant class is scheduled to begin early next year.

Transition

WELCOME ABOARD—**M. B. Cox**, supervisor of technical support, Phoenix. **J. J. North**, clerk/typist, San Francisco. **D. E. Nelson**, computer operator, Phoenix. **S. T. Chester**, technician, Phoenix. **P. G. Nalder**, cleaner, Pasco.

PROMOTIONS—**R. E. Forsman**, to manager of computer operations, Phoenix. **Hal Holmes**, to director of product development, Phoenix. **Darrel Waite**, to manager of programming, Phoenix. **Norm O'Donnell**, to director of data processing, Phoenix. **S. J. Brown**, to assistant district manager of maintenance, San Francisco. **Faye Minto**, to secretary, San Francisco. **J. T. Gorder**, to station manager, Kallispel. **C. A. Cryer**, to chief station agent, Palm Springs.

John James, **Jim Wright**, **Bill Lawson**, **Vern Varcoe** and **Richard O'leary**, all to dispatcher, San Francisco.